

APPENDIX J



Road Safety Audit Stage 1

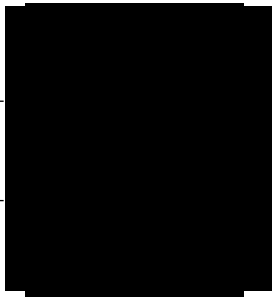
Access to Downs Road, Istead Rise



Client: DHA Transport

Road Safety Answers reference no: RSA1099

Control Sheet

	Name	Date	Signature
Author	Paul Martin	12/11/2025	
Checker	Paul Nevard	12/11/2025	
Authoriser	Paul Martin	12/11/2025	

Report Version

RSA Report Ref.	Version	Date of Issue
RSA1099	Final	12/11/2025

1. Introduction

1.1 This report describes a Stage 1 Road Safety Audit carried out on the preliminary design for an access onto Downs Road, Istead Rise, for DHA Transport, at the request of the Overseeing Organisation, Kent County Council. The audit was carried out in the office of Road Safety Answers Ltd during November 2025.

1.2 The audit team members were as follows:

Team Leader

Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency (2013)
Director, Road Safety Answers Ltd

Team Member

Paul Nevard – MSc, BA (Hons) CMILT, MCIHT, MSoRSA
HE Approved RSA Certificate of Competency
Independent Road Safety Consultant

1.3 The audit comprised an examination of the documents listed in **Appendix A**, and included the drawings supplied by James Marsh of DHA Transport. The site was visited by the Audit Team, together, on 12th November, 2025, between 09.30 and 0955 hours. The weather was overcast and the road surface was wet from earlier rainfall. Traffic, cycle and pedestrian flows were light on Downs Road.

1.4 The terms of reference of the audit are as described in the UK's national standard for road safety audit, GG 119 (revision 2). The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

1.5 All the problems described in this report are considered by the audit team to require action to improve the safety of the scheme and minimise accident occurrence. Plans showing the scheme and the locations of any problems found during the audit are shown in **Appendix B**.

1.6 The purpose of the scheme is to provide access to Downs Road for a residential development of 154 units.

1.7 The scheme consists of the following elements:

- A simple priority junction through nos. 64 and 66 Downs Road with shoulder radius kerblines of circa 6m, serving an access road with a carriageway width of 5.5m;
- A 2m wide footway along the north-west side of the development access road, tying into the existing footway on the south-west side of Downs Road;
- Visibility splays from the access road onto Downs Road of 53m south-east x 2.4m x 47m north-west, the 'y' distances in accordance with the calculation of the Stopping Sight Distance (SSD) equation in Manual for Streets¹ for the measured 85th percentile speeds;
- An uncontrolled pedestrian crossing at the mouth of the access road junction, with dropped kerbs and tactile paving;
- A new vehicular access to no. 68 Downs Road provided off the proposed development access road, approximately 60m from Downs Road;
- 'At Any Time' waiting restriction around, and opposite, the access junction, along Downs Road to protect the visibility splays (the restrictions subject to a traffic regulation order);
- Retention of the existing retaining wall along the boundary with Downs Road to the north-west of the access;
- An uncontrolled pedestrian crossing on Downs Road, north-west of the access, outside no. 169;
- A raised bus kerb at the existing south-eastbound bus stop outside no. 155 Downs Road;
- A raised bus kerb and shelter at the existing north-westbound bus stop approximately 25m to the south-east of the centreline of the development access road;
- An uncontrolled pedestrian crossing of the existing school access, approximately 55m to the south-east of the centreline of the development access road;
- A pedestrian access along an existing track, entering Downs Road opposite no. 137.

1.8 No details of street lighting, surface water drainage or advanced signing have been provided. These issues are not, therefore, considered further in this report unless the existing facilities, or a lack of them, is likely to result in a safety problem within the proposed scheme.

¹ $SSD = vt + \frac{v^2}{2a}$, where v is the speed (m/s), t is the driver perception-reaction time (seconds), d is the deceleration (m/s^2) and a is the longitudinal gradient (%) (+ for upgrades and – for downgrades)

2. Items resulting from this Stage 1 Audit

2.1 PROBLEM

Location: A – The development access junction with Downs Road (Dwg. 35213-H-01 Rev. P3).

Summary: Risk of side impact collisions if visibility to the south-east from the access is obstructed by a parked vehicle.

Double yellow lines are proposed around, and opposite, the access junction. To the south-east of the south-eastern shoulder of the junction, the double yellow lines do not extend to the bus stop clearway, allowing a vehicle, such as a van, to park there and obstruct visibility from the access. This will increase the risk of side impact collisions between vehicles leaving the access and vehicles approaching from the south-east.

RECOMMENDATION

The proposed double yellow lines should extend south-eastwards to meet the bus stop clearway at the north-westbound bus stop.

Design Team Response:

Client Officer Response:

2.2 PROBLEM

Location: B – The uncontrolled pedestrian crossing outside number 169 Downs Road (Dwg. 35213-H-01 Rev. P3).

Summary: Risk of pedestrian/vehicle collisions due to parked vehicles.

The proposed double yellow line restrictions do not reach the location of this crossing point. The auditors observed cars parked along the north east side of Downs Road outside nos. 167 and 169 (photo 1). These vehicles would obstruct the crossing and increase the risk of pedestrian/vehicle collisions if pedestrians try to walk between the park vehicles to cross the road.



Photo 1: Vehicle parked at the proposed location of the pedestrian crossing

RECOMMENDATION

The double yellow line restrictions at the development access should extend to a point, on both sides of the road, to the north-west of the proposed uncontrolled pedestrian crossing.

Design Team Response:

Client Officer Response:

2.3 PROBLEM

Location: C – Just north-west of the development access – south-west side of Downs Road (Dwg. 35213-H-01 Rev. P3).

Summary: Risk of side impact collisions if visibility to the north-west from the access is obstructed by vegetation.

Vegetation currently overhangs the top of the retaining wall (photo 2). If allowed to grow out across the footway, this vegetation will obstruct visibility to the north-west from the development access, increasing the risk of side impact collisions between vehicles turning out of the access and vehicle vehicles approaching from the north-west.



Photo 2: Looking north-west along Downs Road near the proposed access

RECOMMENDATION

Vegetation overhanging the retaining wall, within the visibility splay, should be removed altogether.

Design Team Response:

Client Officer Response:

2.4 PROBLEM

Location: D – The Non-Motorised Users' (NMUs) access onto Downs Road, opposite no. 137 (Dwg. 22628B/10)

Summary: Risk of cycle/vehicle, and cycle/pedestrian collisions.

This non-motorised user access from the development is relatively wide for its nearest 40m to Downs Road (photo 3), and is relatively steep down towards Downs Road over its last 10m, allowing cyclists to travel at speed onto Downs Road. If they are allowed to do so, their likelihood of overshooting onto Downs Road increases, increasing the risk of collisions with passing vehicles. Visibility to pedestrians walking past the access will also be obstructed by the adjacent high walls and bushes, increasing the risk of cycle/pedestrian collisions.



Photo 3: Looking across Downs Road to the NMU access

RECOMMENDATION

If cyclist are to use this access onto Downs Road, staggered barriers should be installed just beyond the back of the footway of Downs Road to slow cyclists as they enter the highway, with appropriate warning paving on the footway, either side of the access.

Design Team Response:

Client Officer Response:

2.5 PROBLEM

Location: E – The Non-Motorised Users' (NMUs) access onto Downs Road, opposite no. 137 (Dwg. 22628B/10).

Summary: Risk of pedestrian trips and falls on the full height kerb.

Pedestrians wishing to access the South eastbound bus stop outside no. 157 Downs Road will need to cross Downs Road, probably where the NMU access exits the development. As they do so, they will encounter a full height kerb on the north-east side of Downs Road, increasing their risk of trips and falls.

RECOMMENDATION

At the NMU access onto Downs Road, outside no. 137, an uncontrolled pedestrian crossing, with dropped kerbs and tactile paving, should be introduced.

Design Team Response:

Client Officer Response:

3. Audit Team Statement

We certify that this road safety audit has been carried out in accordance with GG 119 (revision 2), with the exception that Designer and Highway Authority response sections have been added to each problem, and a signing off chapter added for the convenience of both parties.

Audit Team Leader

Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency
Director, Road Safety Answers Ltd

Signed

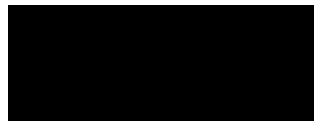


Date 12/11/2025

Audit Team Member

Paul Nevard – MSc, BA (Hons) CMILT, MCIHT, MSoRSA
HE Approved RSA Certificate of Competency
Independent Road Safety Consultant

Signed



Date 12/11/2025

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4. Design Team and Overseeing Organisation Statements

Design Team Leader

I certify that I have reviewed the items raised in this Stage 1 Safety Audit report. I have given due consideration to each issue raised and have stated my proposed course of action for each in this report. I seek the Overseeing Organisation's endorsement of my proposals.

Name:

Organisation:

Signed:

Date:

Overseeing Organisation (Highway Authority) Project Manager

I certify that I have reviewed the comments and actions proposed by the Design Team Leader and, in this report, I have stated my agreement, or alternative proposal, or acceptance of the risk associated with the problem.

Name:

Organisation:

Signed:

Date:

Appendix A

Drawings and Documents Examined:

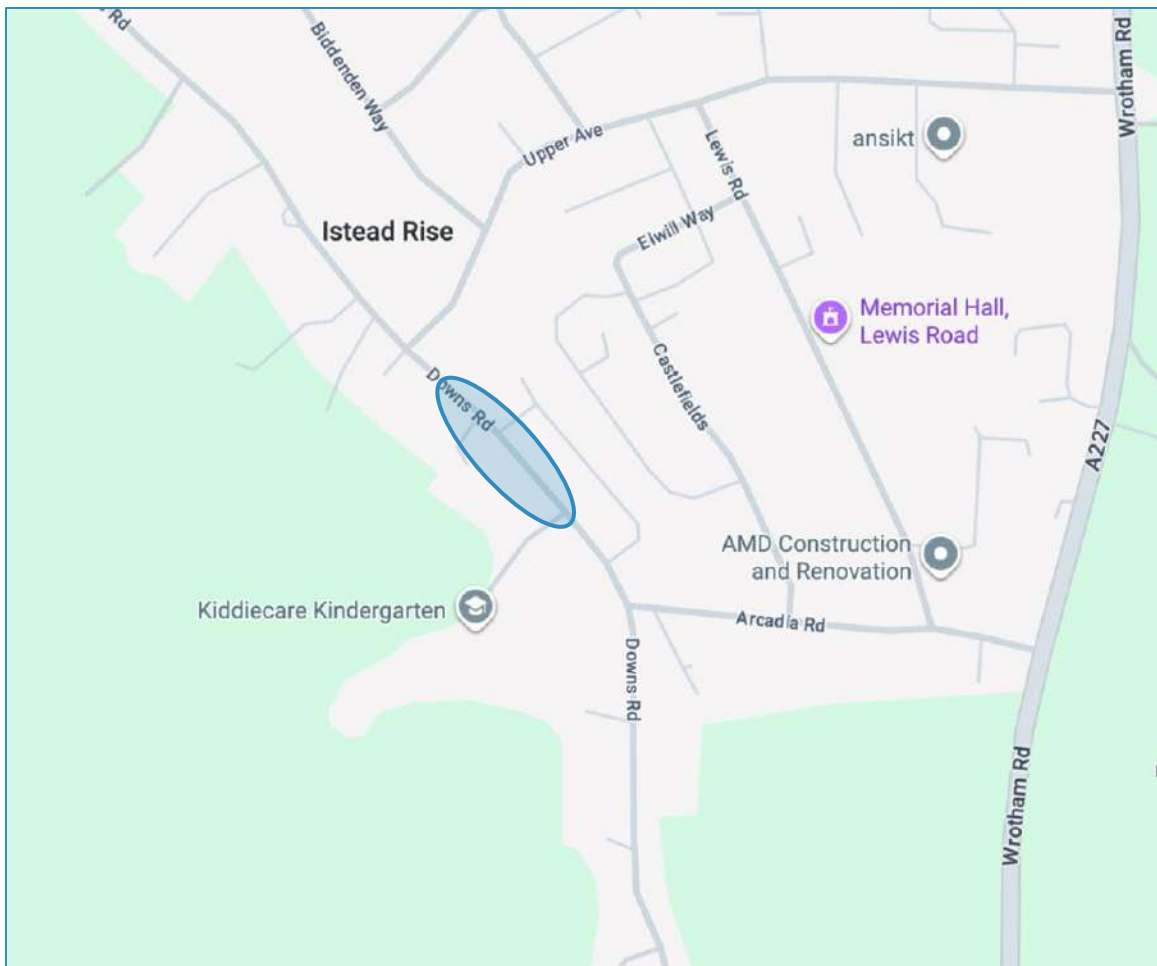
22628B_10_Proposed Site Layout Plan.pdf

35213 - H-01 Rev P3 Access Arrangement.pdf

35213 - T-01 Rev P3 Refuse Vehicle.pdf

Appendix B

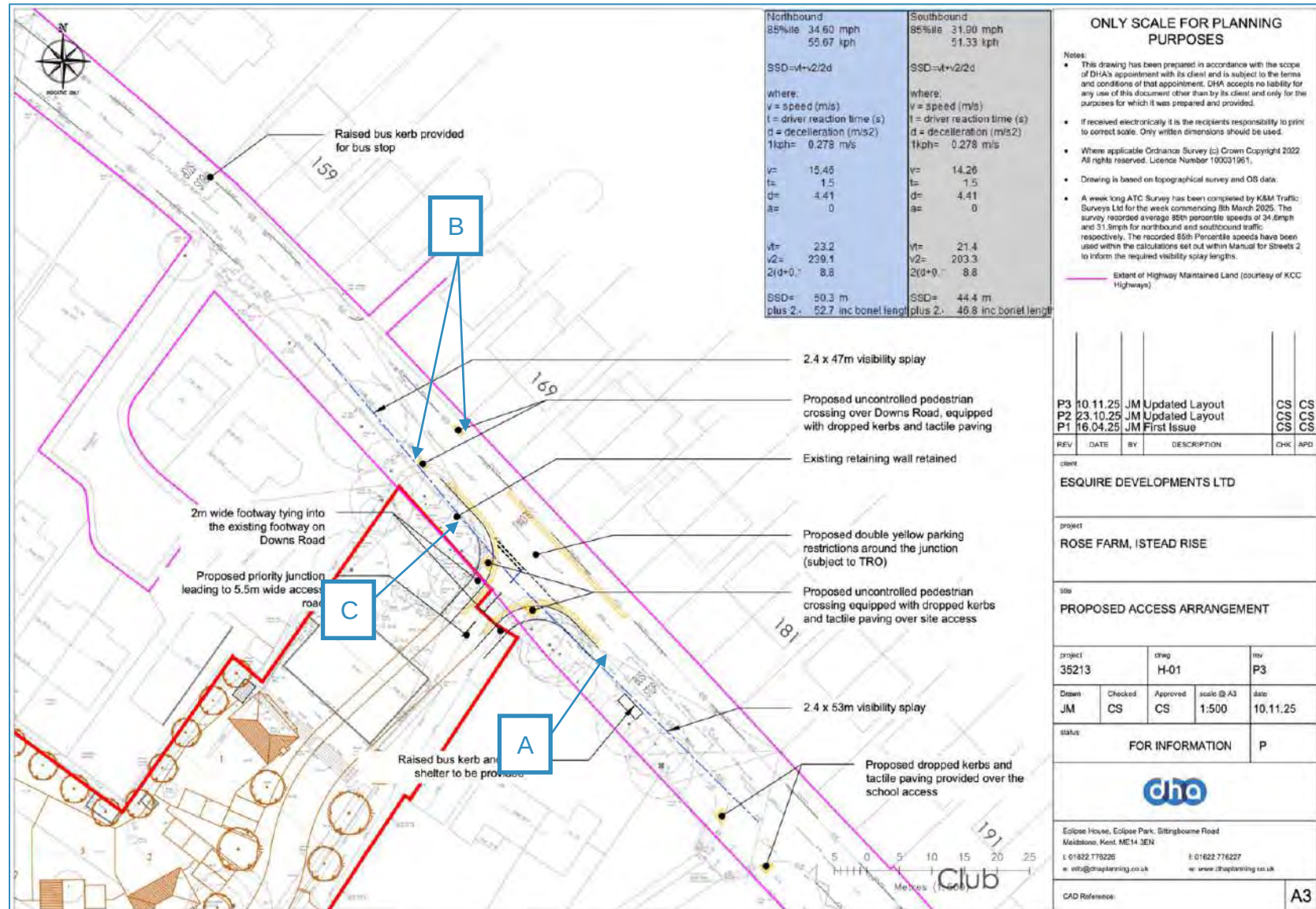
The following plan shows the location of the scheme



Scheme: Access to Downs Road, Istead Rise

Client: DHA (Highway Authority: Kent County Council)

Problems Location Plans



Scheme: Access to Downs Road, Istead Rise

Client: DHA (Highway Authority: Kent County Council)



Project Details – Land at Rose Farm, Iwade

Date – 17/11/25

Consultant/Design Engineer – DHA

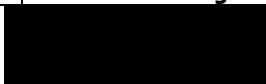
Contact – James Marsh 01622 776226



Road Safety Audit Stage 1

This response is to the issues raised in the Stage 1 RSA report, prepared by Road Safety Answers dated 12th November 2025. Ref RSA1099.

Authorisation sheet

Prepared by:	
Name:	James Marsh
Position	Associate Engineer
Signed:	
Organisation	DHA
Date:	17/11/2025
Approved by:	
Name:	Chris Smoker
Position	Associate Director
Signed:	
Organisation:	DHA
Date:	17/11/2025

Introduction

The scheme at Land Rose Farm, Istead Rise comprises the development of approximately 154 residential units. The Stage 1 Road Safety Audit was prepared by Road Safety Answers on 12th November 2025 to assess the proposed priority junction of Downs Road as well as improvements to the pedestrian infrastructure. This Designer's Response was produced by James Marsh of DHA, approved by Chris Smoker of DHA and reviewed by the overseeing organisation of Kent County Council.

Item	RSA Issue	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.1	Location: A – The development access junction with Downs Road (Dwg. 35213-H-01 Rev. P3). Summary: Risk of side impact collisions if visibility to the south-east from the access is obstructed by a parked vehicle. Double yellow lines are proposed around, and opposite, the access junction. To the south-east of the south-eastern shoulder of the junction, the double yellow lines do not extend to the bus stop clearway, allowing a vehicle, such as a van, to park there and obstruct visibility from the access. This will increase the risk of side impact collisions between vehicles leaving the access and vehicles approaching from the south-east.	The proposed double yellow lines should extend south-eastwards to meet the bus stop clearway at the north-westbound bus stop.	Agreed. The proposed double yellow lines have been extended to the bus stop on revised drawing 35213-H-01 Rev P4.		
2.2	Location: B – The uncontrolled pedestrian crossing outside number 169 Downs Road (Dwg. 35213-H-01 Rev. P3). Summary: Risk of pedestrian/vehicle collisions due to parked vehicles.	The double yellow line restrictions at the development access should extend to a point, on both sides of the road, to the north-west of the proposed uncontrolled pedestrian crossing.	Agreed. The proposed double yellow parking restrictions have been extended to the north of the proposed pedestrian crossing on the revised drawing 35213-H-01 Rev P4.		

Item	RSA Issue	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	The proposed double yellow line restrictions do not reach the location of this crossing point. The auditors observed cars parked along the northeast side of Downs Road outside nos. 167 and 169 (phot 1). These vehicles would obstruct the crossing and increase the risk of pedestrian/vehicle collisions if pedestrians try to walk between the park vehicles to cross the road.				
2.3	Location: C – Just north-west of the development access – south-west side of Downs Road (Dwg. 35213-H-01 Rev. P3). Summary: Risk of side impact collisions if visibility to the north-west from the access is obstructed by vegetation. Vegetation currently overhangs the top of the retaining wall (phot 2). If allowed to grow out across the footway, this vegetation will obstruct visibility to the north-west from the development access, increasing the risk of side impact collisions between vehicles turning out of the access and vehicles approaching from the north-west.	Vegetation overhanging the retaining wall, within the visibility splay, should be removed altogether.	Agreed. The vegetation overhanging the wall will be removed altogether.		

Item	RSA Issue	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.4	Location: D – The non-motorised users' (NMUs) access onto Downs Road, opposite no.137 (Dwg. 22628B/10). Summary: Risk of cycle/vehicle, and cycle/pedestrian collisions This non-motorised user access from the development is relatively wide for its nearest 40m to Downs Road (photo 3), and is relatively steep down towards Downs Road over its last 10m, allowing cyclists to travel at speed onto Downs Road. If they are allowed to do so, their likelihood of overshooting onto Downs Road increases the risk of collisions with padding vehicles. Visibility to pedestrians walking past the access will also be obstructed by the adjacent high walls and bushes, increasing the risk of cycle/pedestrian collisions.	If cyclists are to use this access onto Downs Road, staggered barriers should be installed just beyond the back of the footway of Downs Road to slow cyclists as they enter the highway, with appropriate warning paving on the footway, either side of the access.	Agreed. This is a 1.5m wide footpath that is to be used by pedestrians only. Cyclists from the site will be expected to use the carriageways and can enter/exit the site via the site access, or alternatively the emergency access which leads onto Long Walk to the north.		
2.5	Location: E – The Non-Motorised Users' (NMUs) access onto Downs Road, opposite 137 (Dwg. 22628B/10). Summary: Risk of pedestrian trips and falls on the full height kerb.	At the NMU access onto Downs Road, outside no.137, an uncontrolled pedestrian crossing, with dropped kerbs and tactile paving should be introduced.	Agreed. A pedestrian crossing has been demonstrated in this location on drawing 35213-H-02.		

Item	RSA Issue	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	Pedestrians wishing to access the south eastbound bus stop outside no.157 Downs Road will need to cross Downs Road, probably where the NMU access exits the development. As they do so, they will encounter a full height kerb on the north-east side of Downs Road, increasing their risk of trips and falls.				

Design Organisation and Overseeing Organisation Statements

On behalf of the design organisation I certify that:	
1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	James Marsh
Signed:	
Position:	Senior Transport Engineer
Organisation:	DHA
Date:	

On behalf of the overseeing Organisation I certify that:	
1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and	
2) The agreed RSA actions will be progressed.	
Name:	
Signed:	

Position:	
Organisation:	
Date:	

APPENDIX K



Audit Code: 53a10c48-b119-4a99-a8af-517ac2c648e8

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	EG	EALING
		1 day
02	SOUTH EAST	
	ES	EAST SUSSEX
		2 days
	HC	HAMPSHIRE
		1 day
	KC	KENT
		1 day
	SC	SURREY
		1 day
	WS	WEST SUSSEX
		3 days
03	SOUTH WEST	
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE
		1 day
	CW	CORNWALL
		2 days
	DC	DORSET
		1 day
	DV	DEVON
		2 days
	NS	NORTH SOMERSET
		5 days
04	EAST ANGLIA	
	CA	CAMBRIDGESHIRE
		2 days
	NF	NORFOLK
		2 days
	SF	SUFFOLK
		1 day
05	EAST MIDLANDS	
	DS	DERBYSHIRE
		1 day
	LE	LEICESTERSHIRE
		1 day
	NT	NOTTINGHAMSHIRE
		1 day
06	WEST MIDLANDS	
	WK	WARWICKSHIRE
		1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR	DONCASTER
		1 day
	NY	NORTH YORKSHIRE
		2 days
	RI	EAST RIDING OF YORKSHIRE
		1 day
08	NORTH WEST	
	AC	CHESHIRE WEST & CHESTER
		2 days
	LC	LANCASHIRE
		2 days
	MS	MERSEYSIDE
		1 day
09	NORTH	
	DH	DURHAM
		1 day
	IM	ISLE OF MAN
		4 days
	TW	TYNE & WEAR
		1 day
10	WALES	
	PS	POWYS
		1 day
	RC	RHONDDA CYNON TAFF
		2 days
11	SCOTLAND	
	FI	FIFE
		2 days
	GC	GLASGOW CITY
		1 day
	HI	HIGHLAND
		2 days
	SR	STIRLING
		1 day
12	CONNAUGHT	
	CS	SLIGO
		2 days
	GA	GALWAY
		1 day
	LT	LEITRIM
		1 day
	MA	MAYO
		1 day
	RO	ROSCOMMON
		2 days
14	LEINSTER	
	KD	KILDARE
		1 day
16	ULSTER (REPUBLIC OF IRELAND)	
	DN	DONEGAL
		2 days
17	ULSTER (NORTHERN IRELAND)	
	AN	ANTRIM
		2 days

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DE	DERRY	1 day
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This section displays the number of survey days per TRICS® sub-region in the selected set.

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Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	4 to 4334 (units:DWELLS)
Range Selected by User:	4 to 1000 (units:DWELLS)
Parking Spaces Range:	6 - 2696

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	05/05/87 to 18/09/24

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

Selected survey days:	
Friday	12 days
Monday	7 days
Thursday	24 days
Tuesday	18 days
Wednesday	5 days

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

Selected survey types:	
Manual count	66
Direction ATC Count	0

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

Selected Locations:	
Neighbourhood Centre	38 days
Suburban Area	28 days

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

Selected Location Sub Categories:	
Residential Zone	31 days
Village	35 days

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

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Excluded	62 days
Servicing vehicles Included	4 days

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Secondary Filtering Selection:

Use Class:

C3	66 surveys
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

72 - 15312

Population within 1 mile:

1,000 or Less	5 surveys
1,001 to 5,000	28 surveys
10,001 to 15,000	12 surveys
5,001 to 10,000	19 surveys
Not Known	2 surveys

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

Population within 5 miles:

25,001 to 50,000	21 surveys
250,001 to 500,000	5 surveys
5,000 or Less	5 surveys
5,001 to 25,000	18 surveys
50,001 to 75,000	15 surveys
Not Known	2 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	18 surveys
1.1 to 1.5	36 surveys
1.6 to 2.0	10 surveys
Not Known	2 surveys

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

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Petrol filling station:

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

Travel Plan:

No	58 surveys
Yes	8 surveys

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

PTAL Rating:

No PTAL Present	66 surveys
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This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

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1	AC-03-A-01	HOUSING	CHESHIRE WEST & CHESTER
DELAMERE PARK NEAR NORTHWICH CUDDINGTON Neighbourhood Centre Village Site area: 37.3 hect Survey date: Thursday 19/10/1989			
			Survey Type: Manual
2	AC-03-A-04	TOWN HOUSES	CHESHIRE WEST & CHESTER
LONDON ROAD NORTHWICH LEFTWICH Suburban Area Residential Zone Site area: 0.5 hect Survey date: Thursday 06/06/2019			
			Survey Type: Manual
3	AN-03-A-07	SEMI DETACHED/TERRACED HOUSING	ANTRIM
CASTLE WAY ANTRIM Suburban Area Residential Zone Site area: 2.76 hect Survey date: Tuesday 20/12/2011			
			Survey Type: Manual
4	AN-03-A-10	DETACHED & SEMI-DETACHED	ANTRIM
FERRARD GRANGE ANTRIM Suburban Area Residential Zone Site area: 3.5 hect Survey date: Friday 07/06/2024			
			Survey Type: Manual
5	BC-03-A-01	MIXED HOUSES	BOURNEMOUTH CHRISTCHURCH & POOLE
A351 SANDFORD ROAD NEAR POOLE SANDFORD Neighbourhood Centre Village Site area: 7.1 hect Survey date: Thursday 18/04/1996			
			Survey Type: Manual
6	CA-03-A-06	MIXED HOUSES	CAMBRIDGESHIRE
CRAFT'S WAY NEAR CAMBRIDGE BAR HILL Neighbourhood Centre Village Site area: 10.25 hect Survey date: Friday 22/06/2018			
			Survey Type: Manual
7	CA-03-A-08	DETACHED & SEMI-DETACHED	CAMBRIDGESHIRE
GIDDING ROAD SAWTRY Neighbourhood Centre Village Site area: 2.68 hect Survey date: Thursday 13/10/2022			
			Survey Type: Manual
8	CS-03-A-03	MIXED HOUSES	SLIGO

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TOP ROAD STRANDHILL STRANDHILL Neighbourhood Centre Village Site area: 1.2 hect Survey date: Thursday 27/10/2016				Survey Type: Manual
9 R292 STRANDHILL Neighbourhood Centre Village Site area: 1.68 hect Survey date: Thursday 27/10/2016	CS-03-A-04	DETACHED & SEMI-DETACHED	SLIGO	Survey Type: Manual
10 ALVERTON ROAD PENZANCE Suburban Area Residential Zone Site area: 0.2 hect Survey date: Thursday 30/06/2005	CW-03-A-01	TERRACED	CORNWALL	Survey Type: Manual
11 BOSVEAN GARDENS TRURO Suburban Area Residential Zone Site area: 3.35 hect Survey date: Tuesday 18/09/2007	CW-03-A-02	SEMI D./DETACHED	CORNWALL	Survey Type: Manual
12 WOODLANDS ESTATE NEAR WAREHAM SANDFORD Neighbourhood Centre Village Site area: 7.1 hect Survey date: Thursday 25/04/1991	DC-03-A-06	DETACHED	DORSET	Survey Type: Manual
13 GREENHALL HIGHWAY COLERAINE Neighbourhood Centre Residential Zone Site area: 7.9 hect Survey date: Thursday 07/11/2002	DE-03-A-02	DETACHED	DERRY	Survey Type: Manual
14 LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND Neighbourhood Centre Residential Zone Site area: 4.03 hect Survey date:	DH-03-A-02	MIXED HOUSES	DURHAM	Survey Type: Manual
15 GLENFIN STREET BALLYBOFEY Neighbourhood Centre Village	DN-03-A-01	DETACHED	DONEGAL	

Audit Code: 53a10c48-b119-4a99-a8af-517ac2c648e8

Site area: 0.58 hect

Survey date: Wednesday 30/06/2010

Survey Type: Manual

16 GORTLEE ROAD LETTERKENNY GORTLEE Suburban Area Residential Zone Site area: 7.24 hect Survey date: Wednesday 03/09/2014	DN-03-A-05	DETACHED/SEMI-DETACHED	DONEGAL	Survey Type: Manual
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17 A19 BENTLEY ROAD DONCASTER BENTLEY RISE Suburban Area Residential Zone Site area: 1.73 hect Survey date: Wednesday 18/09/2013	DR-03-A-01	SEMI DETACHED HOUSES	DONCASTER	Survey Type: Manual
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18 THE AVENUE DRONFIELD HOLMESDALE Neighbourhood Centre Residential Zone Site area: 0.8 hect Survey date: Thursday 22/06/2006	DS-03-A-01	SEMI D./TERRACED	DERBYSHIRE	Survey Type: Manual
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19 MILLHEAD ROAD HONITON Suburban Area Residential Zone Site area: 4.04 hect Survey date: Friday 25/09/2015	DV-03-A-02	HOUSES & BUNGALOWS	DEVON	Survey Type: Manual
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20 LOWER BRAND LANE HONITON Suburban Area Residential Zone Site area: 2.02 hect Survey date:	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON	Survey Type: Manual
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21 DELAMERE ROAD EALING COMMON Suburban Area Residential Zone Site area: 4.6 hect Survey date: Tuesday 09/07/1991	EG-03-A-01	HOUSING	EALING	Survey Type: Manual
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22 BISHOPS LANE RINGMER Neighbourhood Centre Village Site area: 4.34 hect Survey date: Thursday 28/09/2023	ES-03-A-11	MIXED HOUSES	EAST SUSSEX	Survey Type: Manual
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23	ES-03-A-12	MIXED HOUSES & FLATS	EAST SUSSEX	
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Audit Code: 53a10c48-b119-4a99-a8af-517ac2c648e8

HOREBEECH LANE
HORAM
Neighbourhood Centre
Village
Site area: 8.11 hect
Survey date: Tuesday 03/10/2023

Survey Type: Manual

24
HILLVIEW ROAD
BALMULLO
Neighbourhood Centre
Village
Site area: 7 hect
Survey date: Thursday 24/06/1999

FI-03-A-01

BUNGALOWS

FIFE

Survey Type: Manual

25
WAROUT ROAD
GLENROTHES
Suburban Area
Residential Zone
Site area: 3.5 hect
Survey date:

FI-03-A-02

SEMI DETACHED

FIFE

Survey Type: Manual

26
BOHERMORE
GALWAY
TOWNPARKS
Suburban Area
Residential Zone
Site area: 7 hect
Survey date: Tuesday 19/09/2006

GA-03-A-02

TERRACED

GALWAY

Survey Type: Manual

27
ABERUTHUREN DRIVE
GLASGOW
SHETTLESTON
Suburban Area
Residential Zone
Site area: 1.1 hect
Survey date: Thursday 17/03/1988

GC-03-A-01

TERRACED

GLASGOW CITY

Survey Type: Manual

28
CANADA WAY
LIPHOOK
Suburban Area
Residential Zone
Site area: 1.4 hect
Survey date: Tuesday 19/11/2019

HC-03-A-23

HOUSES & FLATS

HAMPSHIRE

Survey Type: Manual

29
BADDON DRIVE
MARYBANK
Neighbourhood Centre
Village
Site area: 0.7 hect
Survey date: Tuesday 15/12/1998

HI-03-A-08

TERRACED

HIGHLAND

Survey Type: Manual

30
GOLLANHEAD AVENUE
ROSEMARKIE
Neighbourhood Centre
Village
Site area: 0.6 hect

HI-03-A-09

SEMI DETACHED

HIGHLAND

Audit Code: 53a10c48-b119-4a99-a8af-517ac2c648e8

Survey date: Friday 04/12/1998

Survey Type: Manual

31 BALLAKILLOWEY ROAD COLBY BALLAKILLOWEY Neighbourhood Centre Village Site area: 2.12 hect Survey date: Tuesday 21/05/2024	IM-03-A-01	MIXED HOUSES	ISLE OF MAN	Survey Type: Manual
32 SHORE ROAD KIRK MICHAEL Neighbourhood Centre Village Site area: 1.61 hect Survey date: Thursday 23/05/2024	IM-03-A-02	MIXED HOUSES	ISLE OF MAN	Survey Type: Manual
33 MAIN ROAD COLBY Neighbourhood Centre Village Site area: 6.99 hect Survey date: Tuesday 21/05/2024	IM-03-A-03	MIXED HOUSES	ISLE OF MAN	Survey Type: Manual
34 NEW CASTLETOWN ROAD DOUGLAS Suburban Area Residential Zone Site area: 2.3 hect Survey date:	IM-03-A-04	MIXED HOUSES	ISLE OF MAN	Survey Type: Manual
35 MAIDSTONE ROAD CHARING Neighbourhood Centre Village Site area: 0.86 hect Survey date: Tuesday 22/05/2018	KC-03-A-08	MIXED HOUSES	KENT	Survey Type: Manual
36 CEDARWOOD PARK NEWBRIDGE MORRISTOWN ROAD Suburban Area Residential Zone Site area: 2.74 hect Survey date: Tuesday 12/05/2009	KD-03-A-02	TERRACED/SEMI-D.	KILDARE	Survey Type: Manual
37 PENNINE VIEW GLASSON Neighbourhood Centre Village Site area: 1.6 hect Survey date: Tuesday 13/05/1997	LC-03-A-12	BUNGALOWS	LANCASHIRE	Survey Type: Manual
38 SPRING HILL NEAR PRESTON	LC-03-A-24	MIXED HOUSES	LANCASHIRE	

Audit Code: 53a10c48-b119-4a99-a8af-517ac2c648e8

FRECKLETON
Neighbourhood Centre
Village
Site area: 3 hect
Survey date: Thursday 04/05/1995

Survey Type: Manual

39 LE-03-A-02 DETACHED & OTHERS LEICESTERSHIRE
MELBOURNE ROAD
IBSTOCK
Neighbourhood Centre
Village
Site area: 3.297 hect
Survey date: Thursday 28/06/2018

Survey Type: Manual

40 LT-03-A-01 SEMI-DETACHED & DETACHED LEITRIM
ARD NA SI
CARRICK-ON-SHANNON
ATTIRORY
Suburban Area
Residential Zone
Site area: 4.48 hect
Survey date: Friday 24/04/2015

Survey Type: Manual

41 MA-03-A-01 SEMI-DET. & TERRACED MAYO
N26 STATION ROAD
BALLINA
Suburban Area
Residential Zone
Site area: 3.13 hect
Survey date: Friday 15/07/2011

Survey Type: Manual

42 MS-03-A-03 DETACHED MERSEYSIDE
BEMPTON ROAD
LIVERPOOL
OTTERSPOOL
Suburban Area
Residential Zone
Site area: 0.5 hect
Survey date: Friday 21/06/2013

Survey Type: Manual

43 NF-03-A-01 SEMI DET. & BUNGALOWS NORFOLK
YARMOUTH ROAD
CAISTER-ON-SEA
Suburban Area
Residential Zone
Site area: 1.49 hect
Survey date: Tuesday 16/10/2012

Survey Type: Manual

44 NF-03-A-27 MIXED HOUSES & FLATS NORFOLK
YARMOUTH ROAD
NEAR NORWICH
BLOFIELD
Neighbourhood Centre
Village
Site area: 3.69 hect
Survey date: Thursday 16/09/2021

Survey Type: Manual

45 NS-03-A-01 DETACHED NORTH SOMERSET
BROADOAK ROAD
NEAR BRISTOL
LOWER LANGFORD
Neighbourhood Centre
Village

Audit Code: 53a10c48-b119-4a99-a8af-517ac2c648e8

Site area: 8.2 hect

Survey date: Thursday 17/09/1992

Survey Type: Manual

46 ROPER'S LANE WRINGTON Neighbourhood Centre Village Site area: 1 hect Survey date: Thursday 17/09/1992	NS-03-A-03	DETACHED	NORTH SOMERSET	Survey Type: Manual
47 SILVER STREET WRINGTON Neighbourhood Centre Village Site area: 1 hect Survey date: Thursday 17/09/1992	NS-03-A-04	SEMI D./DETACHED	NORTH SOMERSET	Survey Type: Manual
48 SILVER STREET WRINGTON Neighbourhood Centre Village Site area: 1.4 hect Survey date: Thursday 17/09/1992	NS-03-A-05	DETACHED	NORTH SOMERSET	Survey Type: Manual
49 SCHOOL ROAD WRINGTON Neighbourhood Centre Village Site area: 1.5 hect Survey date: Thursday 17/09/1992	NS-03-A-06	HOUSING	NORTH SOMERSET	Survey Type: Manual
50 COLLINGHAM Neighbourhood Centre Village Site area: 8.2 hect Survey date: Thursday 26/11/1998	NT-03-A-01	BUNGALOWS	NOTTINGHAMSHIRE	Survey Type: Manual
51 GRAMMAR SCHOOL LANE NORTHALLERTON Suburban Area Residential Zone Site area: 3.3 hect Survey date: Tuesday 25/09/2007	NY-03-A-01	MIXED HOUSES	NORTH YORKSHIRE	Survey Type: Manual
52 HORSEFAIR BOROUGHBRIDGE Suburban Area Residential Zone Site area: 5.23 hect Survey date: Friday 14/10/2011	NY-03-A-06	BUNGALOWS & SEMI DET.	NORTH YORKSHIRE	Survey Type: Manual
53 GUNROG ROAD WELSHPOOL Suburban Area Residential Zone	PS-03-A-02	DETACHED/SEMI-DETACHED	POWYS	

Audit Code: 53a10c48-b119-4a99-a8af-517ac2c648e8

Site area: 0.81 hect
Survey date:

Survey Type: Manual

54 ABERLLECHAU ROAD WATTSTOWN Neighbourhood Centre Village Site area: 6.6 hect Survey date: Tuesday 13/02/1990	RC-03-A-01	HOUSING	RHONDDA CYNON TAFF	Survey Type: Manual
55 FERNDAL ROAD STANLEYTOWN Neighbourhood Centre Village Site area: 4.5 hect Survey date: Tuesday 19/06/1990	RC-03-A-02	TERRACED	RHONDDA CYNON TAFF	Survey Type: Manual
56 MANOR ROAD BEVERLEY MOLESCROFT Suburban Area Residential Zone Site area: 36.7 hect Survey date: Tuesday 13/02/1990	RI-03-A-03	MIXED HOUSES	EAST RIDING OF YORKSHIRE	Survey Type: Manual
57 SLIGO ROAD BALLAGHADERREEN Suburban Area Residential Zone Site area: 1.55 hect Survey date: Thursday 14/07/2011	RO-03-A-02	SEMI DET. & BUNGALOWS	ROSCOMMON	Survey Type: Manual
58 EAGLE COURT ROSCOMMON ARDNANAGH Suburban Area Residential Zone Site area: 1.92 hect Survey date: Friday 26/09/2014	RO-03-A-04	SEMI DET. & BUNGALOWS	ROSCOMMON	Survey Type: Manual
59 AMLETS LANE CRANLEIGH Neighbourhood Centre Village Site area: 13.48 hect Survey date: Tuesday 24/05/2022	SC-03-A-09	MIXED HOUSES & FLATS	SURREY	Survey Type: Manual
60 BURY ROAD KENTFORD Neighbourhood Centre Village Site area: 2.68 hect Survey date: Friday 22/09/2017	SF-03-A-06	DETACHED & SEMI-DETACHED	SUFFOLK	Survey Type: Manual
61 BENVUE	SR-03-A-01	DETACHED	STIRLING	

Audit Code: 53a10c48-b119-4a99-a8af-517ac2c648e8

STIRLING

Suburban Area
Residential Zone
Site area: 4.05 hect
Survey date:

Survey Type: Manual

62	TW-03-A-03	MIXED HOUSES	TYNE & WEAR
STATION ROAD NEAR NEWCASTLE BACKWORTH Neighbourhood Centre Village Site area: 1.82 hect Survey date: Friday 13/11/2015			
			Survey Type: Manual

63	WK-03-A-03	DETACHED HOUSES	WARWICKSHIRE
BRESE AVENUE WARWICK GUYS CLIFFE Suburban Area Residential Zone Site area: 0.85 hect Survey date: Wednesday 25/09/2019			
			Survey Type: Manual

64	WS-03-A-07	BUNGALOWS	WEST SUSSEX
EMMS LANE NEAR HORSHAM BROOKS GREEN Neighbourhood Centre Village Site area: 3.25 hect Survey date: Thursday 19/10/2017			
			Survey Type: Manual

65	WS-03-A-16	DETACHED & SEMI-DETACHED	WEST SUSSEX
BRACKLESHAM LANE BRACKLESHAM BAY Neighbourhood Centre Village Site area: 1.9 hect Survey date: Wednesday 09/11/2022			
			Survey Type: Manual

66	WS-03-A-21	MIXED HOUSES	WEST SUSSEX
HILLAND ROAD BILLINGSHURST Neighbourhood Centre Village Site area: 32.93 hect Survey date: Thursday 09/11/2023			
			Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AC-03-A-05	30-04-2021	Covid
CA-03-A-07	27-05-2021	Covid
DN-03-A-08	30-09-2020	Covid
LU-03-A-01	21-09-2021	Covid
MG-03-A-01	12-10-2021	Covid
SF-03-A-08	16-09-2020	Covid

Audit Code: 53a10c48-b119-4a99-a8af-517ac2c648e8

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

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00	3	45	0.007	0.007	0.014
01:00-02:00	3	45	0.015	0.007	0.022
02:00-03:00	3	45	0.000	0.000	0.000
03:00-04:00	3	45	0.000	0.000	0.000
04:00-05:00	3	45	0.030	0.022	0.052
05:00-06:00	3	45	0.044	0.104	0.148
06:00-07:00	5	65	0.076	0.174	0.250
07:00-08:00	62	99	0.067	0.251	0.318
08:00-09:00	66	95	0.139	0.406	0.545
09:00-10:00	66	95	0.156	0.200	0.356
10:00-11:00	66	95	0.130	0.149	0.279
11:00-12:00	66	95	0.144	0.156	0.300
12:00-13:00	66	95	0.171	0.159	0.330
13:00-14:00	66	95	0.173	0.166	0.339
14:00-15:00	66	95	0.179	0.176	0.355
15:00-16:00	66	95	0.254	0.181	0.435
16:00-17:00	66	95	0.296	0.181	0.477
17:00-18:00	66	95	0.349	0.182	0.531
18:00-19:00	66	95	0.280	0.198	0.478
19:00-20:00	6	66	0.226	0.213	0.439
20:00-21:00	5	65	0.226	0.153	0.379
21:00-22:00	5	65	0.193	0.083	0.276
22:00-23:00	3	45	0.104	0.052	0.156
23:00-00:00	3	45	0.022	0.015	0.037
Total Rates:			3.281	3.235	6.516

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

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

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Audit Code: 53a10c48-b119-4a99-a8af-517ac2c648e8

Parameter Summary:

Trip rate parameter range selected:	4 - 1000 (units: DWELLS)
Survey date date range:	17/03/1988 - 07/06/2024
Number of weekdays (Monday-Friday):	66
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	22
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.

APPENDIX L



WU03EW - Location of usual residence and place of work by method of travel to v

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population	All usual residents aged 16 and over in employment the week before the c
units	Persons
date	2011
method of travel to work	Driving a car or van

usual residence

place of work	E02005066 : Gravesham 012
----------------------	--------------------------------------

East	66
East Midlands	3
London	435
North East	0
North West	1
Northern Ireland	0
Scotland	0
South West	2
Wales	0
West Midlands	1
Yorkshire and The Humber	4
Adur	1
Arun	0
Ashford	6
Aylesbury Vale	1
Basingstoke and Deane	0
Bracknell Forest	0
Brighton and Hove	0
Canterbury	5
Cherwell	0
Chichester	0
Chiltern	0
Crawley	5
Dover	2
East Hampshire	0
Eastbourne	0
Eastleigh	0
Elmbridge	2
Epsom and Ewell	1
Fareham	0
Gosport	0
Guildford	0
Hart	0
Hastings	0
Havant	0
Horsham	0

Isle of Wight	0
Lewes	2
Maidstone	66
Mid Sussex	1
Milton Keynes	0
Mole Valley	5
New Forest	0
Oxford	0
Portsmouth	0
Reading	0
Reigate and Banstead	6
Rother	0
Runnymede	3
Rushmoor	0
Shepway	2
Slough	0
South Bucks	0
South Oxfordshire	0
Southampton	2
Spelthorne	0
Surrey Heath	0
Swale	29
Tandridge	1
Test Valley	0
Thanet	2
Tunbridge Wells	18
Vale of White Horse	0
Waverley	1
Wealden	0
West Berkshire	0
West Oxfordshire	0
Winchester	0
Windsor and Maidenhead	0
Woking	1
Wokingham	1
Worthing	0
Wycombe	1
E02003314 : Medway 001	13
E02003315 : Medway 002	1
E02003316 : Medway 003	4
E02003317 : Medway 004	21
E02003318 : Medway 005	1
E02003319 : Medway 006	7
E02003320 : Medway 007	19
E02003321 : Medway 008	1
E02003322 : Medway 009	1
E02003323 : Medway 010	1
E02003324 : Medway 011	8

E02003325 : Medway 012	2
E02003326 : Medway 013	0
E02003327 : Medway 014	4
E02003328 : Medway 015	13
E02003329 : Medway 016	15
E02003330 : Medway 017	3
E02003331 : Medway 018	1
E02003332 : Medway 019	1
E02003333 : Medway 020	0
E02003334 : Medway 021	1
E02003335 : Medway 022	0
E02003336 : Medway 023	2
E02003337 : Medway 024	6
E02003338 : Medway 025	1
E02003339 : Medway 026	7
E02003340 : Medway 027	2
E02003341 : Medway 028	2
E02003342 : Medway 029	0
E02003343 : Medway 030	7
E02003344 : Medway 031	0
E02003345 : Medway 032	0
E02003346 : Medway 033	3
E02003347 : Medway 034	0
E02003348 : Medway 035	2
E02003349 : Medway 036	0
E02003350 : Medway 037	2
E02003351 : Medway 038	3
E02005149 : Tonbridge and Ma	3
E02005150 : Tonbridge and Ma	10
E02005151 : Tonbridge and Ma	5
E02005153 : Tonbridge and Ma	16
E02005154 : Tonbridge and Ma	12
E02005155 : Tonbridge and Ma	17
E02005156 : Tonbridge and Ma	10
E02005157 : Tonbridge and Ma	1
E02005158 : Tonbridge and Ma	3
E02005159 : Tonbridge and Ma	0
E02005160 : Tonbridge and Ma	8
E02005161 : Tonbridge and Ma	3
E02006833 : Tonbridge and Ma	16
E02005087 : Sevenoaks 001	2
E02005088 : Sevenoaks 002	6
E02005089 : Sevenoaks 003	7
E02005090 : Sevenoaks 004	27
E02005091 : Sevenoaks 005	16
E02005093 : Sevenoaks 007	23
E02005094 : Sevenoaks 008	3
E02005095 : Sevenoaks 009	4

E02005096 : Sevenoaks 010	3
E02005097 : Sevenoaks 011	1
E02005098 : Sevenoaks 012	13
E02005099 : Sevenoaks 013	6
E02005100 : Sevenoaks 014	1
E02005101 : Sevenoaks 015	3
E02006832 : Sevenoaks 016	10
E02005055 : Gravesham 001	37
E02005056 : Gravesham 002	162
E02005057 : Gravesham 003	60
E02005058 : Gravesham 004	16
E02005059 : Gravesham 005	28
E02005060 : Gravesham 006	66
E02005061 : Gravesham 007	6
E02005062 : Gravesham 008	10
E02005063 : Gravesham 009	20
E02005064 : Gravesham 010	19
E02005065 : Gravesham 011	7
E02005066 : Gravesham 012	141
E02005067 : Gravesham 013	16
E02005028 : Dartford 001	21
E02005029 : Dartford 002	6
E02005030 : Dartford 003	55
E02005031 : Dartford 004	9
E02005032 : Dartford 005	5
E02005033 : Dartford 006	151
E02005034 : Dartford 007	1
E02005035 : Dartford 008	55
E02005036 : Dartford 009	20
E02005037 : Dartford 010	2
E02005038 : Dartford 011	7
E02005039 : Dartford 012	11
E02005040 : Dartford 013	67

In order to protect against disclosure of personal information, records have been swapped between differe

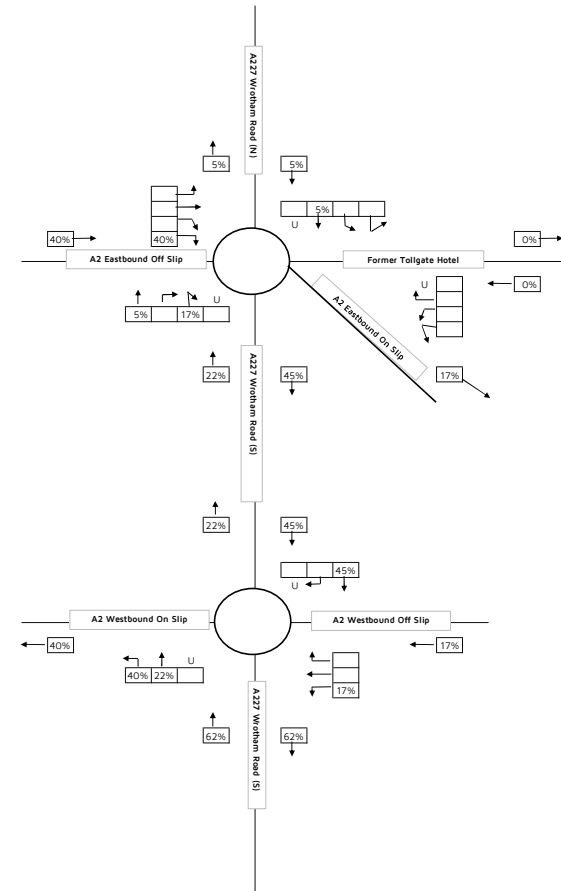
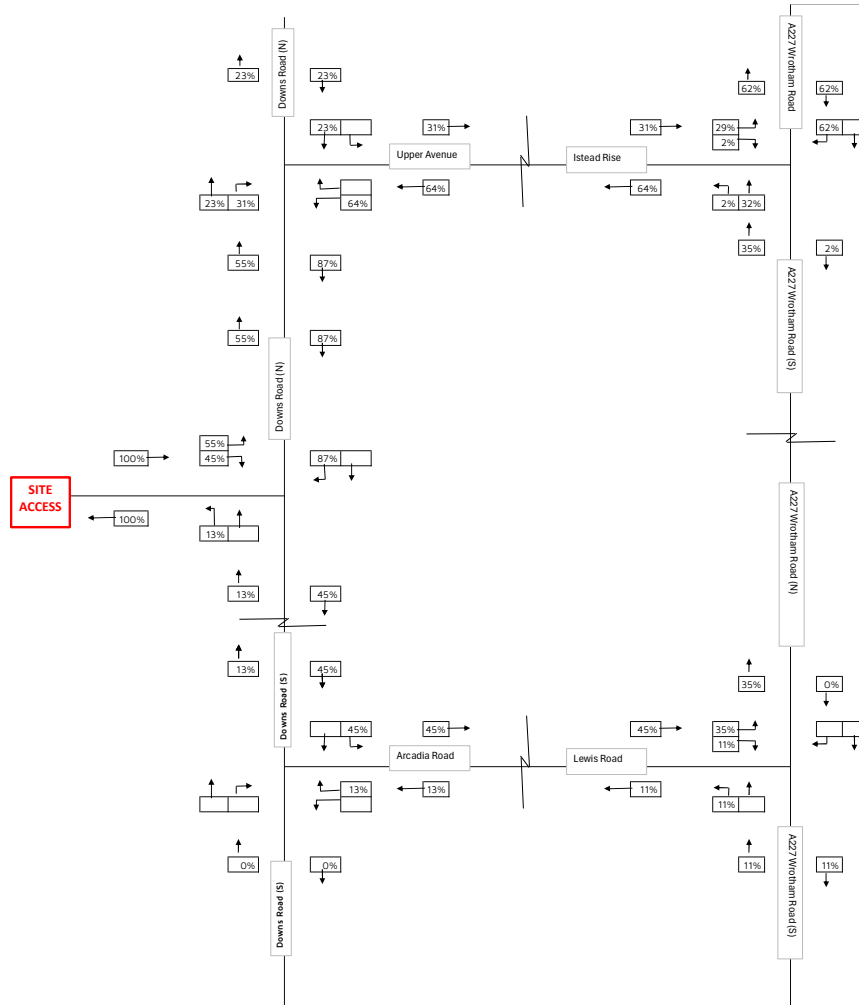
ent geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

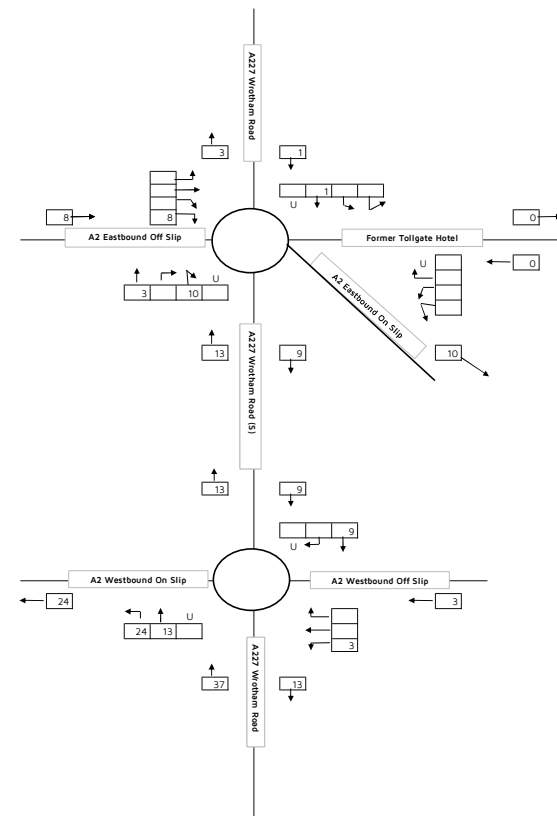
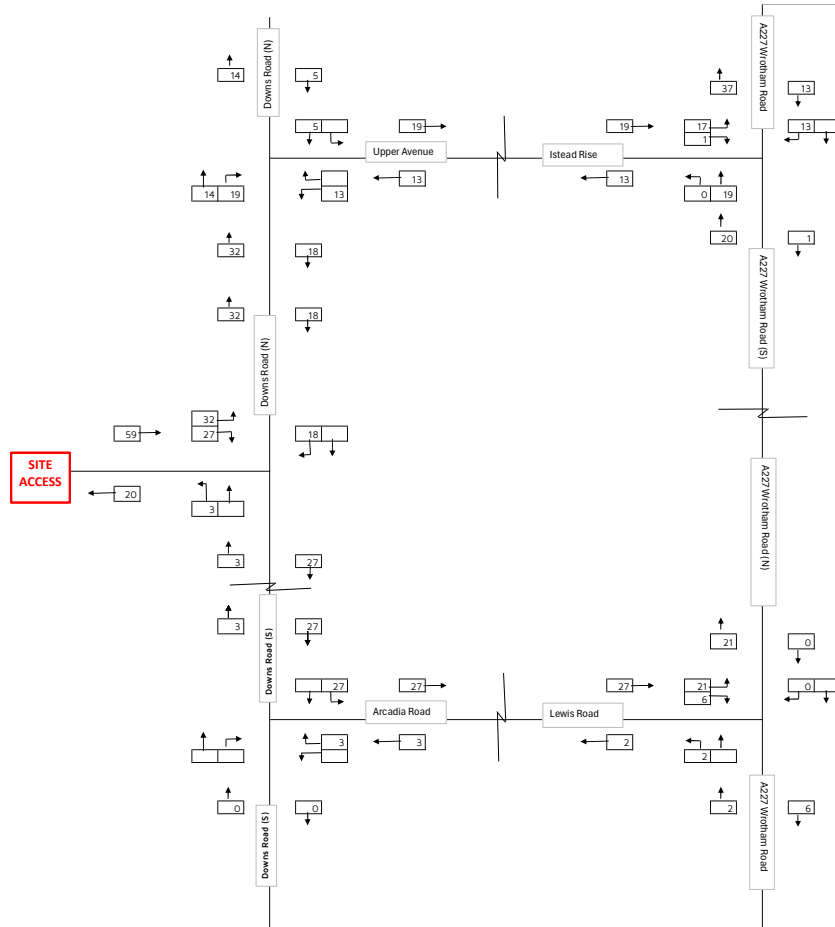
WU32EW - Location of usual residence and place of work by method of travel to work (MSOA level)

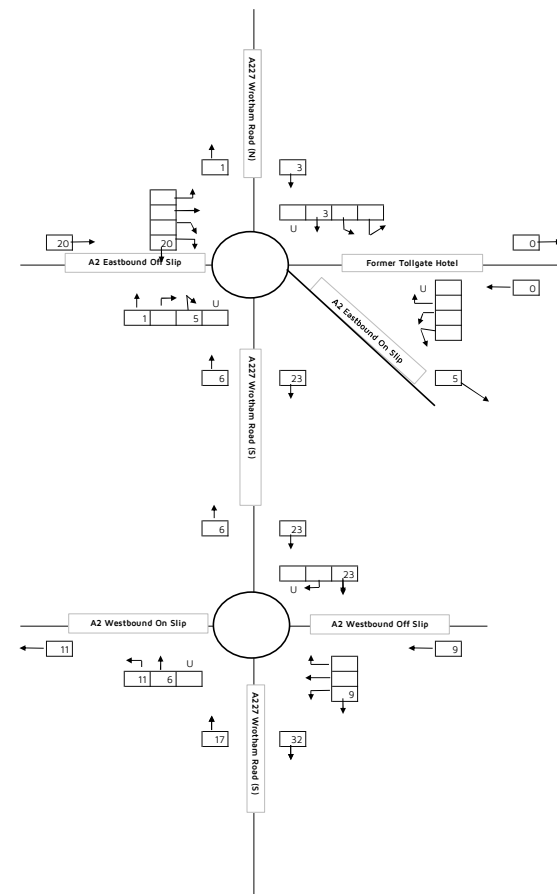
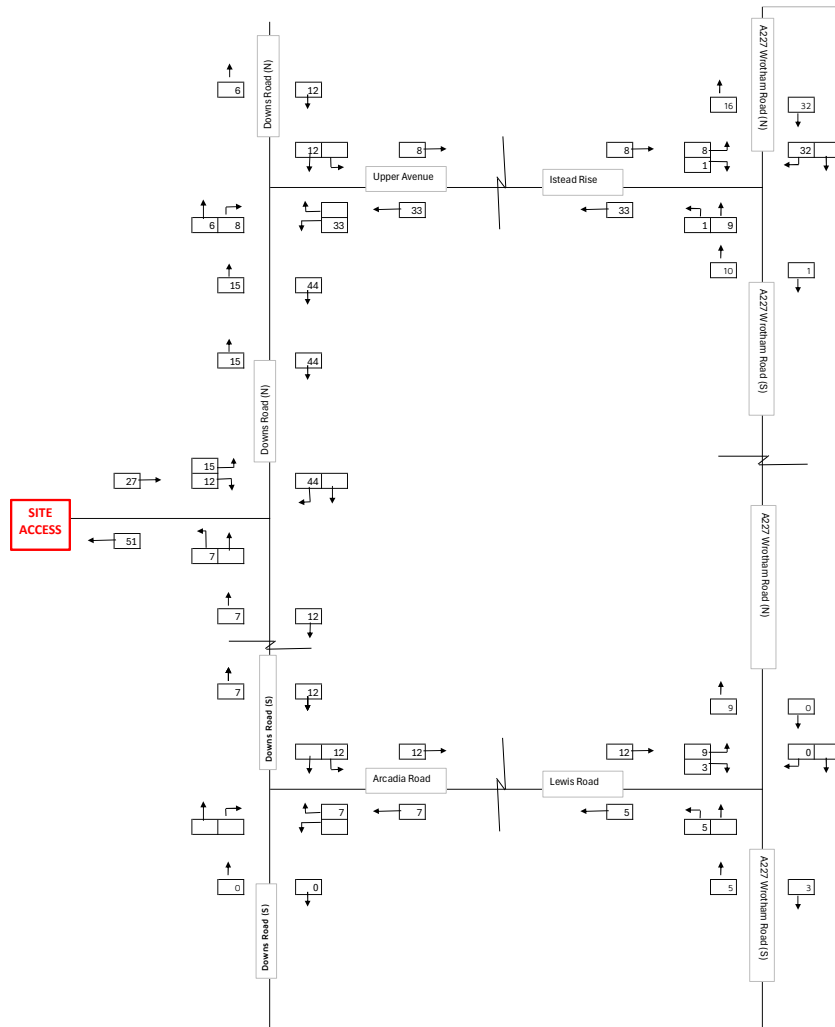
		Site Access / Downs Road				Downs Road / Arcadia Road				Lewis Road / A227 Wotton Road				Downs Road / Upper Avenue				Inland Rise / A227 Wotton Road				Broad Ditch Road / New Barn Road				A2 / Hall Road Junction				A227 / A2 Junction				A227 / A26 Junction				A26 / A227 / M29 Junction																																																																																																																																																																																																			
place of work	No.	Right turn: Site Access to Downs Road to Arcadia		Left turn: Downs Road to Arcadia		Straight ahead: Downs Road to Downs Road		Right turn: Lewis Road to A227		Left turn: Lewis Road to A227		Straight ahead: Downs Road to Downs Road		Right turn: Downs Road to Upper Avenue		Left turn: Broad Ditch Road to A227 Wotton Road		Right turn: Broad Ditch Road to A227 Wotton Road		Left turn: Broad Ditch Road to New Barn Road		Right turn: Broad Ditch Road to New Barn Road		Left turn: Broad Ditch Road to Hall Road		Straight on: Broad Ditch Road to Hall Road		Right turn: Hall Road to A2 (E)		Left turn: A227 to A227		Straight on: A227 to A227		Right turn: A227 to A2 (E)		Left turn: A227 to A20 (E)		Right turn: A227 to A20 (W)		Left turn: A20 to A20		Straight on: A20 to A20		Right turn: A20 to A227																																																																																																																																																																																													
		Left turn: Site Access to Downs Road to Arcadia	Right turn: Site Access to Downs Road to Arcadia	Left turn: Downs Road to Arcadia	Right turn: Downs Road to Arcadia	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left 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Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left 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Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road	Left turn: Downs Road to Downs Road	Right turn: Downs Road to Downs Road

APPENDIX M









APPENDIX N



Best 1h 25m 1h 4m 9 hr 2h 36m

34 Downs Rd, Istead Rise, Gravesend DA
 London

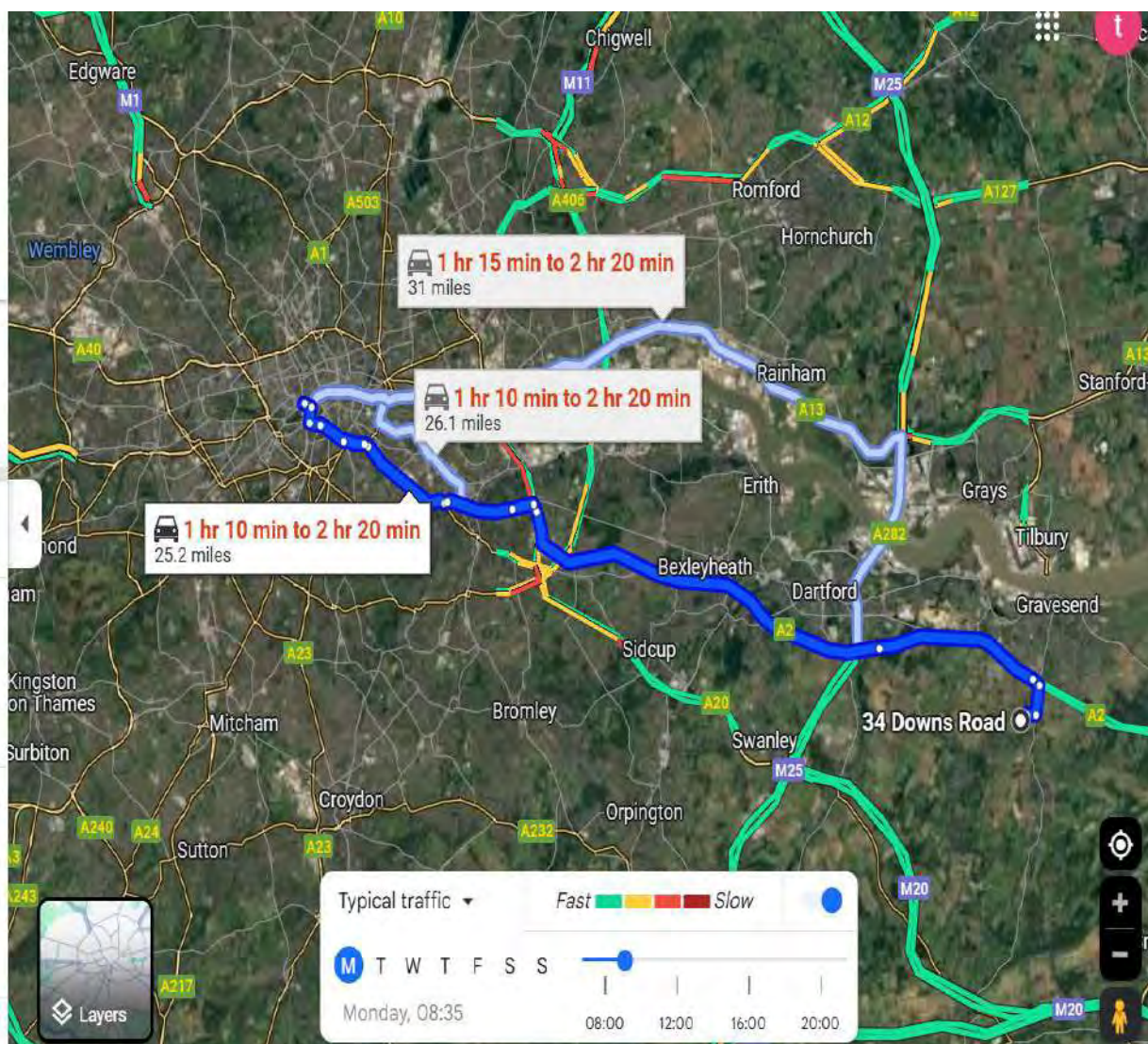
Depart at 07:30 Wed 30 Apr

[Send directions to iPhone](#) [Copy link](#)

via A2 **typically 1 hr 10 min to 2 hr 20 min**
 Details
 Arrive at about 09:50
 25.2 miles

via A2 and A200 **typically 1 hr 10 min to 2 hr 20 min**
 Arrive at about 09:50
 26.1 miles

via A13 **typically 1 hr 15 min**



Best 50 min 1h 5m 13 hr 3h 20m —

165-187 Downs Rd, Istead Rise, Gravesend

Ashford

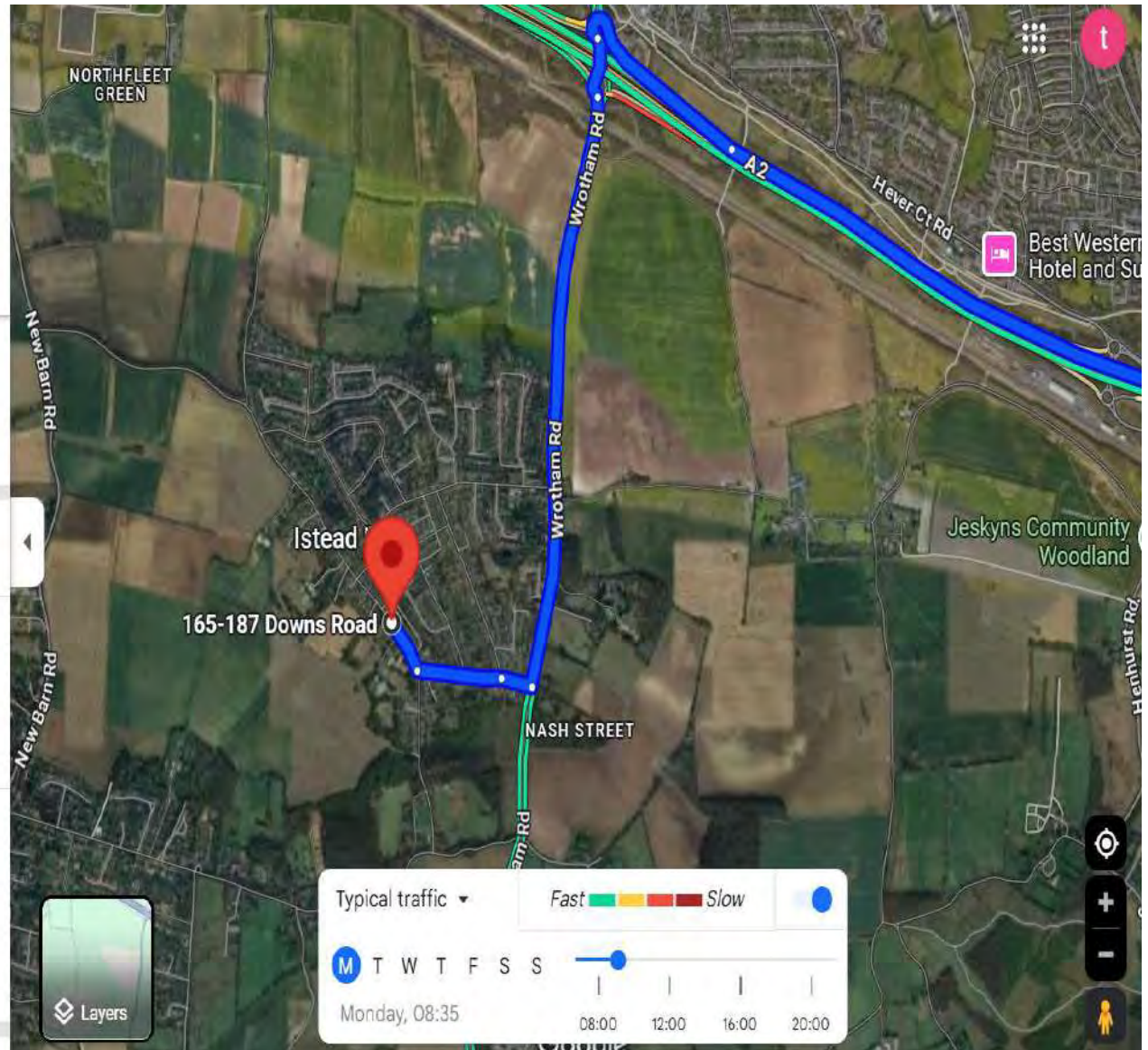
Depart at 07:30 Wed 30 Apr

Options

Send directions to iPhone Copy link

via M20 typically 40 min to 1 hr 5 min
Details Arrive at about 08:35
34.2 miles

via M2 typically 55 min to 1 hr 25 min
Arrive at about 08:55
41.8 miles



Best

40 min

1h 24m

5 hr

1h 24m

165-187 Downs Rd, Istead Rise, Gravesend

5-11 London Rd, Maidstone ME16 8HR

Depart at

Options

07:30

Wed 30 Apr

Send directions to iPhone

Copy link

via M2

typically 24-50 min

Arrive at about 08:20

16.3 miles

via A227 and M20

typically 30-55 min

Arrive at about 08:25

17.9 miles

via A228

typically 30 min to 1

Map showing traffic routes from 165-187 Downs Road to Maidstone. The map displays a network of roads with color-coded traffic conditions (green for fast, yellow for typical, red for slow). A blue route is highlighted, passing through Orpington, Sevenoaks, and Kings Hill. A red pin marks the starting point at 165-187 Downs Road. A white box indicates a travel time of 30 min to 1 hr for 18.4 miles. Another white box indicates a travel time of 24-50 min for 16.3 miles. The map includes labels for various locations such as Rainham, Erith, Grays, Tilbury, Bexleyheath, Dartford, Sidcup, Bromley, Orpington, Caterham, Oxted, Edenbridge, Sevenoaks, Kings Hill, East Malling, Maidstone, Lenham, Chatham, Rainham, Kemsley, Sittingbourne, and Sheerness. A legend at the bottom shows traffic conditions (Fast, Typical, Slow) and a time slider for Monday, 08:35, ranging from 08:00 to 20:00. A 'Layers' button is visible in the bottom left corner.

Best

55 min

1h 50m

8 hr

2h 17m

O

165-187 Downs Rd, Istead Rise, Gravesend

⬆️

Royal Tunbridge Wells, Tunbridge Wells

⊕

Depart at ▾

Options

🕒

07:30

⬅️

📅

Wed 30 Apr

➡️

📱

Send directions to iPhone

🔗

Copy link

🚗

via M25 and A21

typically 45 min to 1 hr 15 min

Details

Arrive at about 08:45

31.4 miles

🚗

via A227

typically 50 min to 1 hr 25 min

Arrive at about 08:55

25.4 miles

🚗

via A227 and A24

typically 50 min to 1 hr 25 min

Best 22 min 34 min 3h 34m 1 hr

165-187 Downs Rd, Istead Rise, Gravesend

Chatham

Depart at 07:30 Wed 30 Apr

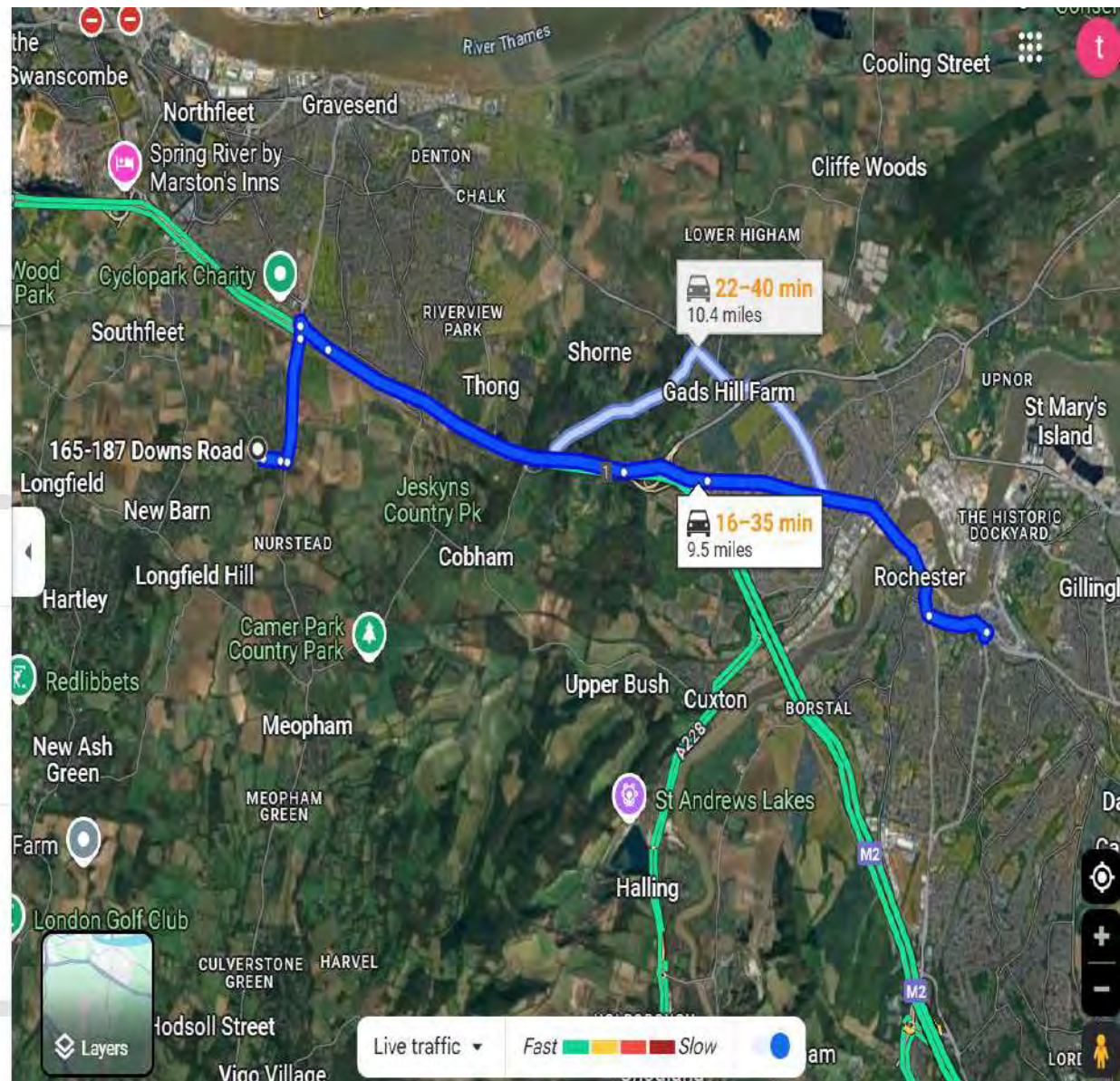
Options

Send directions to iPhone Copy link

via Watling St/A2 and A2 typically 16-35 min Arrive at about 08:05 9.5 miles Details

via Watling St/A2 typically 22-40 min Arrive at about 08:10 10.4 miles

Explore Chatham



Best

20 min

1h 37m

3h 18m

53 min

165-187 Downs Rd, Istead Rise, Gravesend

Snodland

+

Depart at

Options

07:30

Wed 30 Apr

Send directions to iPhone

Copy link

via Watling St/A2 and A228

typically 18-26 min

Arrive at about 07:56

11.3 miles

Details

via Wrotham Rd/A227

typically 22-26 min

Arrive at about 07:56

8.9 miles

Explore Snodland

The map displays two driving routes from the starting point at 165-187 Downs Road to the destination at Snodland. The top route, highlighted in blue, is 11.3 miles long and typically takes 18-26 minutes. It follows a path through Southfleet, Longfield, New Barn, Longfield Hill, Hartley, Meopham, and Upper Bush, eventually reaching Snodland via the A228. The bottom route, highlighted in light blue, is 8.9 miles long and typically takes 22-26 minutes. It follows a path through Longfield, New Barn, Longfield Hill, Hartley, Meopham, and Upper Bush, eventually reaching Snodland via the A227. The map includes labels for various locations such as Southfleet, Longfield, New Barn, Longfield Hill, Hartley, Meopham, Upper Bush, Cuxton, Rochester, Chatham, and Snodland. It also shows major roads like A2, A228, and M2. A legend at the bottom indicates live traffic status with a color scale from Fast (green) to Slow (red).

Best12 min53 min1h 27m21 min

165-187 Downs Rd, Istead Rise, Gravesend

Ebbsfleet Garden City, Northfleet, Gravesend

Depart at

Options

07:30

Wed 30 Apr

Send directions to iPhone

Copy link

via New Barn Rd

typically 10-14 min

Details

4.2 miles

via Watling St/A2

typically 12-18 min

Arrive at about 07:48

5.0 miles

Explore nearby Ebbsfleet Garden City

Reverse starting point and destination

165-187 Downs Road

Northfleet

Southfleet

New Barn

Greenhithe

Swanscombe

Tilbury

Tilbury Fort

Gravesend

Darent

South Darent

Longfield

Kirby

Beacon Wood Country Park

Darenth Country Park

Osprey Charging Station

BETSHAM

NURSTEAD

Jeskyns Country Park

Thong

Riverview Park

CHALK

DENTON

Sutton at Hone

12-18 min 5 miles

10-14 min 4.2 miles

Live traffic

Fast

Slow

Best

14 min

53 min

2h 3m

32 min

165-187 Downs Rd, Istead Rise, Gravesend

Bluewater Shopping Centre, Bluewater Pl

Depart at

Options

07:30

Wed 30 Apr

Send directions to iPhone

Copy link

via Watling St/A2

typically 10-16 min

Arrive at about 07:46

5.9 miles

Details

via Wrotham Rd/A227 and Watling St/A2

typically 12-18 min

Arrive at about 07:48

6.4 miles

Explore nearby Bluewater Shopping Centre

The map displays a route starting from 165-187 Downs Road and heading towards Bluewater Shopping Centre. The route is primarily along the A2 road, passing through Greenhithe and Swanscombe. Key locations marked on the map include Greenhithe, Swanscombe, Northfleet, Gravesend, Tilbury, and the River Thames. The route is highlighted in blue and green, with a distance of 5.9 miles and a typical travel time of 10-16 minutes. The map also shows other roads like Watling St and A227, and various parks and landmarks such as Beacon Wood Country Park, Darenth Country Park, and Shorne Woods Country Park. The map interface includes a search bar, a list of nearby locations, and a legend for live traffic and road types.

APPENDIX O



K&M TRAFFIC SURVEYS

DATE : TUESDAY 14TH OCTOBER 2025

LOCATION : ISTEAD RISE, NORTHFLEET, KENT

J1 - ISTEAD RISE / A227 WROTHAM ROAD PRIORITY JUNCTION

	ISTEAD RISE OUT LEFT TO A227 WROTHAM RD NORTH / A2							ISTEAD RISE OUT RIGHT TO A227 WROTHAM RD S / MEOPHAM							ISTEAD RISE RIGHT TURN IN FROM A227 WROTHAM RD NORTH / A2							ISTEAD RISE LEFT TURN IN FROM A227 WROTHAM RD S / MEOPHAM					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	30					30		8					8		20	2				22		4					4
0715-0730	25		1			26		5					5		28					28		7					7
0730-0745	45					45		6	1	2			9		33	1	1			35		11					11
0745-0800	33		2	1		36		8					8		41	1				42		6					6
0800-0815	52			1		53		3					3		36	2	2			40		5					5
0815-0830	51		1			52		5					5		33					33		12					12
0830-0845	39	1	3			43		2					2		36					36		7					7
0845-0900	51	1				52		6	1				7		38		1			39		8					8
0900-0915	45			1		46		5					5		34	1				35		9					9
0915-0930	44	1				45		5					5		33		1			34		5					5
0930-0945	30					30		2					2		28					28		7					7
0945-1000	27					27		7					7		28	2				30		7					7
0700-1000	472	3	7	3	0	485		62	2	2	0	0	66		388	6	7	1	0	402		88	0	0	0	0	88
0700-0800	133	0	3	1	0	137		27	1	2	0	0	30		122	1	4	0	0	127		28	0	0	0	0	28
0715-0815	155	0	3	2	0	160		22	1	2	0	0	25		138	3	4	0	0	145		29	0	0	0	0	29
0730-0830	181	0	3	2	0	186		22	1	2	0	0	25		143	3	4	0	0	150		34	0	0	0	0	34
0745-0845	175	1	6	2	0	184		18	0	0	0	0	18		146	2	3	0	0	151		30	0	0	0	0	30
0800-0900	193	2	4	1	0	200		16	1	0	0	0	17		143	2	2	1	0	148		32	0	0	0	0	32
0815-0915	186	2	4	1	0	193		18	1	0	0	0	19		141	1	0	1	0	143		36	0	0	0	0	36
0830-0930	179	3	3	1	0	186		18	1	0	0	0	19		141	1	1	1	0	144		29	0	0	0	0	29
0845-0945	170	2	0	1	0	173		18	1	0	0	0	19		133	1	1	1	0	136		29	0	0	0	0	29
0900-1000	146	1	0	1	0	148		19	0	0	0	0	19		123	3	1	0	0	127		28	0	0	0	0	28

K&M TRAFFIC SURVEYS

DATE : TUESDAY 14TH OCTOBER 2025

LOCATION : ISTEAD RISE, NORTHFLEET, KENT

J1 - ISTEAD RISE / A227 WROTHAM ROAD PRIORITY JUNCTION

	A227 WROTHAM RD FROM NORTH STRAIGHT AHEAD TO A227 WROTHAM RD S / MEOPHAM							A227 WROTHAM RD FROM SOUTH STRAIGHT AHEAD TO A227 WROTHAM RD NORTH / A2						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT	
0700-0715	76	1	1			78		81						81
0715-0730	95	3				98		99	3		2			104
0730-0745	115	5		1		121		123	3		1	1		128
0745-0800	145	6		1		152		117	4		2			123
0800-0815	125	2		1		128		134	1	1	1			137
0815-0830	93	1		1		95		143	3		1			147
0830-0845	117	1				118		170	2	1				173
0845-0900	96	2		1		99		198	7	1	3			209
0900-0915	91	3			1	95		140	1		1			142
0915-0930	83	3	1			87		108	6			1		115
0930-0945	67	2		1		70		45	1		2			48
0945-1000	62	3				65		90	8					98
0700-1000	1165	32	2	6	1	1206		1448	39	3	13	2		1505
0700-0800	431	15	1	2	0	449		420	10	0	5	1		436
0715-0815	480	16	0	3	0	499		473	11	1	6	1		492
0730-0830	478	14	0	4	0	496		517	11	1	5	1		535
0745-0845	480	10	0	3	0	493		564	10	2	4	0		580
0800-0900	431	6	0	3	0	440		645	13	3	5	0		666
0815-0915	397	7	0	2	1	407		651	13	2	5	0		671
0830-0930	387	9	1	1	1	399		616	16	2	4	1		639
0845-0945	337	10	1	2	1	351		491	15	1	6	1		514
0900-1000	303	11	1	1	1	317		383	16	0	3	1		403

K&M TRAFFIC SURVEYS

DATE : TUESDAY 14TH OCTOBER 2025

LOCATION : ISTEAD RISE, NORTHFLEET, KENT

J1 - ISTEAD RISE / A227 WROTHAM ROAD PRIORITY JUNCTION

	ISTEAD RISE OUT LEFT TO A227 WROTHAM RD NORTH / A2							ISTEAD RISE OUT RIGHT TO A227 WROTHAM RD S / MEOPHAM							ISTEAD RISE RIGHT TURN IN FROM A227 WROTHAM RD NORTH / A2							ISTEAD RISE LEFT TURN IN FROM A227 WROTHAM RD S / MEOPHAM					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	35					35		3					3		52	2				54		11					11
1615-1630	60		1	1		62		4					4		57					57		17					17
1630-1645	42		1			43		5					5		76	1				77		15					15
1645-1700	36		1			37		5					5		59	1				60		10					10
1700-1715	46		1			47		7					7		59		1			60		10					10
1715-1730	40			1		41		7				1	68		67		1			68		13					13
1730-1745	33					33		2					2		51					51		13					13
1745-1800	44		1			45		3					3		41		1			42		5					5
1800-1815	33					33		4					4		42					42		9					9
1815-1830	31					31		3					3		48		1			49		7		1			8
1830-1845	31		1			32		4			1		5		40		1			41		9					9
1845-1900	27					27		2					2		32					32		5					5
1600-1900	458	0	6	2	0	466		49	0	0	1	0	50		624	0	5	4	0	633		124	0	0	1	0	125
1600-1700	173	0	3	1	0	177		17	0	0	0	0	17		244	0	4	0	0	248		53	0	0	0	0	53
1615-1715	184	0	4	1	0	189		21	0	0	0	0	21		251	0	2	1	0	254		52	0	0	0	0	52
1630-1730	164	0	3	1	0	168		24	0	0	0	0	24		261	0	2	2	0	265		48	0	0	0	0	48
1645-1745	155	0	2	1	0	158		21	0	0	0	0	21		236	0	1	2	0	239		46	0	0	0	0	46
1700-1800	163	0	2	1	0	166		19	0	0	0	0	19		218	0	1	2	0	221		41	0	0	0	0	41
1715-1815	150	0	1	1	0	152		16	0	0	0	0	16		201	0	1	1	0	203		40	0	0	0	0	40
1730-1830	141	0	1	0	0	142		12	0	0	0	0	12		182	0	1	1	0	184		34	0	0	1	0	35
1745-1845	139	0	2	0	0	141		14	0	0	1	0	15		171	0	1	2	0	174		30	0	0	1	0	31
1800-1900	122	0	1	0	0	123		13	0	0	1	0	14		162	0	0	2	0	164		30	0	0	1	0	31

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LOCATION : ISTEAD RISE, NORTHFLEET, KENT

J1 - ISTEAD RISE / A227 WROTHAM ROAD PRIORITY JUNCTION

	A227 WROTHAM RD FROM NORTH STRAIGHT AHEAD TO A227 WROTHAM RD S / MEOPHAM							A227 WROTHAM RD FROM SOUTH STRAIGHT AHEAD TO A227 WROTHAM RD NORTH / A2						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT	
1600-1615	144	1		1		146		139	2					141
1615-1630	157			1	1	159		131	1					132
1630-1645	127	1				128		123	1	1	1			126
1645-1700	124	3		1		128		119	3	1	1	1		125
1700-1715	114	1				115		145	1	1	2			149
1715-1730	132	1				133		130	1		1			132
1730-1745	112	2		1		115		131						131
1745-1800	95			2		97		105		1				106
1800-1815	91			3		94		118	2					120
1815-1830	96			2		98		87						87
1830-1845	81	2		1		84		78	1		1			80
1845-1900	76	1		1		78		84	1		1			86
1600-1900	1349	12	0	13	1	1375		1390	13	4	7	1		1415
1600-1700	552	5	0	3	1	561		512	7	2	2	1		524
1615-1715	522	5	0	2	1	530		518	6	3	4	1		532
1630-1730	497	6	0	1	0	504		517	6	3	5	1		532
1645-1745	482	7	0	2	0	491		525	5	2	4	1		537
1700-1800	453	4	0	3	0	460		511	2	2	3	0		518
1715-1815	430	3	0	6	0	439		484	3	1	1	0		489
1730-1830	394	2	0	8	0	404		441	2	1	0	0		444
1745-1845	363	2	0	8	0	373		388	3	1	1	0		393
1800-1900	344	3	0	7	0	354		367	4	0	2	0		373

K&M TRAFFIC SURVEYS

DATE : TUESDAY 14TH OCTOBER 2025

LOCATION : ISTEAD RISE, NORTHFLEET, KENT

J2 - LEWIS ROAD / A227 WROTHAM ROAD PRIORITY JUNCTION

	LEWIS ROAD OUT LEFT TO A227 WROTHAM RD NORTH / A2							LEWIS ROAD OUT RIGHT TO A227 WROTHAM RD S / MEOPHAM							LEWIS ROAD RIGHT TURN IN FROM A227 WROTHAM RD NORTH / A2							LEWIS ROAD LEFT TURN IN FROM A227 WROTHAM RD S / MEOPHAM					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	5					5		11	1	3			15		3		1			4		4					4
0715-0730	9			1		10		5					5		5					5		8					8
0730-0745	9					9		19					19		2					2		4					4
0745-0800	14					14		32		2			34		5					5		6		2			8
0800-0815	11					11		18					18		6					6		11					11
0815-0830	12					12		21		1			22		8					8		7		1			8
0830-0845	19		1			20		10					10		12					12		16		1			17
0845-0900	29					29		8					8		15					15		9					9
0900-0915	23					23		9					9		5					5		10					10
0915-0930	12					12		16		1			17		7		1			8		4					4
0930-0945	5				1	6		6		1			7		2			1		3		1		1			2
0945-1000	14					14		15					15		3					3		3					3
0700-1000	162	1	0	2	0	165		170	2	7	0	0	179		73	1	1	1	0	76		83	2	3	0	0	88
0700-0800	37	0	0	1	0	38		67	1	5	0	0	73		15	0	1	0	0	16		22	0	2	0	0	24
0715-0815	43	0	0	1	0	44		74	0	2	0	0	76		18	0	0	0	0	18		29	0	2	0	0	31
0730-0830	46	0	0	0	0	46		90	0	3	0	0	93		21	0	0	0	0	21		28	1	2	0	0	31
0745-0845	56	1	0	0	0	57		81	0	3	0	0	84		31	0	0	0	0	31		40	1	3	0	0	44
0800-0900	71	1	0	0	0	72		57	0	1	0	0	58		41	0	0	0	0	41		43	1	1	0	0	45
0815-0915	83	1	0	0	0	84		48	0	1	0	0	49		40	0	0	0	0	40		42	1	1	0	0	44
0830-0930	83	1	0	0	0	84		43	0	1	0	0	44		39	1	0	0	0	40		39	0	1	0	0	40
0845-0945	69	0	0	1	0	70		39	1	1	0	0	41		29	1	0	1	0	31		24	1	0	0	0	25
0900-1000	54	0	0	1	0	55		46	1	1	0	0	48		17	1	0	1	0	19		18	1	0	0	0	19

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LOCATION : ISTEAD RISE, NORTHFLEET, KENT

J2 - LEWIS ROAD / A227 WROTHAM ROAD PRIORITY JUNCTION

	A227 WROTHAM RD FROM NORTH STRAIGHT AHEAD TO A227 WROTHAM RD S / MEOPHAM							A227 WROTHAM RD FROM SOUTH STRAIGHT AHEAD TO A227 WROTHAM RD NORTH / A2						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT	
0700-0715	87	2	1			90		90						90
0715-0730	86	4				90		92	2		2			96
0730-0745	114	6	2	1		123		121	3		1			125
0745-0800	141	6		1		148		122	3		2			127
0800-0815	119	2		1		122		123		1	2			126
0815-0830	98			1		99		124	3		1			128
0830-0845	108	1				109		165	1	2				168
0845-0900	97	2		1		100		141	2		1			144
0900-0915	86	3			1	90		113	2					115
0915-0930	78	3	1			82		106	2					108
0930-0945	72	2				74		99	6		1			106
0945-1000	66	3				69		103	9					112
0700-1000	1152	34	4	5	1	1196		1399	33	3	10	0		1445
0700-0800	428	18	3	2	0	451		425	8	0	5	0		438
0715-0815	460	18	2	3	0	483		458	8	1	7	0		474
0730-0830	472	14	2	4	0	492		490	9	1	6	0		506
0745-0845	466	9	0	3	0	478		534	7	3	5	0		549
0800-0900	422	5	0	3	0	430		553	6	3	4	0		566
0815-0915	389	6	0	2	1	398		543	8	2	2	0		555
0830-0930	369	9	1	1	1	381		525	7	2	1	0		535
0845-0945	333	10	1	1	1	346		459	12	0	2	0		473
0900-1000	302	11	1	0	1	315		421	19	0	1	0		441

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LOCATION : ISTEAD RISE, NORTHFLEET, KENT

J2 - LEWIS ROAD / A227 WROTHAM ROAD PRIORITY JUNCTION

	LEWIS ROAD OUT LEFT TO A227 WROTHAM RD NORTH / A2							LEWIS ROAD OUT RIGHT TO A227 WROTHAM RD S / MEOPHAM							LEWIS ROAD RIGHT TURN IN FROM A227 WROTHAM RD NORTH / A2							LEWIS ROAD LEFT TURN IN FROM A227 WROTHAM RD S / MEOPHAM					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	7					7		10	2				12		11					11		6					6
1615-1630	10					10		23					23		18	1				19		16	1				17
1630-1645	7					7		12					12		9		1			10		15					15
1645-1700	11					11		8					8		11					11		7	1				8
1700-1715	12					12		13	1				14		6					6		10					10
1715-1730	9					9		8		1			9		10					10		6		1			7
1730-1745	10					10		9					9		2		2			4		8	1	1			10
1745-1800	7					7		12	1				13		5					5		6					6
1800-1815	7					7		6					6		8					8		6			1		7
1815-1830	12					12		7					7		10					10		9					9
1830-1845	9					9		7		1			8		7					7		12	1				13
1845-1900	7					7		7					7		5					5		2					2
1600-1900	108	0	0	0	0	108		122	0	4	2	0	128		102	0	1	3	0	106		103	0	4	2	1	110
1600-1700	35	0	0	0	0	35		53	0	2	0	0	55		49	0	1	1	0	51		44	0	2	0	0	46
1615-1715	40	0	0	0	0	40		56	0	1	0	0	57		44	0	1	1	0	46		48	0	2	0	0	50
1630-1730	39	0	0	0	0	39		41	0	1	1	0	43		36	0	0	1	0	37		38	0	1	1	0	40
1645-1745	42	0	0	0	0	42		38	0	1	1	0	40		29	0	0	2	0	31		31	0	2	2	0	35
1700-1800	38	0	0	0	0	38		42	0	2	1	0	45		23	0	0	2	0	25		30	0	1	2	0	33
1715-1815	33	0	0	0	0	33		35	0	1	1	0	37		25	0	0	2	0	27		26	0	1	2	1	30
1730-1830	36	0	0	0	0	36		34	0	1	0	0	35		25	0	0	2	0	27		29	0	1	1	1	32
1745-1845	35	0	0	0	0	35		32	0	1	1	0	34		30	0	0	0	0	30		33	0	1	0	1	35
1800-1900	35	0	0	0	0	35		27	0	0	1	0	28		30	0	0	0	0	30		29	0	1	0	1	31

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DATE : TUESDAY 14TH OCTOBER 2025

LOCATION : ISTEAD RISE, NORTHFLEET, KENT

J2 - LEWIS ROAD / A227 WROTHAM ROAD PRIORITY JUNCTION

	A227 WROTHAM RD FROM NORTH STRAIGHT AHEAD TO A227 WROTHAM RD S / MEOPHAM							A227 WROTHAM RD FROM SOUTH STRAIGHT AHEAD TO A227 WROTHAM RD NORTH / A2					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	144	1				145		130	2				132
1615-1630	156					156		133	1		1		135
1630-1645	129	2		1		132		104	1				105
1645-1700	113	1	1	1	1	117		109	3				112
1700-1715	118	1				119		151	1	1	2		155
1715-1730	143	1				144		145	1		1		147
1730-1745	117	2		1		120		144		1			145
1745-1800	88					88		103					103
1800-1815	89		1			90		128	2				130
1815-1830	76		2			78		98			1		99
1830-1845	81	2	2			85		101	1		1		103
1845-1900	63		2			65		69	1		1		71
1600-1900	1317	10	1	10	1	1339		1415	13	2	7	0	1437
1600-1700	542	4	1	2	1	550		476	7	0	1	0	484
1615-1715	516	4	1	2	1	524		497	6	1	3	0	507
1630-1730	503	5	1	2	1	512		509	6	1	3	0	519
1645-1745	491	5	1	2	1	500		549	5	2	3	0	559
1700-1800	466	4	0	1	0	471		543	2	2	3	0	550
1715-1815	437	3	0	2	0	442		520	3	1	1	0	525
1730-1830	370	2	0	4	0	376		473	2	1	1	0	477
1745-1845	334	2	0	5	0	341		430	3	0	2	0	435
1800-1900	309	2	0	7	0	318		396	4	0	3	0	403

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LOCATION : ISTEAD RISE, NORTHFLEET, KENT

J3 - ARCADIA ROAD / DOWNS ROAD PRIORITY JUNCTION

	ARCADIA ROAD OUT LEFT TO DOWNS ROAD SOUTH						TOT	ARCADIA ROAD OUT RIGHT TO DOWNS ROAD NORTH							TOT	ARCADIA ROAD RIGHT TURN IN FROM DOWNS ROAD SOUTH							TOT	ARCADIA ROAD LEFT TURN IN FROM DOWNS ROAD NORTH							TOT
	CAR	HGV	BUS	MCY	PCY	CAR		HGV	BUS	MCY	PCY	CAR	HGV	BUS		MCY	PCY	CAR	HGV	BUS	MCY	PCY		CAR	HGV	BUS	MCY	PCY			
0700-0715	2						2	4								4	1										1	4	1		5
0715-0730	1						1	11								11	1										1	2			2
0730-0745	3						3	3								3	1										1	7			7
0745-0800	3						3	4								4	3										3	18	1		19
0800-0815	1						1	9								9	4										4	7			7
0815-0830	1						1	11								11	5										5	10	1		11
0830-0845	9						9	9								9	4										4	16	1		17
0845-0900	6						6	11								11	7										7	25	1		26
0900-0915	2						2	6								6	7										7	17			17
0915-0930	2	1					3	5								5	4										4	6			6
0930-0945	1						1	3	1							4	0										0	4	1		5
0945-1000	2						2	3	1							4	5										5	3			3
0700-1000	33	1	0	0	0	0	34	79	2	0	0	0	0	0		81	42	0	0	0	0	0		42	119	5	1	0	0	0	125
0700-0800	9	0	0	0	0	0	9	22	0	0	0	0	0	0		22	6	0	0	0	0	0		6	31	1	1	0	0	0	33
0715-0815	8	0	0	0	0	0	8	27	0	0	0	0	0	0		27	9	0	0	0	0	0		9	34	1	0	0	0	0	35
0730-0830	8	0	0	0	0	0	8	27	0	0	0	0	0	0		27	13	0	0	0	0	0		13	42	2	0	0	0	0	44
0745-0845	14	0	0	0	0	0	14	33	0	0	0	0	0	0		33	16	0	0	0	0	0		16	51	3	0	0	0	0	54
0800-0900	17	0	0	0	0	0	17	40	0	0	0	0	0	0		40	20	0	0	0	0	0		20	58	3	0	0	0	0	61
0815-0915	18	0	0	0	0	0	18	37	0	0	0	0	0	0		37	23	0	0	0	0	0		23	68	3	0	0	0	0	71
0830-0930	19	1	0	0	0	0	20	31	0	0	0	0	0	0		31	22	0	0	0	0	0		22	64	2	0	0	0	0	66
0845-0945	11	1	0	0	0	0	12	25	1	0	0	0	0	0		26	18	0	0	0	0	0		18	52	2	0	0	0	0	54
0900-1000	7	1	0	0	0	0	8	17	2	0	0	0	0	0		19	16	0	0	0	0	0		16	30	1	0	0	0	0	31

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DATE : TUESDAY 14TH OCTOBER 2025

LOCATION : ISTEAD RISE, NORTHFLEET, KENT

J3 - ARCADIA ROAD / DOWNS ROAD PRIORITY JUNCTION

	DOWNS ROAD FROM SOUTH STRAIGHT AHEAD TO DOWNS ROAD NORTH								DOWNS ROAD FROM NORTH STRAIGHT AHEAD TO DOWNS ROAD SOUTH							
	CAR						TOT		CAR						TOT	
	CAR	HGV	BUS	MCY	PCY				CAR	HGV	BUS	MCY	PCY			
0700-0715	0						0		0					0		
0715-0730	1				1		2		0					0		
0730-0745	1						1		1					1		
0745-0800	1						1		1					1		
0800-0815	5						5		0					0		
0815-0830	2						2		3					3		
0830-0845	3						3		6					6		
0845-0900	5						5		4					4		
0900-0915	1						1		0	1		1		2		
0915-0930	0		1			1	2		0					0		
0930-0945	3					1	4		0					0		
0945-1000	1						1		0					0		
0700-1000	23	0	1	0	0	3	27		15	1	0	0	1	17		
0700-0800	3	0	0	0	0	1	4		2	0	0	0	0	2		
0715-0815	8	0	0	0	0	1	9		2	0	0	0	0	2		
0730-0830	9	0	0	0	0	0	9		5	0	0	0	0	5		
0745-0845	11	0	0	0	0	0	11		10	0	0	0	0	10		
0800-0900	15	0	0	0	0	0	15		13	0	0	0	0	13		
0815-0915	11	0	0	0	0	0	11		13	1	0	0	1	15		
0830-0930	9	0	1	0	0	1	11		10	1	0	0	1	12		
0845-0945	9	0	1	0	0	2	12		4	1	0	0	1	6		
0900-1000	5	0	1	0	2		8		0	1	0	0	1	2		

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LOCATION : ISTEAD RISE, NORTHFLEET, KENT

J3 - ARCADIA ROAD / DOWNS ROAD PRIORITY JUNCTION

	ARCADIA ROAD OUT LEFT TO DOWNS ROAD SOUTH							ARCADIA ROAD OUT RIGHT TO DOWNS ROAD NORTH							ARCADIA ROAD RIGHT TURN IN FROM DOWNS ROAD SOUTH							ARCADIA ROAD LEFT TURN IN FROM DOWNS ROAD NORTH					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	2					2		12					12		6					6		10					10
1615-1630	5					5		11					11		1					1		12					12
1630-1645	4			1		5		8					8		1					1		9					9
1645-1700	4					4		6		1			7		5					5		6		1			7
1700-1715	0					0		3			1		4		4					4		7					7
1715-1730	1					1		4					4		3					3		9			1		10
1730-1745	2					2		7		1	1		9		1					1		8					8
1745-1800	6			1		7		3					3		0					0		7		1			8
1800-1815	2				1	3		6					6		1					1		6					6
1815-1830	0					0		7					7		2					2		9					9
1830-1845	2					2		2			1		3		2					2		7					7
1845-1900	1					1		5					5		1					1		3					3
1600-1900	29	0	0	2	1	32		74	1	3	1	0	79		27	0	0	0	0	27		92	0	3	0	1	96
1600-1700	15	0	0	1	0	16		37	0	1	0	0	38		13	0	0	0	0	13		36	0	2	0	0	38
1615-1715	13	0	0	1	0	14		28	0	1	1	0	30		11	0	0	0	0	11		33	0	2	0	0	35
1630-1730	9	0	0	1	0	10		21	0	1	1	0	23		13	0	0	0	0	13		30	0	2	0	1	33
1645-1745	7	0	0	0	0	7		20	1	2	1	0	24		13	0	0	0	0	13		30	0	1	0	1	32
1700-1800	9	0	0	1	0	10		17	1	1	1	0	20		8	0	0	0	0	8		31	0	1	0	1	33
1715-1815	11	0	0	1	1	13		20	1	1	0	0	22		5	0	0	0	0	5		30	0	1	0	1	32
1730-1830	10	0	0	1	1	12		23	1	1	0	0	25		4	0	0	0	0	4		30	0	1	0	0	31
1745-1845	10	0	0	1	1	12		18	0	1	0	0	19		5	0	0	0	0	5		29	0	1	0	0	30
1800-1900	5	0	0	0	1	6		20	0	1	0	0	21		6	0	0	0	0	6		25	0	0	0	0	25

K&M TRAFFIC SURVEYS

DATE : TUESDAY 14TH OCTOBER 2025

LOCATION : ISTEAD RISE, NORTHFLEET, KENT

J3 - ARCADIA ROAD / DOWNS ROAD PRIORITY JUNCTION

	DOWNS ROAD FROM SOUTH STRAIGHT AHEAD TO DOWNS ROAD NORTH							DOWNS ROAD FROM NORTH STRAIGHT AHEAD TO DOWNS ROAD SOUTH						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT	
1600-1615	4					4		3					3	
1615-1630	2					2		2					2	
1630-1645	1					1		3					3	
1645-1700	2					2		2					2	
1700-1715	3					3		4					4	
1715-1730	3					3		3			1		4	
1730-1745	2					2		5					5	
1745-1800	3					3		1					1	
1800-1815	0					0		0					0	
1815-1830	1					1		2					2	
1830-1845	0					0		2					2	
1845-1900	1					1		0					0	
1600-1900	22	0	0	0	0	0	22	27	0	0	0	0	1	28
1600-1700	9	0	0	0	0	0	9	10	0	0	0	0	0	10
1615-1715	8	0	0	0	0	0	8	11	0	0	0	0	0	11
1630-1730	9	0	0	0	0	0	9	12	0	0	0	0	1	13
1645-1745	10	0	0	0	0	0	10	14	0	0	0	0	1	15
1700-1800	11	0	0	0	0	0	11	13	0	0	0	0	1	14
1715-1815	8	0	0	0	0	0	8	9	0	0	0	0	1	10
1730-1830	6	0	0	0	0	0	6	8	0	0	0	0	0	8
1745-1845	4	0	0	0	0	0	4	5	0	0	0	0	0	5
1800-1900	2	0	0	0	0	0	2	4	0	0	0	0	0	4

K&M TRAFFIC SURVEYS

DATE : TUESDAY 14TH OCTOBER 2025

LOCATION : ISTEAD RISE, NORTHFLEET, KENT

J4 - UPPER AVENUE / DOWNS ROAD PRIORITY JUNCTION

	UPPER AVENUE OUT LEFT TO DOWNS ROAD SOUTH							UPPER AVENUE OUT RIGHT TO DOWNS ROAD NORTH							UPPER AVENUE RIGHT TURN IN FROM DOWNS ROAD SOUTH							UPPER AVENUE LEFT TURN IN FROM DOWNS ROAD NORTH					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	1			1		2		13					13		1					1		6					6
0715-0730	1					1		22					22		0					0		2					2
0730-0745	3					3		19	1				20		1					1		11					11
0745-0800	10					10		21		1			22		2					2		6					6
0800-0815	4	1				5		21	1				22		6					6		9					9
0815-0830	11					11		9					9		3					3		10					10
0830-0845	18					18		10					10		3					3		11					11
0845-0900	6					6		13					13		13	1				14		14					14
0900-0915	4	1				5		11					11		7					7		7					7
0915-0930	3					3		12					12		2					2		6					6
0930-0945	2					2		5					5		3					3		2					2
0945-1000	3					3		8	1				9		4					4		13					13
0700-1000	66	2	1	0	0	69		164	3	1	0	0	168		45	1	0	0	0	46		97	0	0	0	0	97
0700-0800	15	0	1	0	0	16		75	1	1	0	0	77		4	0	0	0	0	4		25	0	0	0	0	25
0715-0815	18	1	0	0	0	19		83	2	1	0	0	86		9	0	0	0	0	9		28	0	0	0	0	28
0730-0830	28	1	0	0	0	29		70	2	1	0	0	73		12	0	0	0	0	12		36	0	0	0	0	36
0745-0845	43	1	0	0	0	44		61	1	1	0	0	63		14	0	0	0	0	14		36	0	0	0	0	36
0800-0900	39	1	0	0	0	40		53	1	0	0	0	54		25	1	0	0	0	26		44	0	0	0	0	44
0815-0915	39	1	0	0	0	40		43	0	0	0	0	43		26	1	0	0	0	27		42	0	0	0	0	42
0830-0930	31	1	0	0	0	32		46	0	0	0	0	46		25	1	0	0	0	26		38	0	0	0	0	38
0845-0945	15	1	0	0	0	16		41	0	0	0	0	41		25	1	0	0	0	26		29	0	0	0	0	29
0900-1000	12	1	0	0	0	13		36	1	0	0	0	37		16	0	0	0	0	16		28	0	0	0	0	28

K&M TRAFFIC SURVEYS

DATE : TUESDAY 14TH OCTOBER 2025

LOCATION : ISTEAD RISE, NORTHFLEET, KENT

J4 - UPPER AVENUE / DOWNS ROAD PRIORITY JUNCTION

	DOWNS ROAD FROM SOUTH STRAIGHT AHEAD TO DOWNS ROAD NORTH							DOWNS ROAD FROM NORTH STRAIGHT AHEAD TO DOWNS ROAD SOUTH						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT	
0700-0715	5					5		1					1	
0715-0730	12					12		1					1	
0730-0745	5					5		6					6	
0745-0800	8					8		9	1				10	
0800-0815	9					9		7					7	
0815-0830	4					4		14	1				15	
0830-0845	8					8		21	1				22	
0845-0900	22				1	23		16	1				17	
0900-0915	11				1	12		3				1	4	
0915-0930	7				1	8		4			1		5	
0930-0945	5					5		2					2	
0945-1000	2	1				3		1					1	
0700-1000	98	1	0	0	3	102		85	4	1	0	1	91	
0700-0800	30	0	0	0	0	30		17	1	0	0	0	18	
0715-0815	34	0	0	0	0	34		23	1	0	0	0	24	
0730-0830	26	0	0	0	0	26		36	2	0	0	0	38	
0745-0845	29	0	0	0	0	29		51	3	0	0	0	54	
0800-0900	43	0	0	0	1	44		58	3	0	0	0	61	
0815-0915	45	0	0	0	2	47		54	3	0	0	1	58	
0830-0930	48	0	0	0	3	51		44	2	1	0	1	48	
0845-0945	45	0	0	0	3	48		25	1	1	0	1	28	
0900-1000	25	1	0	0	2	28		10	0	1	0	1	12	

K&M TRAFFIC SURVEYS

DATE : TUESDAY 14TH OCTOBER 2025

LOCATION : ISTEAD RISE, NORTHFLEET, KENT

J4 - UPPER AVENUE / DOWNS ROAD PRIORITY JUNCTION

	UPPER AVENUE OUT LEFT TO DOWNS ROAD SOUTH							UPPER AVENUE OUT RIGHT TO DOWNS ROAD NORTH							UPPER AVENUE RIGHT TURN IN FROM DOWNS ROAD SOUTH							UPPER AVENUE LEFT TURN IN FROM DOWNS ROAD NORTH					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	6					6		15					15		7					7		13		1			14
1615-1630	5					5		12					12		9					9		11			1		12
1630-1645	6					6		14					14		3					3		12					12
1645-1700	5					5		21					21		3					3		8					8
1700-1715	6					6		13					13		4					4		18					18
1715-1730	9					9		18			1		19		5					5		8					8
1730-1745	6					6		21					21		4					4		18					18
1745-1800	1			1		2		12					12		5					5		11					11
1800-1815	1					1		11					11		1					1		12					12
1815-1830	8					8		7					7		3					3		10					10
1830-1845	6					6		4					4		3					3		5					5
1845-1900	1					1		5					5		1					1		8					8
1600-1900	60	0	1	0	0	61		153	0	0	1	0	154		48	0	0	0	0	48		134	0	0	2	0	136
1600-1700	22	0	0	0	0	22		62	0	0	0	0	62		22	0	0	0	0	22		44	0	0	2	0	46
1615-1715	22	0	0	0	0	22		60	0	0	0	0	60		19	0	0	0	0	19		49	0	0	1	0	50
1630-1730	26	0	0	0	0	26		66	0	0	1	0	67		15	0	0	0	0	15		46	0	0	0	0	46
1645-1745	26	0	0	0	0	26		73	0	0	1	0	74		16	0	0	0	0	16		52	0	0	0	0	52
1700-1800	22	0	1	0	0	23		64	0	0	1	0	65		18	0	0	0	0	18		55	0	0	0	0	55
1715-1815	17	0	1	0	0	18		62	0	0	1	0	63		15	0	0	0	0	15		49	0	0	0	0	49
1730-1830	16	0	1	0	0	17		51	0	0	0	0	51		13	0	0	0	0	13		51	0	0	0	0	51
1745-1845	16	0	1	0	0	17		34	0	0	0	0	34		12	0	0	0	0	12		38	0	0	0	0	38
1800-1900	16	0	0	0	0	16		27	0	0	0	0	27		8	0	0	0	0	8		35	0	0	0	0	35

K&M TRAFFIC SURVEYS

DATE : TUESDAY 14TH OCTOBER 2025

LOCATION : ISTEAD RISE, NORTHFLEET, KENT

J4 - UPPER AVENUE / DOWNS ROAD PRIORITY JUNCTION

	DOWNS ROAD FROM SOUTH STRAIGHT AHEAD TO DOWNS ROAD NORTH							DOWNS ROAD FROM NORTH STRAIGHT AHEAD TO DOWNS ROAD SOUTH						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT	
1600-1615	1					1		10					10	
1615-1630	14					14		10					10	
1630-1645	7					7		7		1			8	
1645-1700	9		1			10		9		1			10	
1700-1715	5			1		6		10			1		11	
1715-1730	5					5		7					7	
1730-1745	8			1		9		10					10	
1745-1800	2					2		7					7	
1800-1815	2					2		5					5	
1815-1830	4					4		8					8	
1830-1845	3			1		4		1					1	
1845-1900	5					5		3					3	
1600-1900	65	0	3	1	0	69		87	0	2	0	1	90	
1600-1700	31	0	1	0	0	32		36	0	2	0	0	38	
1615-1715	35	0	1	1	0	37		36	0	2	0	1	39	
1630-1730	26	0	1	1	0	28		33	0	2	0	1	36	
1645-1745	27	0	2	1	0	30		36	0	1	0	1	38	
1700-1800	20	0	1	1	0	22		34	0	0	0	1	35	
1715-1815	17	0	1	0	0	18		29	0	0	0	0	29	
1730-1830	16	0	1	0	0	17		30	0	0	0	0	30	
1745-1845	11	0	1	0	0	12		21	0	0	0	0	21	
1800-1900	14	0	1	0	0	15		17	0	0	0	0	17	

K&M TRAFFIC SURVEYS

DATE : TUESDAY 14TH OCTOBER 2025

LOCATION : ISTEAD RISE, NORTHFLEET, KENT

QUEUE DATA - TOTAL VEHICLES

J1	A227 / ISTEAD RISE
	FROM ISTEAD RISE
0705	0
0710	5
0715	0
0720	0
0725	0
0730	0
0735	6
0740	0
0745	5
0750	6
0755	0
0800	0
0805	0
0810	0
0815	0
0820	7
0825	0
0830	4
0835	0
0840	0
0845	7
0850	0
0855	0
0900	8
0905	0
0910	5
0915	0
0920	0
0925	0
0930	0
0935	5
0940	0
0945	0
0950	0
0955	0
1000	0

J1	A227 / ISTEAD RISE
	FROM ISTEAD RISE
1605	6
1610	4
1615	0
1620	5
1625	8
1630	0
1635	4
1640	0
1645	0
1650	0
1655	0
1700	0
1705	4
1710	6
1715	0
1720	0
1725	0
1730	5
1735	0
1740	5
1745	4
1750	0
1755	0
1800	0
1805	0
1810	0
1815	0
1820	0
1825	0
1830	0
1835	0
1840	0
1845	0
1850	0
1855	0
1900	0

J2	A227 / LEWIS RD
	FROM LEWIS RD
0705	0
0710	0
0715	0
0720	0
0725	0
0730	0
0735	3
0740	3
0745	5
0750	2
0755	5
0800	1
0805	2
0810	2
0815	7
0820	0
0825	3
0830	0
0835	0
0840	1
0845	3
0850	2
0855	2
0900	5
0905	0
0910	3
0915	1
0920	0
0925	0
0930	0
0935	0
0940	4
0945	0
0950	0
0955	2
1000	0

J2	A227 / LEWIS RD
	FROM LEWIS RD
1605	4
1610	2
1615	0
1620	4
1625	0
1630	0
1635	3
1640	0
1645	2
1650	0
1655	5
1700	0
1705	0
1710	1
1715	4
1720	0
1725	2
1730	0
1735	1
1740	0
1745	0
1750	3
1755	0
1800	0
1805	2
1810	5
1815	0
1820	0
1825	0
1830	0
1835	2
1840	0
1845	0
1850	0
1855	0
1900	0

K&M TRAFFIC SURVEYS

DATE : TUESDAY 14TH OCTOBER 2025

LOCATION : ISTEAD RISE, NORTHFLEET, KENT

QUEUE DATA - TOTAL VEHICLES

J3	DOWNSD RD / ARCADIA
	FROM ARCADIA RD
0705	0
0710	0
0715	0
0720	0
0725	0
0730	0
0735	0
0740	0
0745	0
0750	0
0755	0
0800	0
0805	0
0810	0
0815	0
0820	0
0825	0
0830	0
0835	0
0840	0
0845	0
0850	0
0855	0
0900	0
0905	0
0910	0
0915	0
0920	0
0925	0
0930	0
0935	0
0940	0
0945	0
0950	0
0955	0
1000	0

J3	DOWNSD RD / ARCADIA
	FROM ARCADIA RD
1605	0
1610	0
1615	0
1620	0
1625	0
1630	0
1635	0
1640	0
1645	0
1650	0
1655	0
1700	0
1705	0
1710	0
1715	0
1720	0
1725	0
1730	0
1735	0
1740	0
1745	0
1750	0
1755	0
1800	0
1805	0
1810	0
1815	0
1820	0
1825	0
1830	0
1835	0
1840	0
1845	0
1850	0
1855	0
1900	0

J4	DOWNSD RD / UPPER AVE
	FROM UPPER AVE
0705	0
0710	0
0715	0
0720	0
0725	0
0730	0
0735	0
0740	0
0745	0
0750	0
0755	0
0800	0
0805	0
0810	0
0815	0
0820	0
0825	0
0830	0
0835	0
0840	0
0845	0
0850	0
0855	0
0900	0
0905	0
0910	0
0915	0
0920	0
0925	0
0930	0
0935	0
0940	0
0945	0
0950	0
0955	0
1000	0

J4	DOWNSD RD / UPPER AVE
	FROM UPPER AVE
1605	0
1610	0
1615	0
1620	0
1625	0
1630	0
1635	0
1640	0
1645	0
1650	0
1655	0
1700	0
1705	0
1710	0
1715	0
1720	0
1725	0
1730	0
1735	0
1740	0
1745	0
1750	0
1755	0
1800	0
1805	0
1810	0
1815	0
1820	0
1825	0
1830	0
1835	0
1840	0
1845	0
1850	0
1855	0
1900	0

K&M TRAFFIC SURVEYS

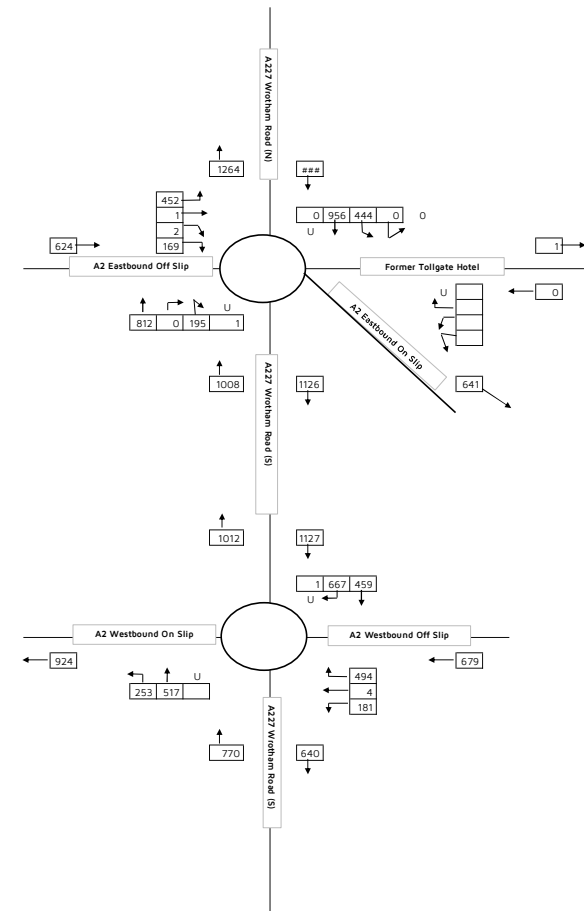
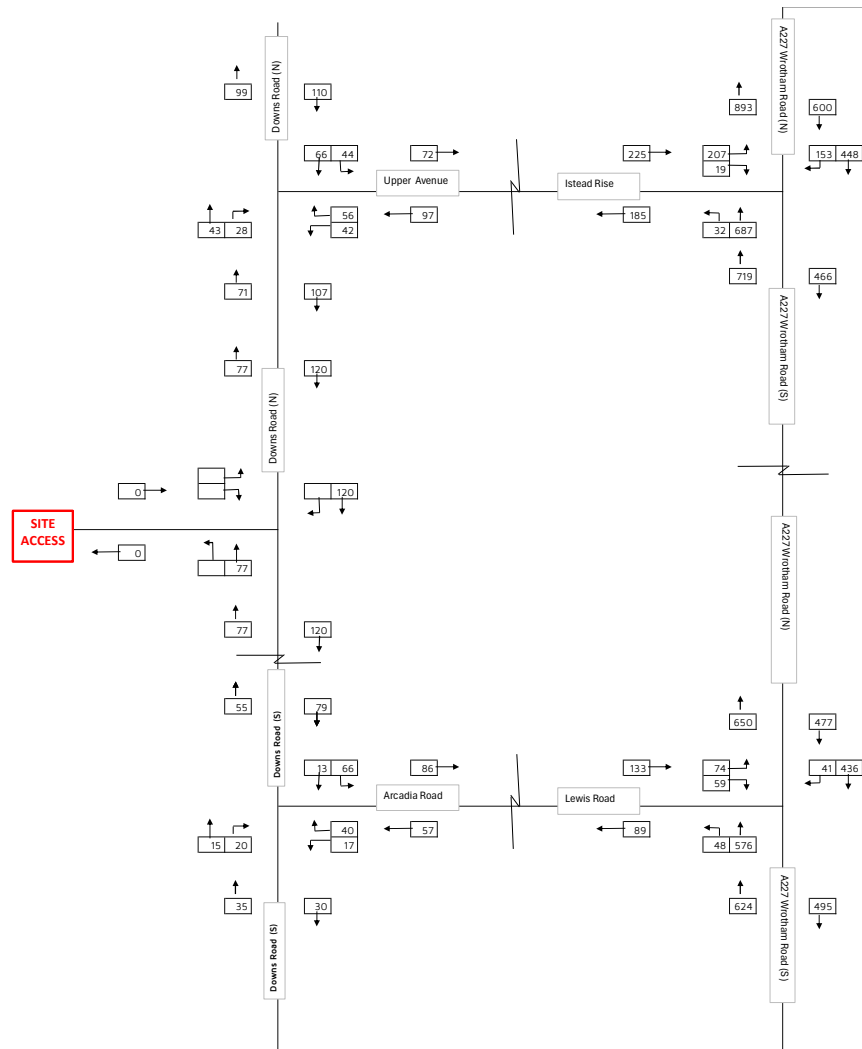
DATE : TUESDAY 14TH OCTOBER 2025

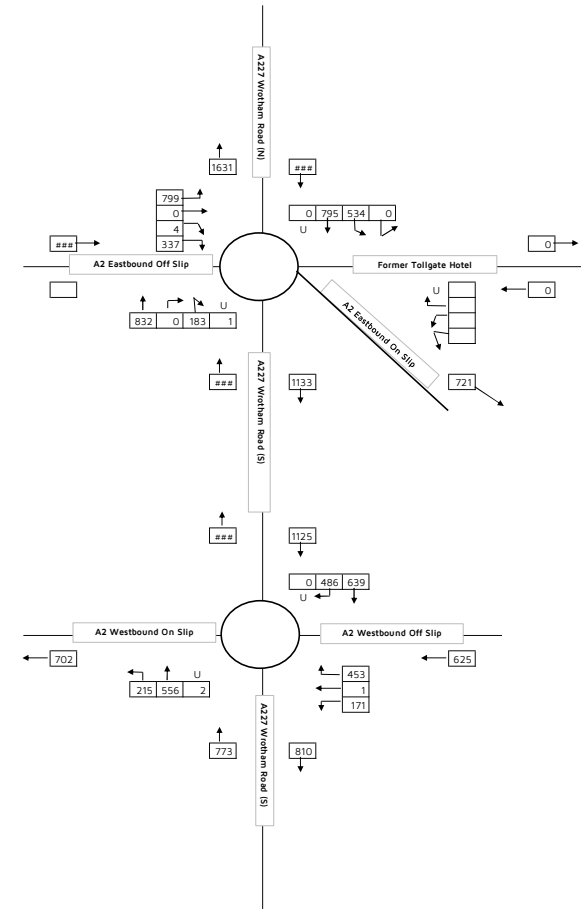
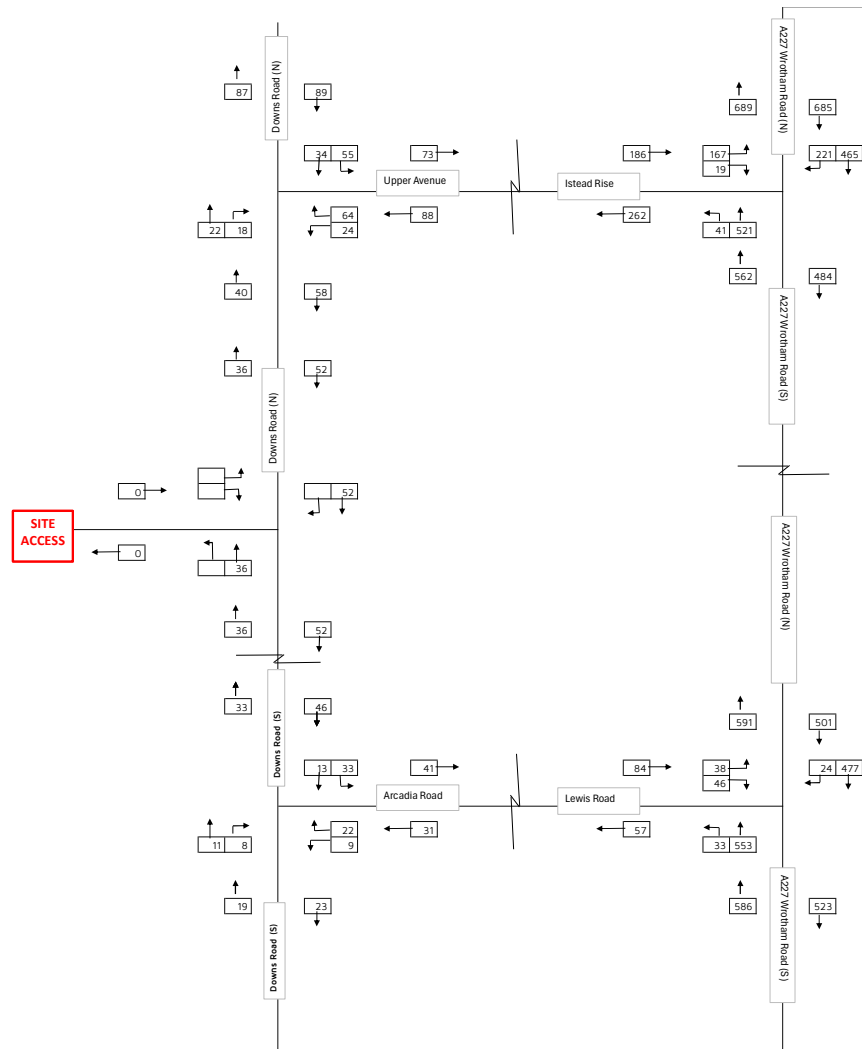
LOCATION : ISTEAD RISE, NORTHFLEET, KENT

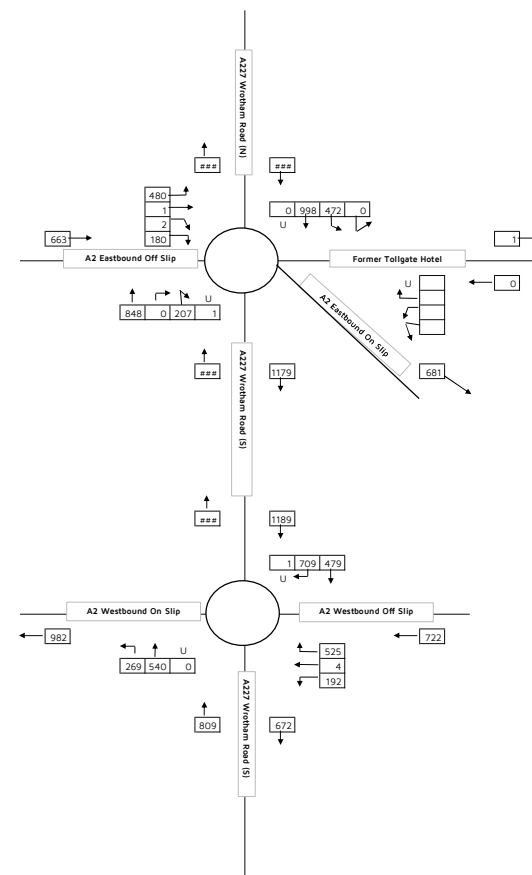


APPENDIX P

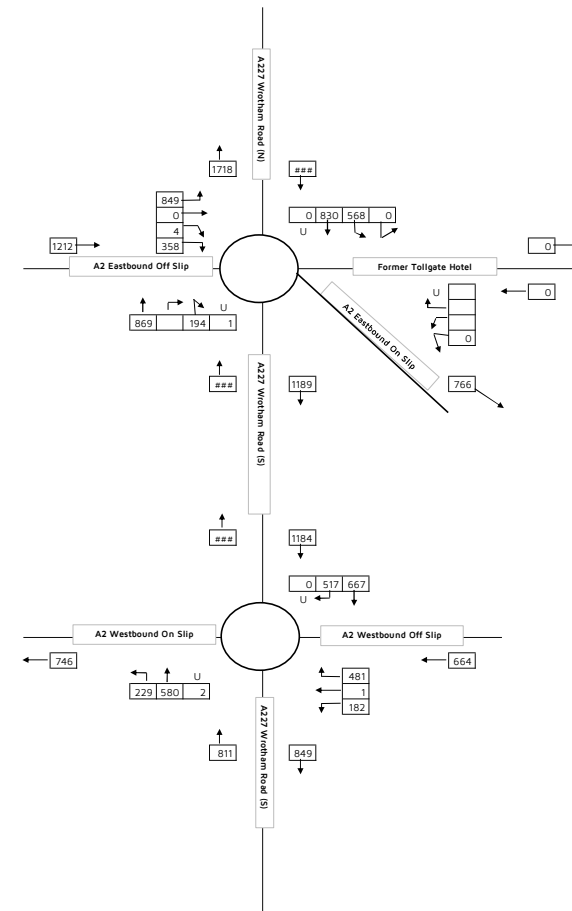
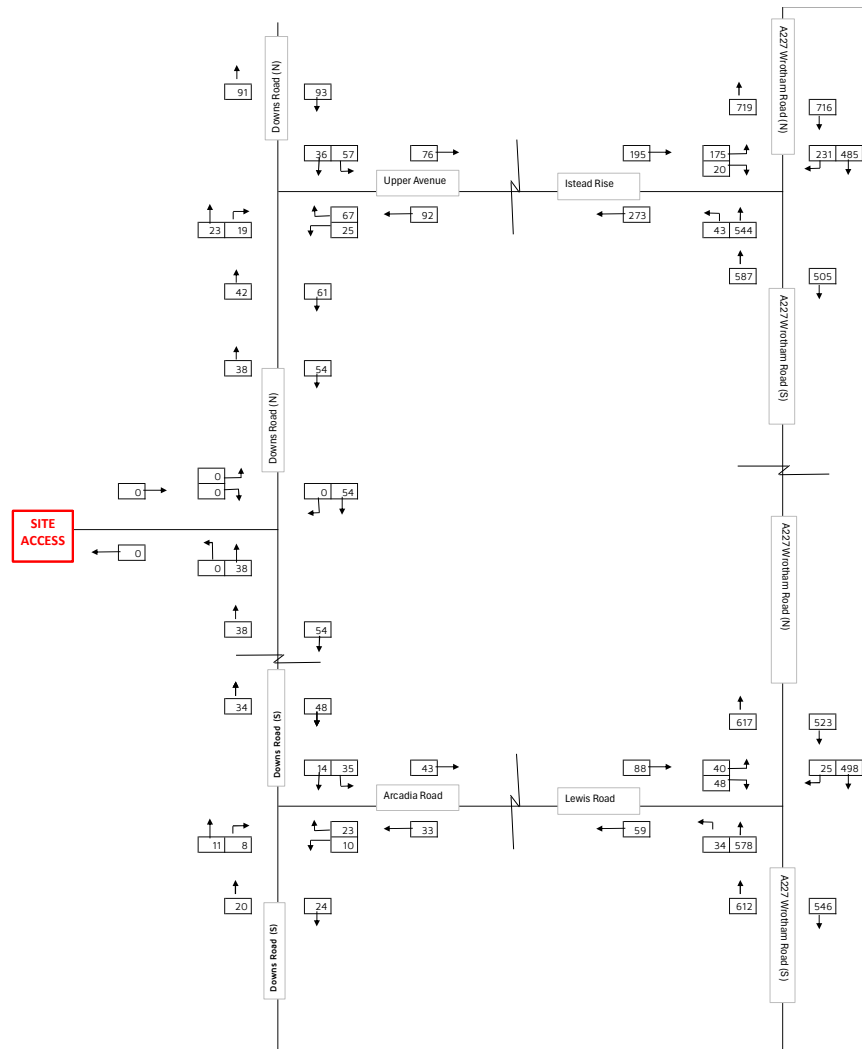


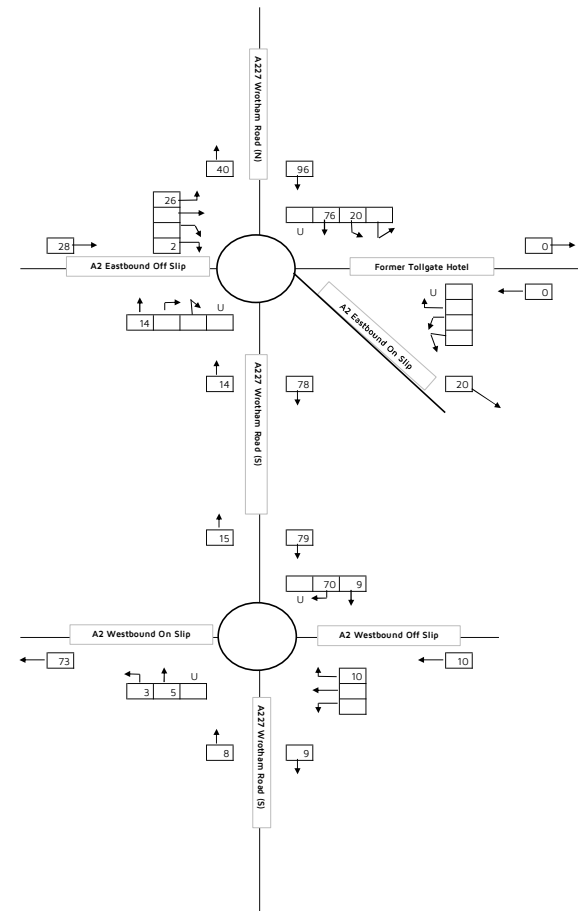
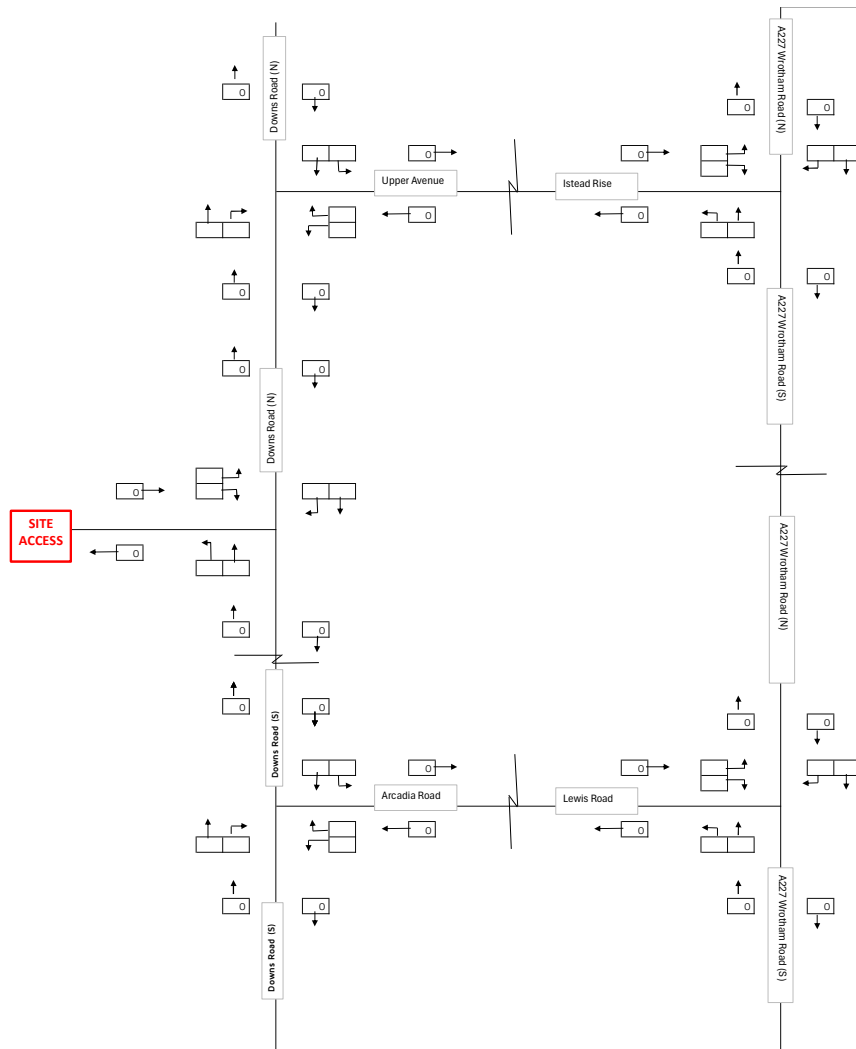


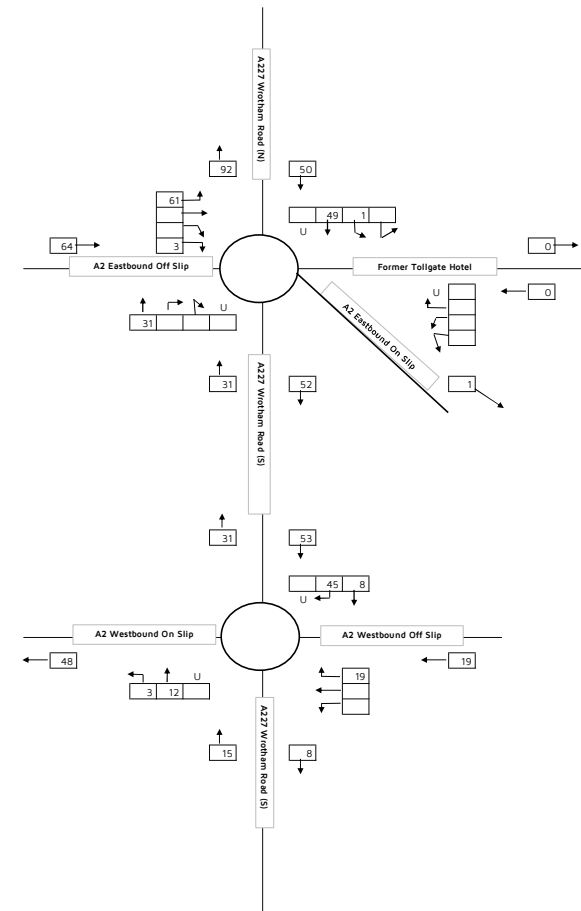
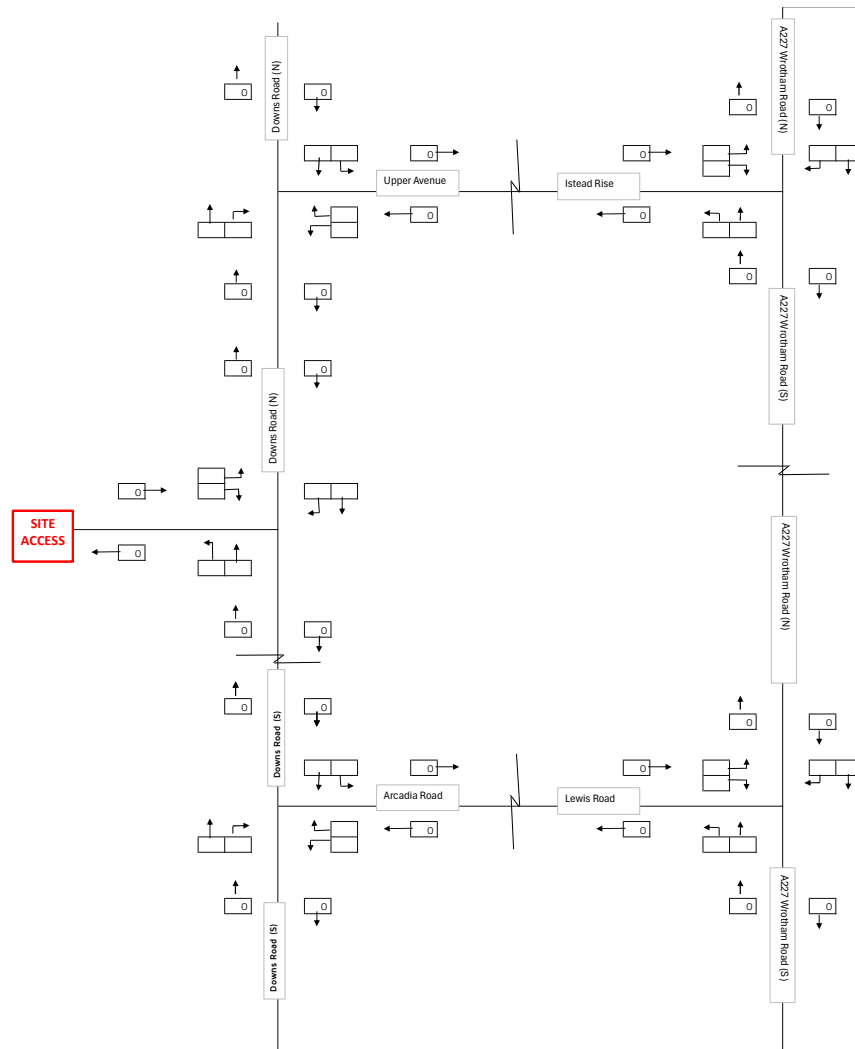


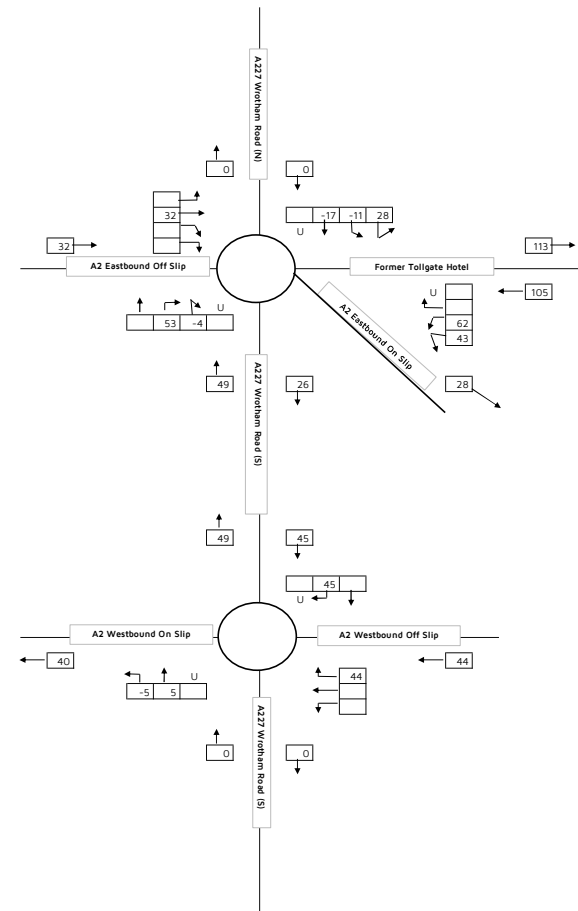
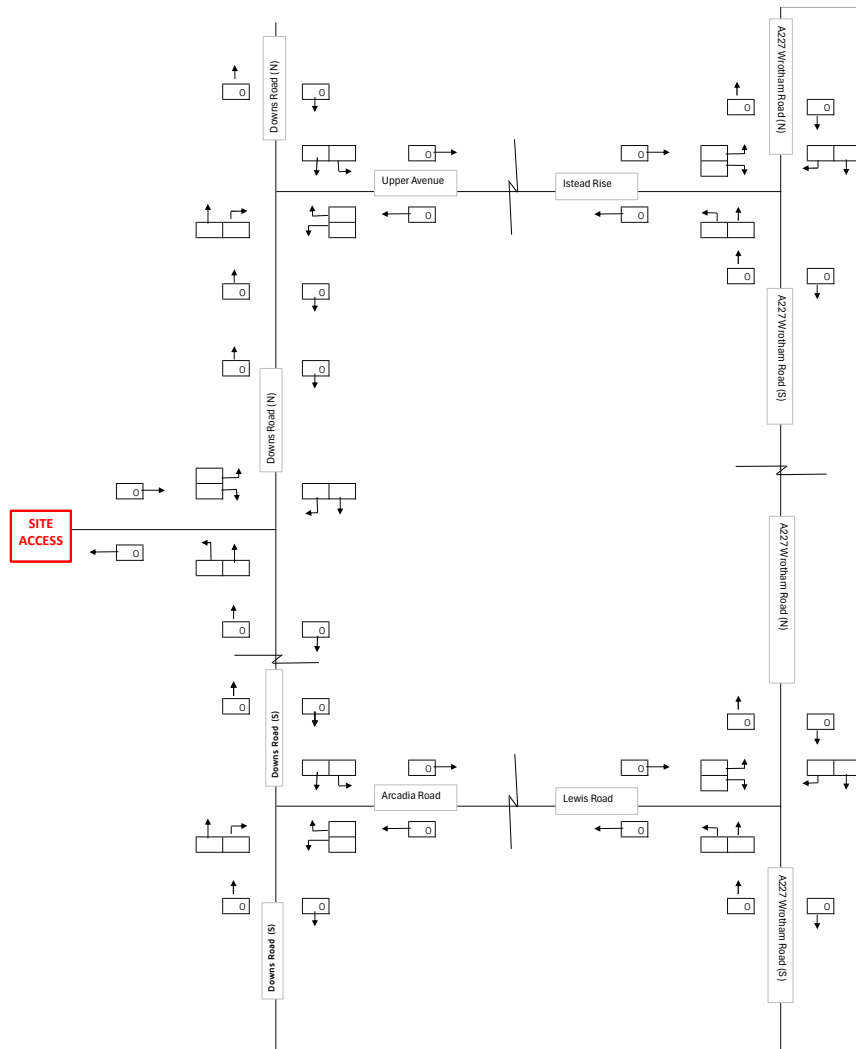


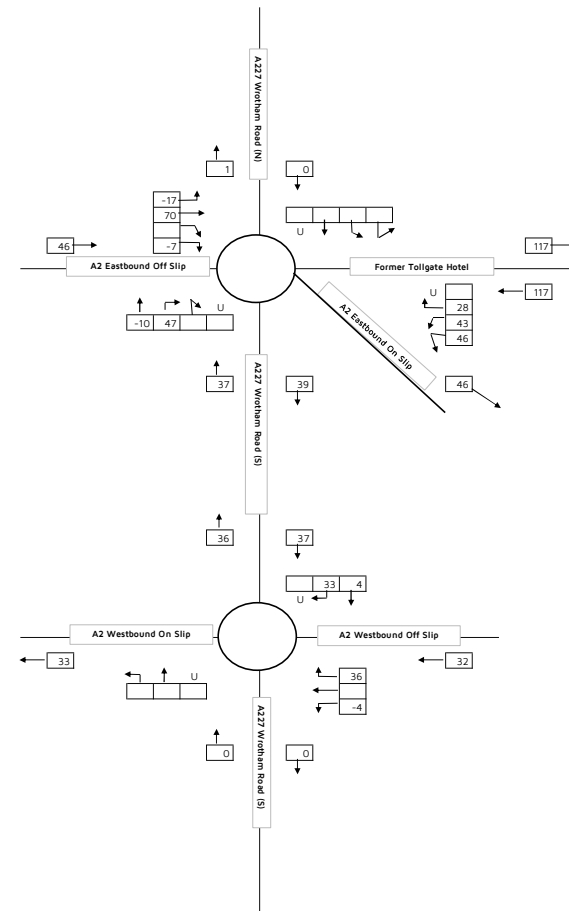
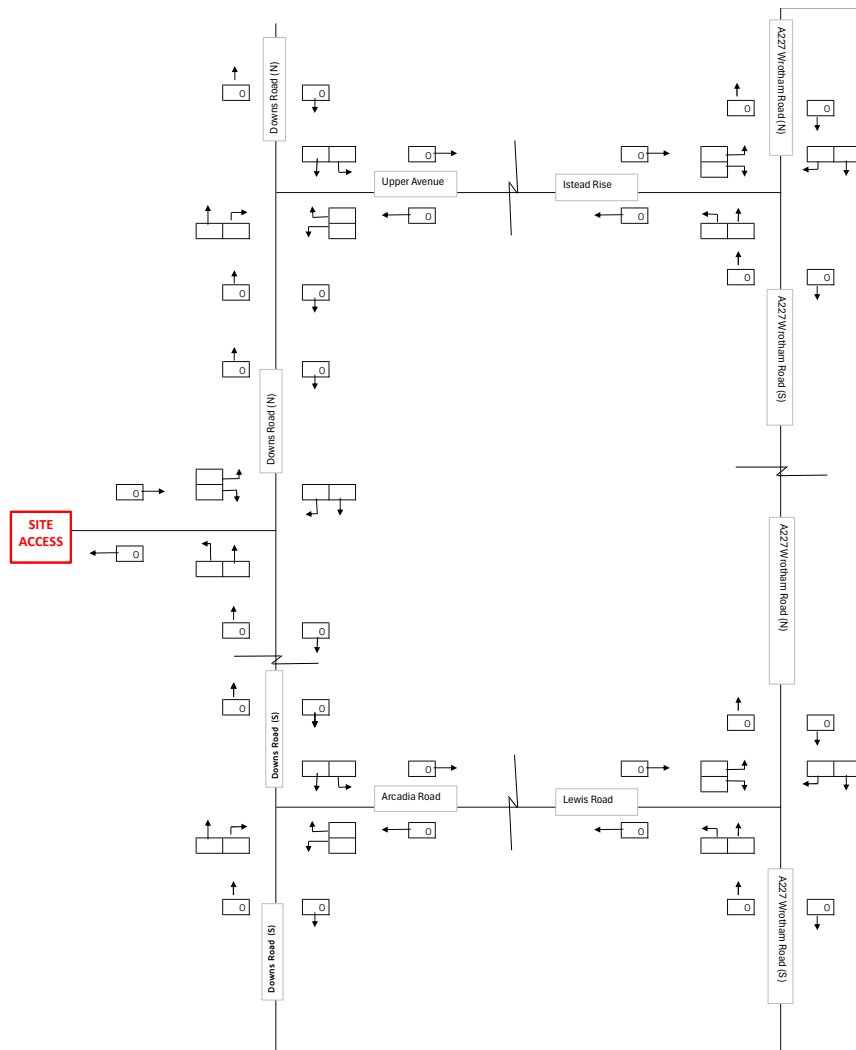
Trunk	1.0626
A Road	1.04426
Minor	1.04451

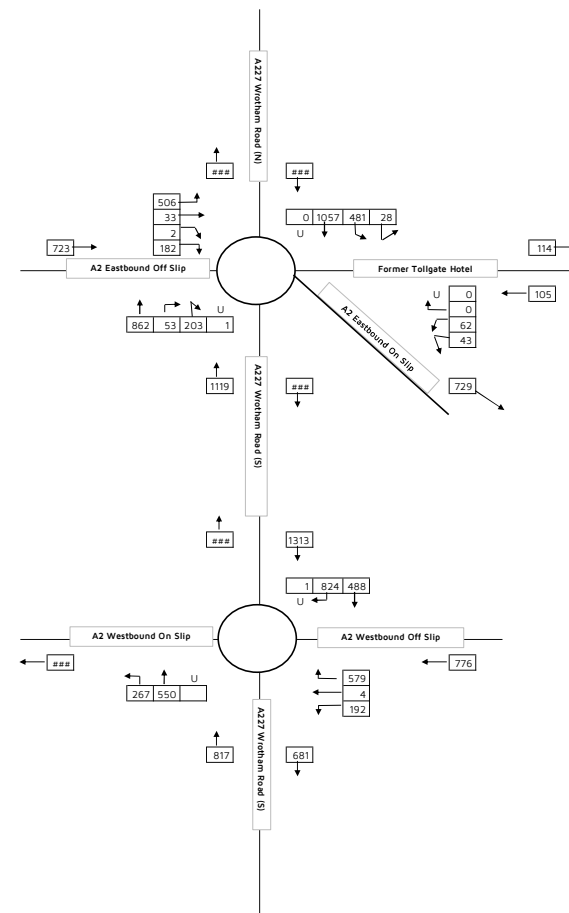
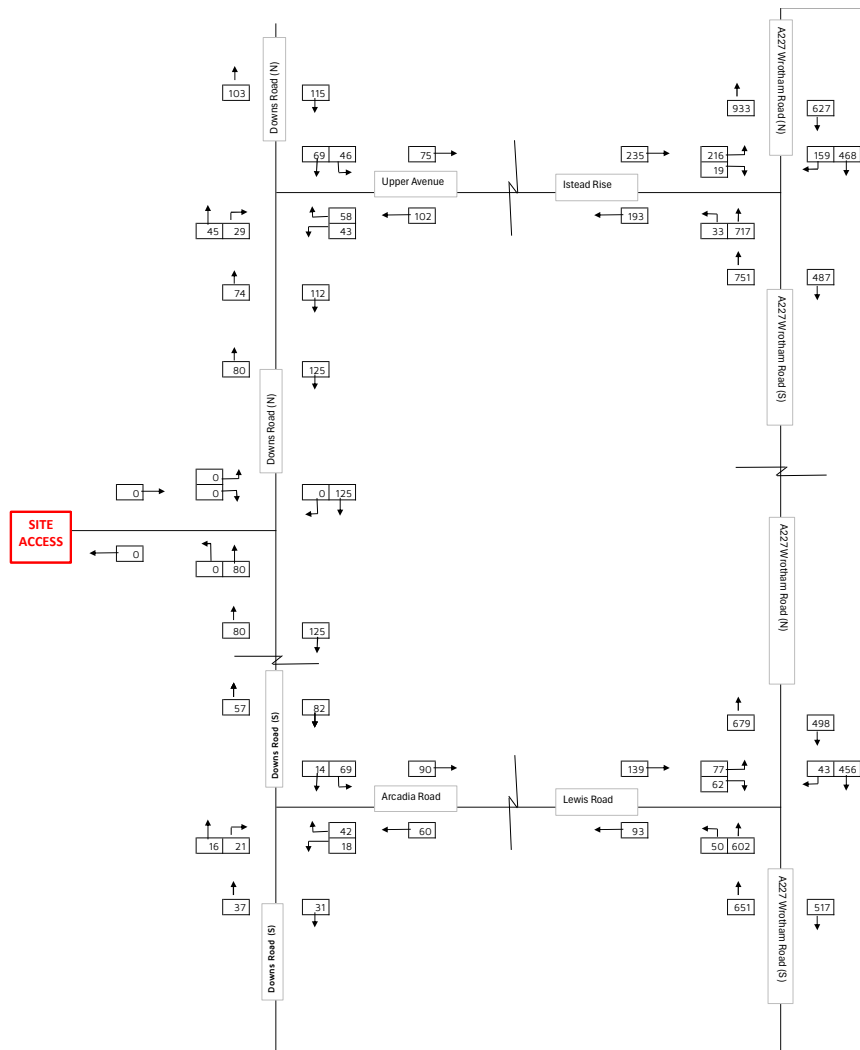


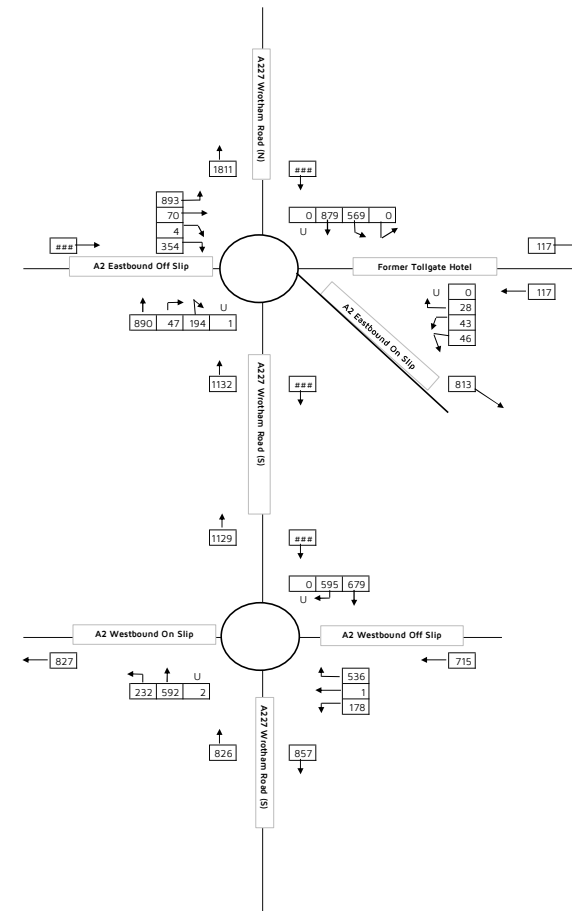
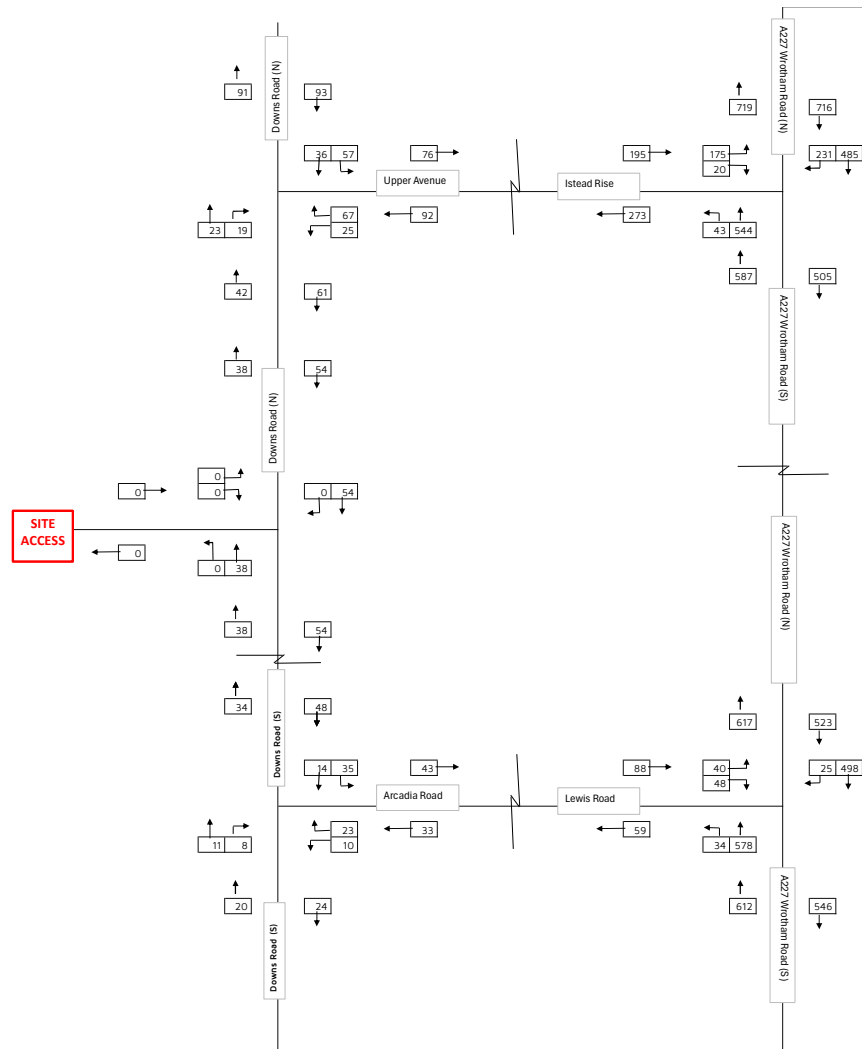


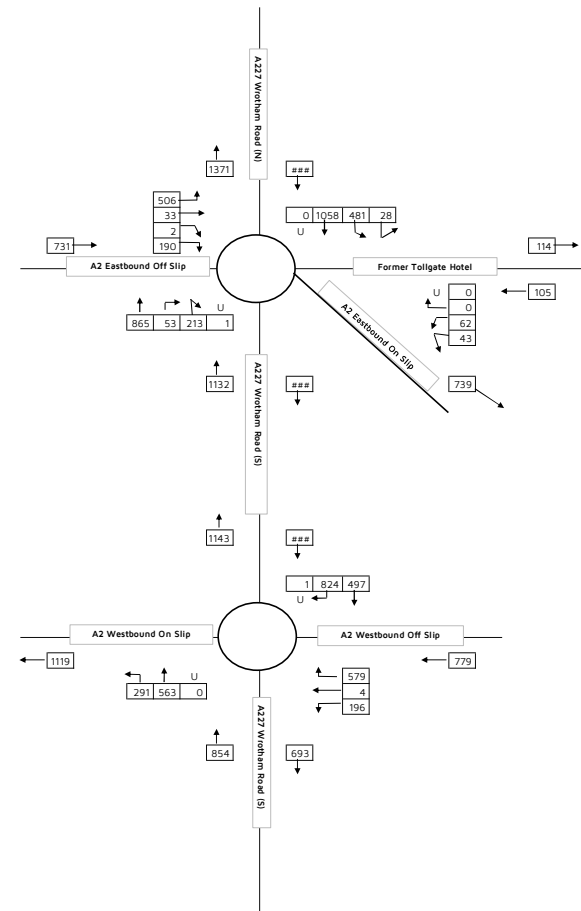
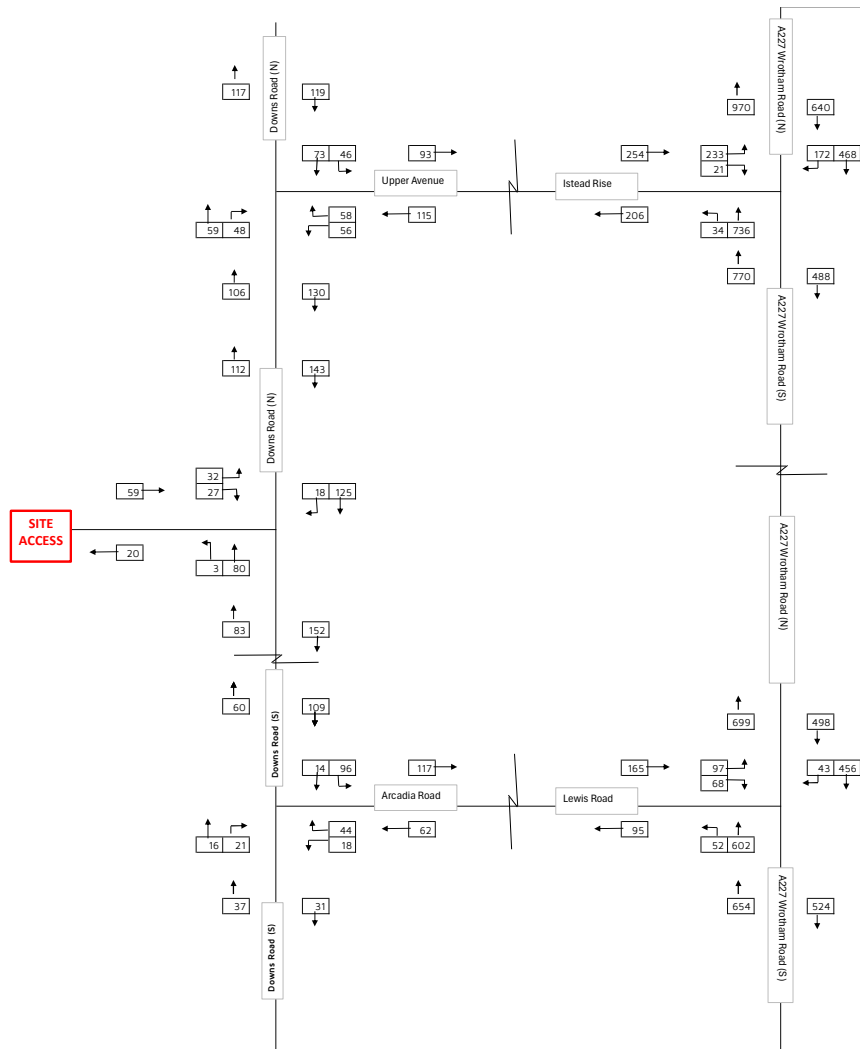


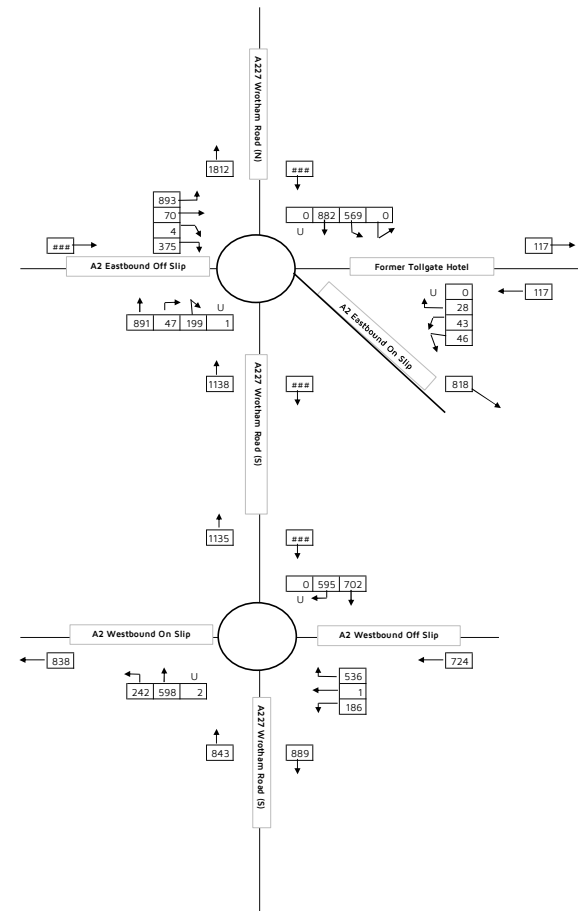
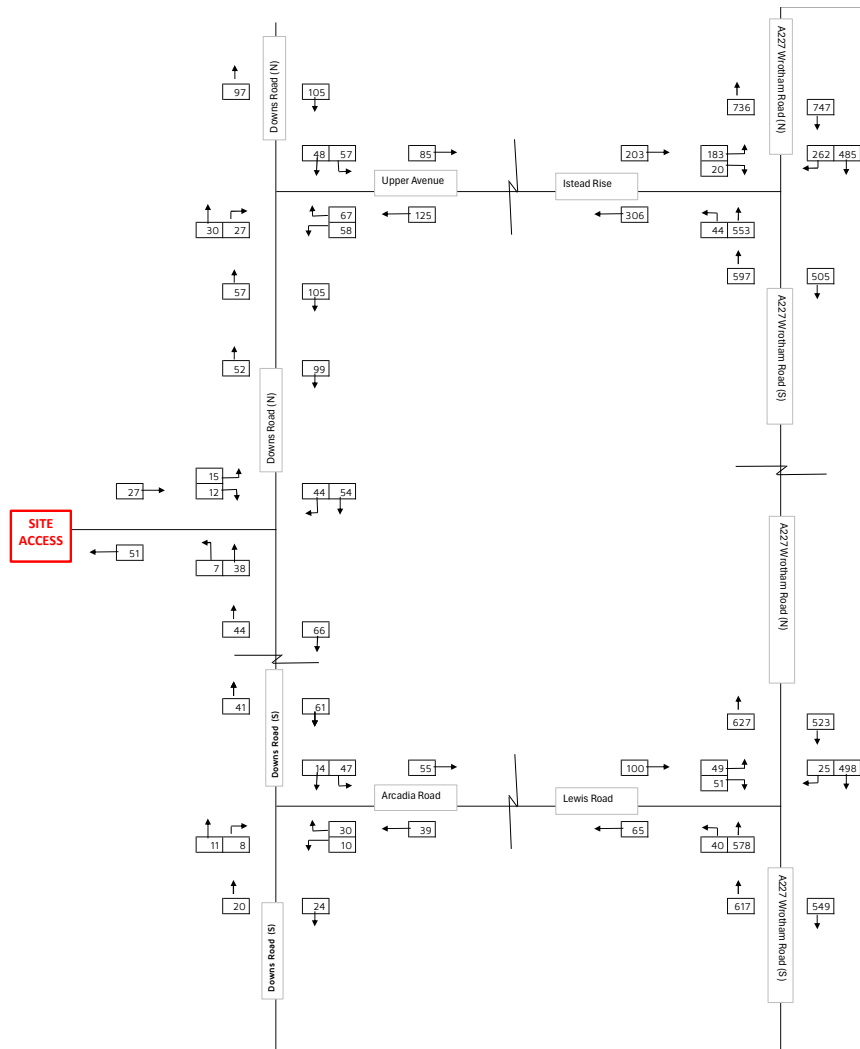


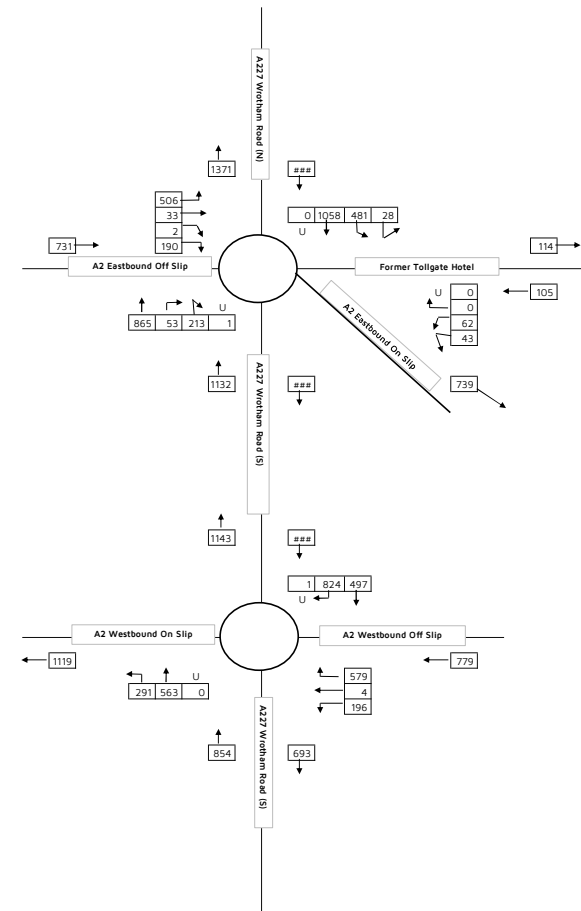
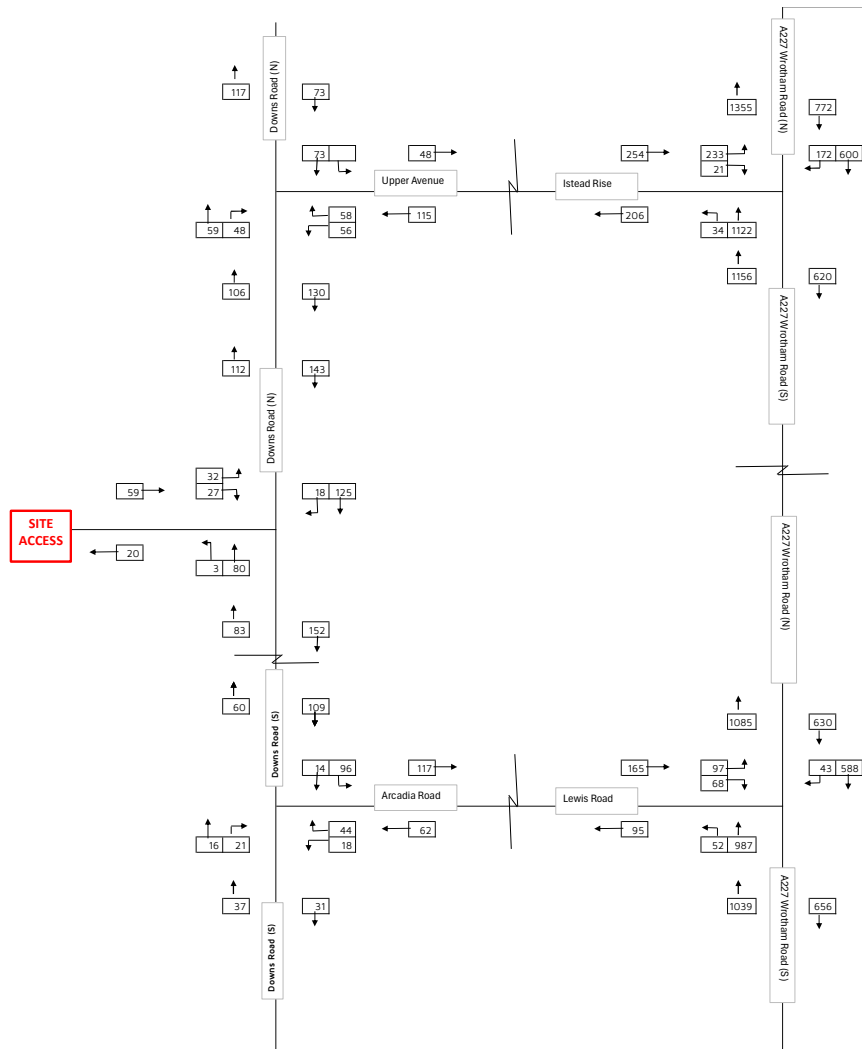


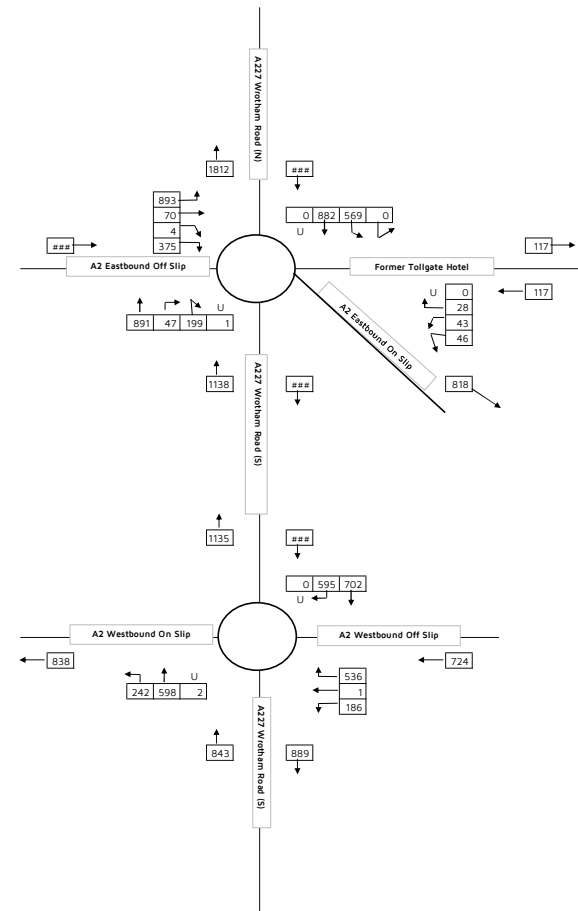
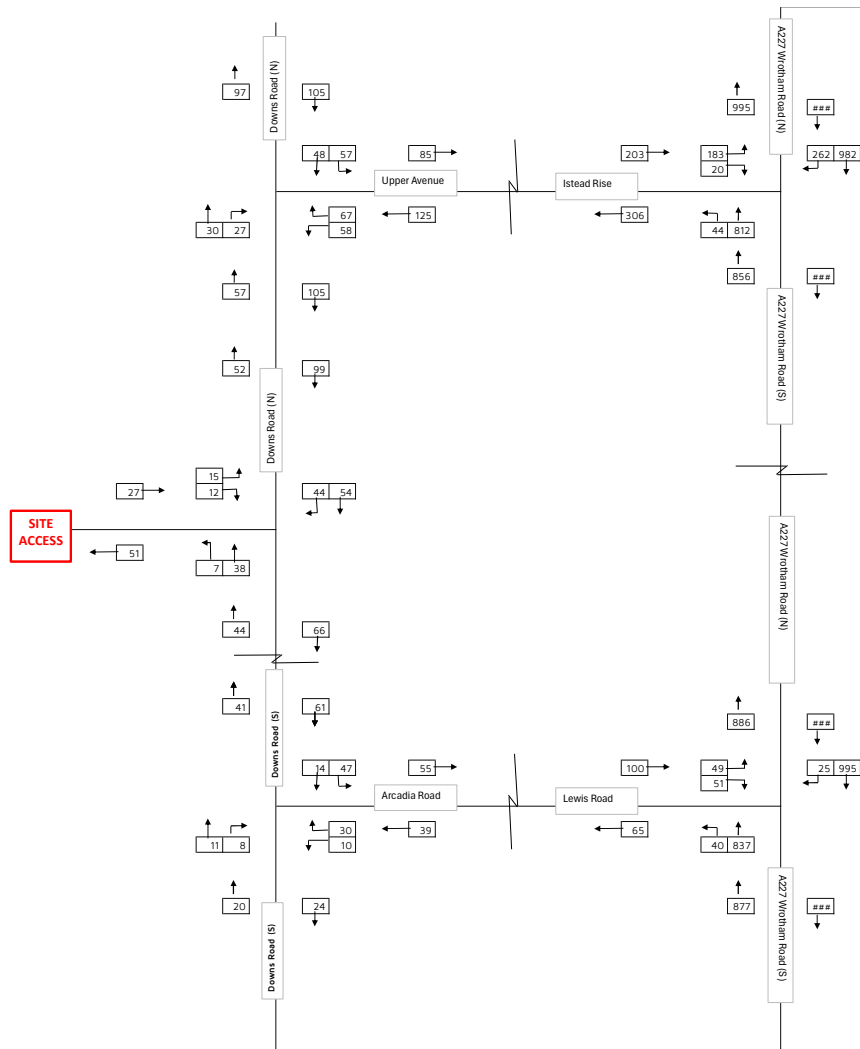












APPENDIX

Q



Junctions 11		
PICADY 11 - Priority Intersection Module		
Version: 11.0.0.2177		
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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: Istead Rise.j11

Path: C:\Users\Tom.Valek\OneDriveCloudTemp\FNLRVSDP

Report generation date: 19/11/2025 10:44:35

-
- »2025 | Base | AM
 - »2025 | Base | PM
 - »2030 | DN | AM
 - »2030 | DN | PM
 - »2030 | DM | AM
 - »2030 | DM | PM
 - »2030 | Sensitivity | AM
 - »2030 | Sensitivity | PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
	2025 - Base											
1 - untitled - Stream B-AC	D1	0.0	0.00	0.00	A	0.00	D2	0.0	0.00	0.00	A	0.00
1 - untitled - Stream C-AB		0.0	0.00	0.00	A			0.0	0.00	0.00	A	
2 - untitled - Stream B-AC		0.3	10.01	0.21	B	4.22		0.3	9.95	0.20	A	4.60
2 - untitled - Stream C-AB		0.1	6.59	0.05	A			0.0	6.56	0.03	A	
3 - untitled - Stream B-AC		0.2	8.65	0.12	A	3.71		0.1	8.09	0.07	A	3.18
3 - untitled - Stream C-AB		0.0	6.86	0.04	A			0.0	6.64	0.01	A	
4 - untitled - Stream B-AC		0.8	20.24	0.43	C	2.47		0.4	16.71	0.28	C	1.37
4 - untitled - Stream C-AB		0.1	8.71	0.09	A			0.1	8.18	0.05	A	
5 - untitled - Stream B-AC		1.6	23.40	0.60	C	4.73		0.9	16.40	0.46	C	4.38
5 - untitled - Stream C-AB		0.6	13.18	0.36	B			1.0	14.53	0.47	B	
	2030 - DM											
1 - untitled - Stream B-AC	D5	0.2	8.88	0.13	A	2.28	D6	0.1	8.01	0.06	A	3.07
1 - untitled - Stream C-AB		0.1	5.88	0.03	A			0.1	6.42	0.08	A	
2 - untitled - Stream B-AC		0.4	10.45	0.25	B	4.55		0.4	10.53	0.27	B	5.24
2 - untitled - Stream C-AB		0.1	6.77	0.09	A			0.1	6.66	0.05	A	
3 - untitled - Stream B-AC		0.2	8.85	0.13	A	3.34		0.1	8.32	0.08	A	3.23
3 - untitled - Stream C-AB		0.0	6.96	0.04	A			0.0	6.69	0.01	A	
4 - untitled - Stream B-AC		1.2	25.28	0.54	D	3.46		0.6	18.35	0.34	C	1.65
4 - untitled - Stream C-AB		0.1	8.93	0.10	A			0.1	8.36	0.05	A	
5 - untitled - Stream B-AC		2.4	32.80	0.70	D	6.55		1.2	19.29	0.52	C	5.60
5 - untitled - Stream C-AB		0.8	14.91	0.42	B			1.5	17.87	0.57	C	
	2030 - DN											
1 - untitled - Stream B-AC	D3	0.0	0.00	0.00	A	0.00	D4	0.0	0.00	0.00	A	0.00
1 - untitled - Stream C-AB		0.0	0.00	0.00	A			0.0	0.00	0.00	A	
2 - untitled - Stream B-AC		0.3	10.14	0.22	B	4.24		0.3	10.09	0.21	B	4.66
2 - untitled - Stream C-AB		0.1	6.60	0.05	A			0.0	6.57	0.03	A	
3 - untitled - Stream B-AC		0.2	8.73	0.13	A	3.73		0.1	7.90	0.08	A	3.47
3 - untitled - Stream C-AB		0.0	6.88	0.04	A			0.0	6.65	0.01	A	
4 - untitled - Stream B-AC		0.9	22.22	0.46	C	2.69		0.5	17.76	0.30	C	1.45
4 - untitled - Stream C-AB		0.1	8.92	0.10	A			0.1	8.33	0.05	A	
5 - untitled - Stream B-AC		1.8	26.42	0.63	D	5.22		1.1	17.95	0.49	C	4.74
5 - untitled - Stream C-AB		0.7	13.89	0.38	B			1.1	15.51	0.50	C	
	2030 - Sensitivity											
1 - untitled - Stream B-AC	D7	0.2	8.88	0.13	A	2.28	D8	0.1	8.01	0.06	A	3.07
1 - untitled - Stream C-AB		0.1	5.88	0.03	A			0.1	6.42	0.08	A	
2 - untitled - Stream B-AC		0.4	10.45	0.25	B	4.55		0.4	10.53	0.27	B	5.24
2 - untitled - Stream C-AB		0.1	6.77	0.09	A			0.1	6.66	0.05	A	
3 - untitled - Stream B-AC		0.2	8.85	0.13	A	3.34		0.1	8.32	0.08	A	3.23
3 - untitled - Stream C-AB		0.0	6.96	0.04	A			0.0	6.68	0.01	A	
4 - untitled - Stream B-AC		4.9	107.73	0.86	F	9.91		1.8	61.08	0.64	F	3.18
4 - untitled - Stream C-AB		0.2	11.93	0.12	B			0.1	9.94	0.06	A	
5 - untitled - Stream B-AC		26.4	320.52	1.18	F	39.29		14.1	218.88	1.07	F	22.19
5 - untitled - Stream C-AB		1.4	24.63	0.55	C			2.5	23.46	0.67	C	

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

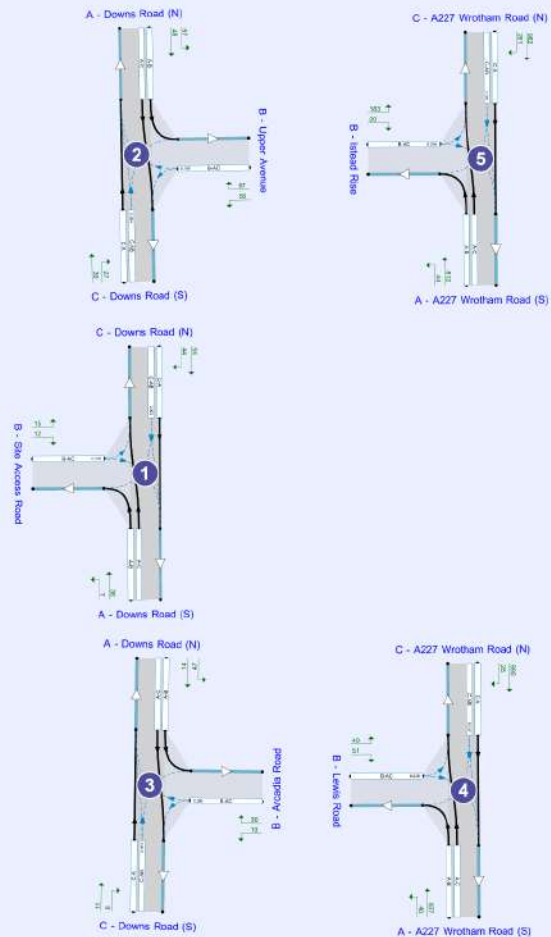
File summary

File Description

Title	
Location	
Site number	
Date	11/11/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DHA\Tom.Valek
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



Flows show original traffic demand (PCU/hr)
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15
D3	2030	DN	AM	ONE HOUR	07:45	09:15	15
D4	2030	DN	PM	ONE HOUR	16:45	18:15	15
D5	2030	DM	AM	ONE HOUR	07:45	09:15	15
D6	2030	DM	PM	ONE HOUR	16:45	18:15	15
D7	2030	Sensitivity	AM	ONE HOUR	07:45	09:15	15
D8	2030	Sensitivity	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A
2	untitled	T-Junction	Two-way	Two-way	Two-way		4.22	A
3	untitled	T-Junction	Two-way	Two-way	Two-way		3.71	A
4	untitled	T-Junction	Two-way	Two-way	Two-way		2.47	A
5	untitled	T-Junction	Two-way	Two-way	Two-way		4.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.55	A

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - untitled	A	Downs Road (S)		Major
	B	Site Access Road		Minor
	C	Downs Road (N)		Major
2 - untitled	A	Downs Road (N)		Major
	B	Upper Avenue		Minor
	C	Downs Road (S)		Major
3 - untitled	A	Downs Road (N)		Major
	B	Arcadia Road		Minor
	C	Downs Road (S)		Major
4 - untitled	A	A227 Wrotham Road (S)		Major
	B	Lewis Road		Minor
	C	A227 Wrotham Road (N)		Major
5 - untitled	A	A227 Wrotham Road (S)		Major
	B	Istead Rise		Minor
	C	A227 Wrotham Road (N)		Major

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
1 - untitled	C - Downs Road (N)	6.50				120.0	✓	0.00
2 - untitled	C - Downs Road (S)	6.50				100.0	✓	0.00
3 - untitled	C - Downs Road (S)	6.50				60.0	✓	0.00
4 - untitled	C - A227 Wrotham Road (N)	6.00		✓	3.00	90.0	✓	4.00
5 - untitled	C - A227 Wrotham Road (N)	6.10		✓	3.00	80.0	✓	7.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
1 - untitled	B - Site Access Road	One lane	2.75	20	17
2 - untitled	B - Upper Avenue	One lane	2.75	28	23
3 - untitled	B - Arcadia Road	One lane	2.75	26	60
4 - untitled	B - Lewis Road	One lane	2.75	24	24
5 - untitled	B - Istead Rise	One lane	3.30	28	24

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1 - untitled	B-A	480	0.086	0.216	0.136	0.309
	B-C	619	0.093	0.235	-	-
	C-B	643	0.244	0.244	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2 - untitled	B-A	486	0.087	0.219	0.138	0.312
	B-C	622	0.093	0.236	-	-
	C-B	632	0.240	0.240	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3 - untitled	B-A	503	0.090	0.226	0.142	0.323
	B-C	645	0.097	0.245	-	-
	C-B	609	0.231	0.231	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
4 - untitled	B-A	485	0.088	0.223	0.140	0.319
	B-C	623	0.096	0.241	-	-
	C-B	681	0.264	0.264	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
5 - untitled	B-A	513	0.094	0.236	0.149	0.338
	B-C	658	0.100	0.253	-	-
	C-B	674	0.260	0.260	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - untitled	A - Downs Road (S)		✓	77	100.000
	B - Site Access Road		✓	0	100.000
	C - Downs Road (N)		✓	120	100.000
2 - untitled	A - Downs Road (N)		✓	110	100.000
	B - Upper Avenue		✓	98	100.000
	C - Downs Road (S)		✓	71	100.000
3 - untitled	A - Downs Road (N)		✓	79	100.000
	B - Arcadia Road		✓	57	100.000
	C - Downs Road (S)		✓	35	100.000
4 - untitled	A - A227 Wrotham Road (S)		✓	624	100.000
	B - Lewis Road		✓	133	100.000
	C - A227 Wrotham Road (N)		✓	477	100.000
5 - untitled	A - A227 Wrotham Road (S)		✓	719	100.000
	B - Istead Rise		✓	226	100.000
	C - A227 Wrotham Road (N)		✓	601	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - untitled

	To			
		A - Downs Road (S)	B - Site Access Road	C - Downs Road (N)
From	A - Downs Road (S)	0	0	77
	B - Site Access Road	0	0	0
	C - Downs Road (N)	120	0	0

Demand (PCU/hr)

2 - untitled

	To			
From		A - Downs Road (N)	B - Upper Avenue	C - Downs Road (S)
	A - Downs Road (N)	0	44	66
	B - Upper Avenue	56	0	42
	C - Downs Road (S)	43	28	0

Demand (PCU/hr)

3 - untitled

	To			
From		A - Downs Road (N)	B - Arcadia Road	C - Downs Road (S)
	A - Downs Road (N)	0	66	13
	B - Arcadia Road	40	0	17
	C - Downs Road (S)	15	20	0

Demand (PCU/hr)

4 - untitled

	To			
From		A - A227 Wrotham Road (S)	B - Lewis Road	C - A227 Wrotham Road (N)
	A - A227 Wrotham Road (S)	0	48	576
	B - Lewis Road	59	0	74
	C - A227 Wrotham Road (N)	436	41	0

5 - untitled

	To			
From		A - A227 Wrotham Road (S)	B - Istead Rise	C - A227 Wrotham Road (N)
	A - A227 Wrotham Road (S)	0	32	687
	B - Istead Rise	19	0	207
	C - A227 Wrotham Road (N)	448	153	0

1 - untitled

	To			
From		A - Downs Road (\$)	B - Site Access Road	C - Downs Road (N)
	A - Downs Road (\$)	10	10	10
	B - Site Access Road	10	10	10
	C - Downs Road (N)	10	10	10

2 - untitled

	To			
From		A - Downs Road (N)	B - Upper Avenue	C - Downs Road (S)
	A - Downs Road (N)	10	10	10
	B - Upper Avenue	10	10	10
	C - Downs Road (S)	10	10	10

3 - untitled

	To			
From		A - Downs Road (N)	B - Arcadia Road	C - Downs Road (S)
	A - Downs Road (N)	10	10	10
	B - Arcadia Road	10	10	10
	C - Downs Road (S)	10	10	10

4 - untitled

	To			
From		A - A227 Wrotham Road (S)	B - Lewis Road	C - A227 Wrotham Road (N)
	A - A227 Wrotham Road (S)	10	10	10
	B - Lewis Road	10	10	10
	C - A227 Wrotham Road (N)	10	10	10

5 - untitled

		To		
From		A - A227 Wrotham Road (S)	B - Istead Rise	C - A227 Wrotham Road (N)
	A - A227 Wrotham Road (S)	10	10	10
	B - Istead Rise	10	10	10
	C - A227 Wrotham Road (N)	10	10	10

Demand for each time segment

Time Segment	Junction	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - untitled	A - Downs Road (S)	58	58
		B - Site Access Road	0	0
		C - Downs Road (N)	90	90
	2 - untitled	A - Downs Road (N)	83	83
		B - Upper Avenue	74	74
		C - Downs Road (S)	53	53
	3 - untitled	A - Downs Road (N)	59	59
		B - Arcadia Road	43	43
		C - Downs Road (S)	26	26
	4 - untitled	A - A227 Wrotham Road (S)	470	470
		B - Lewis Road	100	100
		C - A227 Wrotham Road (N)	359	359
	5 - untitled	A - A227 Wrotham Road (S)	541	541
		B - Istead Rise	170	170
		C - A227 Wrotham Road (N)	452	452
08:00-08:15	1 - untitled	A - Downs Road (S)	69	69
		B - Site Access Road	0	0
		C - Downs Road (N)	108	108
	2 - untitled	A - Downs Road (N)	99	99
		B - Upper Avenue	88	88
		C - Downs Road (S)	64	64
	3 - untitled	A - Downs Road (N)	71	71
		B - Arcadia Road	51	51
		C - Downs Road (S)	31	31
	4 - untitled	A - A227 Wrotham Road (S)	561	561
		B - Lewis Road	120	120
		C - A227 Wrotham Road (N)	429	429
	5 - untitled	A - A227 Wrotham Road (S)	646	646
		B - Istead Rise	203	203
		C - A227 Wrotham Road (N)	540	540
08:15-08:30	1 - untitled	A - Downs Road (S)	85	85
		B - Site Access Road	0	0
		C - Downs Road (N)	132	132
	2 - untitled	A - Downs Road (N)	121	121
		B - Upper Avenue	108	108
		C - Downs Road (S)	78	78
	3 - untitled	A - Downs Road (N)	87	87
		B - Arcadia Road	63	63
		C - Downs Road (S)	39	39
	4 - untitled	A - A227 Wrotham Road (S)	687	687
		B - Lewis Road	146	146
		C - A227 Wrotham Road (N)	525	525
	5 - untitled	A - A227 Wrotham Road (S)	792	792
		B - Istead Rise	249	249
		C - A227 Wrotham Road (N)	662	662
08:30-08:45	1 - untitled	A - Downs Road (S)	85	85
		B - Site Access Road	0	0
		C - Downs Road (N)	132	132
	2 - untitled	A - Downs Road (N)	121	121
		B - Upper Avenue	108	108
		C - Downs Road (S)	78	78
	3 - untitled	A - Downs Road (N)	87	87
		B - Arcadia Road	63	63
		C - Downs Road (S)	39	39
	4 - untitled	A - A227 Wrotham Road (S)	687	687
		B - Lewis Road	146	146
		C - A227 Wrotham Road (N)	525	525

	5 - untitled	A - A227 Wrotham Road (S)	792	792
		B - Istead Rise	249	249
		C - A227 Wrotham Road (N)	662	662
08:45-09:00	1 - untitled	A - Downs Road (S)	69	69
		B - Site Access Road	0	0
		C - Downs Road (N)	108	108
	2 - untitled	A - Downs Road (N)	99	99
		B - Upper Avenue	88	88
		C - Downs Road (S)	64	64
	3 - untitled	A - Downs Road (N)	71	71
		B - Arcadia Road	51	51
		C - Downs Road (S)	31	31
	4 - untitled	A - A227 Wrotham Road (S)	561	561
		B - Lewis Road	120	120
		C - A227 Wrotham Road (N)	429	429
	5 - untitled	A - A227 Wrotham Road (S)	646	646
		B - Istead Rise	203	203
		C - A227 Wrotham Road (N)	540	540
09:00-09:15	1 - untitled	A - Downs Road (S)	58	58
		B - Site Access Road	0	0
		C - Downs Road (N)	90	90
	2 - untitled	A - Downs Road (N)	83	83
		B - Upper Avenue	74	74
		C - Downs Road (S)	53	53
	3 - untitled	A - Downs Road (N)	59	59
		B - Arcadia Road	43	43
		C - Downs Road (S)	26	26
	4 - untitled	A - A227 Wrotham Road (S)	470	470
		B - Lewis Road	100	100
		C - A227 Wrotham Road (N)	359	359
	5 - untitled	A - A227 Wrotham Road (S)	541	541
		B - Istead Rise	170	170
		C - A227 Wrotham Road (N)	452	452

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - untitled	B-AC	0.00	0.00	0.0	A
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				
2 - untitled	B-AC	0.21	10.01	0.3	B
	C-AB	0.05	6.59	0.1	A
	C-A				
	A-B				
	A-C				
3 - untitled	B-AC	0.12	8.65	0.2	A
	C-AB	0.04	6.86	0.0	A
	C-A				
	A-B				
	A-C				
4 - untitled	B-AC	0.43	20.24	0.8	C
	C-AB	0.09	8.71	0.1	A
	C-A				
	A-B				
	A-C				
5 - untitled	B-AC	0.60	23.40	1.6	C
	C-AB	0.36	13.18	0.6	B
	C-A				
	A-B				
	A-C				

Main Results for each time segment

07:45 - 08:00

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	0	0.00	520	0.000	0	0.0	0.000	A
	C-AB	0	0.00	629	0.000	0	0.0	0.000	A
	C-A	90	0.00			90			
	A-B	0	0.00			0			
	A-C	58	0.00			58			
2 - untitled	B-AC	74	0.00	514	0.144	73	0.2	8.967	A
	C-AB	22	0.00	633	0.035	22	0.0	6.475	A
	C-A	31	0.00			31			
	A-B	33	0.00			33			
	A-C	50	0.00			50			
3 - untitled	B-AC	43	0.00	526	0.082	43	0.1	8.185	A
	C-AB	15	0.00	603	0.025	15	0.0	6.743	A
	C-A	11	0.00			11			
	A-B	50	0.00			50			
	A-C	10	0.00			10			
4 - untitled	B-AC	100	0.00	412	0.243	99	0.3	12.603	B
	C-AB	31	0.00	557	0.055	31	0.1	7.523	A
	C-A	328	0.00			328			
	A-B	36	0.00			36			
	A-C	434	0.00			434			
5 - untitled	B-AC	170	0.00	494	0.345	168	0.6	12.066	B
	C-AB	115	0.00	534	0.216	114	0.3	9.414	A
	C-A	337	0.00			337			
	A-B	24	0.00			24			
	A-C	517	0.00			517			

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	0	0.00	516	0.000	0	0.0	0.000	A
	C-AB	0	0.00	627	0.000	0	0.0	0.000	A
	C-A	108	0.00			108			
	A-B	0	0.00			0			
	A-C	69	0.00			69			
2 - untitled	B-AC	88	0.00	510	0.173	88	0.2	9.386	A
	C-AB	27	0.00	634	0.042	27	0.1	6.523	A
	C-A	37	0.00			37			
	A-B	40	0.00			40			
	A-C	59	0.00			59			
3 - untitled	B-AC	51	0.00	524	0.098	51	0.1	8.383	A
	C-AB	18	0.00	601	0.031	18	0.0	6.791	A
	C-A	13	0.00			13			
	A-B	59	0.00			59			
	A-C	12	0.00			12			
4 - untitled	B-AC	120	0.00	383	0.312	119	0.5	14.979	B
	C-AB	37	0.00	533	0.069	37	0.1	7.984	A
	C-A	392	0.00			392			
	A-B	43	0.00			43			
	A-C	518	0.00			518			
5 - untitled	B-AC	203	0.00	463	0.439	202	0.8	15.120	C
	C-AB	138	0.00	506	0.272	137	0.4	10.720	B
	C-A	403	0.00			403			
	A-B	29	0.00			29			
	A-C	618	0.00			618			

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	0	0.00	510	0.000	0	0.0	0.000	A
	C-AB	0	0.00	623	0.000	0	0.0	0.000	A
	C-A	132	0.00			132			
	A-B	0	0.00			0			
	A-C	85	0.00			85			
2 - untitled	B-AC	108	0.00	504	0.214	108	0.3	9.991	A
	C-AB	33	0.00	634	0.053	33	0.1	6.587	A
	C-A	45	0.00			45			
	A-B	48	0.00			48			
	A-C	73	0.00			73			
3 - untitled	B-AC	63	0.00	520	0.121	63	0.1	8.651	A
	C-AB	23	0.00	600	0.038	23	0.0	6.860	A
	C-A	16	0.00			16			
	A-B	73	0.00			73			
	A-C	14	0.00			14			
4 - untitled	B-AC	146	0.00	342	0.428	145	0.8	20.010	C
	C-AB	45	0.00	500	0.090	45	0.1	8.711	A
	C-A	480	0.00			480			
	A-B	53	0.00			53			
	A-C	634	0.00			634			
5 - untitled	B-AC	249	0.00	417	0.596	246	1.5	22.728	C
	C-AB	169	0.00	469	0.360	168	0.6	13.112	B
	C-A	493	0.00			493			
	A-B	35	0.00			35			
	A-C	756	0.00			756			

08:30 - 08:45

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	0	0.00	510	0.000	0	0.0	0.000	A
	C-AB	0	0.00	623	0.000	0	0.0	0.000	A
	C-A	132	0.00			132			
	A-B	0	0.00			0			
	A-C	85	0.00			85			
2 - untitled	B-AC	108	0.00	504	0.214	108	0.3	10.005	B
	C-AB	33	0.00	634	0.053	33	0.1	6.588	A
	C-A	45	0.00			45			
	A-B	48	0.00			48			
	A-C	73	0.00			73			
3 - untitled	B-AC	63	0.00	520	0.121	63	0.2	8.654	A
	C-AB	23	0.00	600	0.038	23	0.0	6.863	A
	C-A	16	0.00			16			
	A-B	73	0.00			73			
	A-C	14	0.00			14			
4 - untitled	B-AC	146	0.00	342	0.428	146	0.8	20.244	C
	C-AB	45	0.00	500	0.090	45	0.1	8.715	A
	C-A	480	0.00			480			
	A-B	53	0.00			53			
	A-C	634	0.00			634			
5 - untitled	B-AC	249	0.00	417	0.596	249	1.6	23.404	C
	C-AB	169	0.00	469	0.360	169	0.6	13.179	B
	C-A	493	0.00			493			
	A-B	35	0.00			35			
	A-C	756	0.00			756			

08:45 - 09:00

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	0	0.00	516	0.000	0	0.0	0.000	A
	C-AB	0	0.00	627	0.000	0	0.0	0.000	A
	C-A	108	0.00			108			
	A-B	0	0.00			0			
	A-C	69	0.00			69			
2 - untitled	B-AC	88	0.00	510	0.173	88	0.2	9.407	A
	C-AB	27	0.00	634	0.042	27	0.1	6.527	A
	C-A	37	0.00			37			
	A-B	40	0.00			40			
	A-C	59	0.00			59			
3 - untitled	B-AC	51	0.00	524	0.098	51	0.1	8.388	A
	C-AB	18	0.00	601	0.031	18	0.0	6.795	A
	C-A	13	0.00			13			
	A-B	59	0.00			59			
	A-C	12	0.00			12			
4 - untitled	B-AC	120	0.00	383	0.312	121	0.5	15.185	C
	C-AB	37	0.00	533	0.069	37	0.1	7.989	A
	C-A	392	0.00			392			
	A-B	43	0.00			43			
	A-C	518	0.00			518			
5 - untitled	B-AC	203	0.00	463	0.439	206	0.9	15.580	C
	C-AB	138	0.00	506	0.272	138	0.4	10.787	B
	C-A	403	0.00			403			
	A-B	29	0.00			29			
	A-C	618	0.00			618			

09:00 - 09:15

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	0	0.00	520	0.000	0	0.0	0.000	A
	C-AB	0	0.00	629	0.000	0	0.0	0.000	A
	C-A	90	0.00			90			
	A-B	0	0.00			0			
	A-C	58	0.00			58			
2 - untitled	B-AC	74	0.00	514	0.144	74	0.2	9.005	A
	C-AB	22	0.00	633	0.035	22	0.0	6.479	A
	C-A	31	0.00			31			
	A-B	33	0.00			33			
	A-C	50	0.00			50			
3 - untitled	B-AC	43	0.00	526	0.082	43	0.1	8.201	A
	C-AB	15	0.00	603	0.025	15	0.0	6.743	A
	C-A	11	0.00			11			
	A-B	50	0.00			50			
	A-C	10	0.00			10			
4 - untitled	B-AC	100	0.00	412	0.243	101	0.4	12.768	B
	C-AB	31	0.00	557	0.055	31	0.1	7.534	A
	C-A	328	0.00			328			
	A-B	36	0.00			36			
	A-C	434	0.00			434			
5 - untitled	B-AC	170	0.00	494	0.345	171	0.6	12.325	B
	C-AB	115	0.00	534	0.216	116	0.3	9.486	A
	C-A	337	0.00			337			
	A-B	24	0.00			24			
	A-C	517	0.00			517			

2025 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A
2	untitled	T-Junction	Two-way	Two-way	Two-way		4.60	A
3	untitled	T-Junction	Two-way	Two-way	Two-way		3.18	A
4	untitled	T-Junction	Two-way	Two-way	Two-way		1.37	A
5	untitled	T-Junction	Two-way	Two-way	Two-way		4.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.05	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - untitled	A - Downs Road (S)		✓	36	100.000
	B - Site Access Road		✓	0	100.000
	C - Downs Road (N)		✓	52	100.000
2 - untitled	A - Downs Road (N)		✓	89	100.000
	B - Upper Avenue		✓	88	100.000
	C - Downs Road (S)		✓	40	100.000
3 - untitled	A - Downs Road (N)		✓	46	100.000
	B - Arcadia Road		✓	31	100.000
	C - Downs Road (S)		✓	19	100.000
4 - untitled	A - A227 Wrotham Road (S)		✓	586	100.000
	B - Lewis Road		✓	84	100.000
	C - A227 Wrotham Road (N)		✓	501	100.000
5 - untitled	A - A227 Wrotham Road (S)		✓	562	100.000
	B - Istead Rise		✓	186	100.000
	C - A227 Wrotham Road (N)		✓	686	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - untitled

		To		
		A - Downs Road (S)	B - Site Access Road	C - Downs Road (N)
From	A - Downs Road (S)	0	0	36
	B - Site Access Road	0	0	0
	C - Downs Road (N)	52	0	0

Demand (PCU/hr)

2 - untitled

	To			
		A - Downs Road (N)	B - Upper Avenue	C - Downs Road (S)
From	A - Downs Road (N)	0	55	34
	B - Upper Avenue	64	0	24
	C - Downs Road (S)	22	18	0

Demand (PCU/hr)

3 - untitled

	To			
		A - Downs Road (N)	B - Arcadia Road	C - Downs Road (S)
From	A - Downs Road (N)	0	13	33
	B - Arcadia Road	22	0	9
	C - Downs Road (S)	11	8	0

Demand (PCU/hr)

4 - untitled

	To			
		A - A227 Wrotham Road (S)	B - Lewis Road	C - A227 Wrotham Road (N)
From	A - A227 Wrotham Road (S)	0	33	553
	B - Lewis Road	46	0	38
	C - A227 Wrotham Road (N)	477	24	0

Demand (PCU/hr)

5 - untitled

	To			
		A - A227 Wrotham Road (S)	B - Istead Rise	C - A227 Wrotham Road (N)
From	A - A227 Wrotham Road (S)	0	41	521
	B - Istead Rise	19	0	167
	C - A227 Wrotham Road (N)	465	221	0

Vehicle Mix

Heavy Vehicle %

1 - untitled

	To			
		A - Downs Road (S)	B - Site Access Road	C - Downs Road (N)
From	A - Downs Road (S)	10	10	10
	B - Site Access Road	10	10	10
	C - Downs Road (N)	10	10	10

Heavy Vehicle %

2 - untitled

	To			
		A - Downs Road (N)	B - Upper Avenue	C - Downs Road (S)
From	A - Downs Road (N)	10	10	10
	B - Upper Avenue	10	10	10
	C - Downs Road (S)	10	10	10

Heavy Vehicle %

3 - untitled

	To			
		A - Downs Road (N)	B - Arcadia Road	C - Downs Road (S)
From	A - Downs Road (N)	10	10	10
	B - Arcadia Road	10	10	10
	C - Downs Road (S)	10	10	10

Heavy Vehicle %

4 - untitled

	To			
		A - A227 Wrotham Road (S)	B - Lewis Road	C - A227 Wrotham Road (N)
From	A - A227 Wrotham Road (S)	10	10	10
	B - Lewis Road	10	10	10
	C - A227 Wrotham Road (N)	10	10	10

Heavy Vehicle %

5 - untitled

	To			
		A - A227 Wrotham Road (S)	B - Istead Rise	C - A227 Wrotham Road (N)
From	A - A227 Wrotham Road (S)	10	10	10
	B - Istead Rise	10	10	10
	C - A227 Wrotham Road (N)	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - untitled	A - Downs Road (S)	27	27
		B - Site Access Road	0	0
		C - Downs Road (N)	39	39
	2 - untitled	A - Downs Road (N)	67	67
		B - Upper Avenue	66	66
		C - Downs Road (S)	30	30
	3 - untitled	A - Downs Road (N)	35	35
		B - Arcadia Road	23	23
		C - Downs Road (S)	14	14
	4 - untitled	A - A227 Wrotham Road (S)	441	441
		B - Lewis Road	63	63
		C - A227 Wrotham Road (N)	377	377
	5 - untitled	A - A227 Wrotham Road (S)	423	423
		B - Istead Rise	140	140
		C - A227 Wrotham Road (N)	516	516
17:00-17:15	1 - untitled	A - Downs Road (S)	32	32
		B - Site Access Road	0	0
		C - Downs Road (N)	47	47
	2 - untitled	A - Downs Road (N)	80	80
		B - Upper Avenue	79	79
		C - Downs Road (S)	36	36
	3 - untitled	A - Downs Road (N)	41	41
		B - Arcadia Road	28	28
		C - Downs Road (S)	17	17
	4 - untitled	A - A227 Wrotham Road (S)	527	527
		B - Lewis Road	76	76
		C - A227 Wrotham Road (N)	450	450
		A - A227 Wrotham Road (S)	505	505

	5 - untitled	B - Istead Rise	167	167
		C - A227 Wrotham Road (N)	617	617
17:15-17:30	1 - untitled	A - Downs Road (S)	40	40
		B - Site Access Road	0	0
		C - Downs Road (N)	57	57
	2 - untitled	A - Downs Road (N)	98	98
		B - Upper Avenue	97	97
		C - Downs Road (S)	44	44
	3 - untitled	A - Downs Road (N)	51	51
		B - Arcadia Road	34	34
		C - Downs Road (S)	21	21
	4 - untitled	A - A227 Wrotham Road (S)	645	645
		B - Lewis Road	92	92
		C - A227 Wrotham Road (N)	552	552
	5 - untitled	A - A227 Wrotham Road (S)	619	619
		B - Istead Rise	205	205
		C - A227 Wrotham Road (N)	755	755
17:30-17:45	1 - untitled	A - Downs Road (S)	40	40
		B - Site Access Road	0	0
		C - Downs Road (N)	57	57
	2 - untitled	A - Downs Road (N)	98	98
		B - Upper Avenue	97	97
		C - Downs Road (S)	44	44
	3 - untitled	A - Downs Road (N)	51	51
		B - Arcadia Road	34	34
		C - Downs Road (S)	21	21
	4 - untitled	A - A227 Wrotham Road (S)	645	645
		B - Lewis Road	92	92
		C - A227 Wrotham Road (N)	552	552
	5 - untitled	A - A227 Wrotham Road (S)	619	619
		B - Istead Rise	205	205
		C - A227 Wrotham Road (N)	755	755
17:45-18:00	1 - untitled	A - Downs Road (S)	32	32
		B - Site Access Road	0	0
		C - Downs Road (N)	47	47
	2 - untitled	A - Downs Road (N)	80	80
		B - Upper Avenue	79	79
		C - Downs Road (S)	36	36
	3 - untitled	A - Downs Road (N)	41	41
		B - Arcadia Road	28	28
		C - Downs Road (S)	17	17
	4 - untitled	A - A227 Wrotham Road (S)	527	527
		B - Lewis Road	76	76
		C - A227 Wrotham Road (N)	450	450
	5 - untitled	A - A227 Wrotham Road (S)	505	505
		B - Istead Rise	167	167
		C - A227 Wrotham Road (N)	617	617
18:00-18:15	1 - untitled	A - Downs Road (S)	27	27
		B - Site Access Road	0	0
		C - Downs Road (N)	39	39
	2 - untitled	A - Downs Road (N)	67	67
		B - Upper Avenue	66	66
		C - Downs Road (S)	30	30
	3 - untitled	A - Downs Road (N)	35	35
		B - Arcadia Road	23	23
		C - Downs Road (S)	14	14
	4 - untitled	A - A227 Wrotham Road (S)	441	441
		B - Lewis Road	63	63

	5 - untitled	C - A227 Wrotham Road (N)	377	377
		A - A227 Wrotham Road (S)	423	423
		B - Istead Rise	140	140
		C - A227 Wrotham Road (N)	516	516

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - untitled	B-AC	0.00	0.00	0.0	A
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				
2 - untitled	B-AC	0.20	9.95	0.3	A
	C-AB	0.03	6.56	0.0	A
	C-A				
	A-B				
	A-C				
3 - untitled	B-AC	0.07	8.09	0.1	A
	C-AB	0.01	6.64	0.0	A
	C-A				
	A-B				
	A-C				
4 - untitled	B-AC	0.28	16.71	0.4	C
	C-AB	0.05	8.18	0.1	A
	C-A				
	A-B				
	A-C				
5 - untitled	B-AC	0.46	16.40	0.9	C
	C-AB	0.47	14.53	1.0	B
	C-A				
	A-B				
	A-C				

Main Results for each time segment

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	0	0.00	531	0.000	0	0.0	0.000	A
	C-AB	0	0.00	637	0.000	0	0.0	0.000	A
	C-A	39	0.00			39			
	A-B	0	0.00			0			
	A-C	27	0.00			27			
2 - untitled	B-AC	66	0.00	502	0.132	66	0.2	9.067	A
	C-AB	14	0.00	627	0.022	14	0.0	6.461	A
	C-A	16	0.00			16			
	A-B	41	0.00			41			
	A-C	26	0.00			26			
3 - untitled	B-AC	23	0.00	528	0.044	23	0.1	7.841	A
	C-AB	6	0.00	606	0.010	6	0.0	6.597	A
	C-A	8	0.00			8			
	A-B	10	0.00			10			
	A-C	25	0.00			25			
4 - untitled	B-AC	63	0.00	398	0.159	62	0.2	11.769	B
	C-AB	18	0.00	564	0.032	18	0.0	7.246	A
	C-A	359	0.00			359			
	A-B	25	0.00			25			
	A-C	416	0.00			416			
5 - untitled	B-AC	140	0.00	514	0.272	138	0.4	10.494	B
	C-AB	166	0.00	564	0.295	165	0.5	9.862	A
	C-A	350	0.00			350			
	A-B	31	0.00			31			
	A-C	392	0.00			392			

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	0	0.00	529	0.000	0	0.0	0.000	A
	C-AB	0	0.00	636	0.000	0	0.0	0.000	A
	C-A	47	0.00			47			
	A-B	0	0.00			0			
	A-C	32	0.00			32			
2 - untitled	B-AC	79	0.00	499	0.159	79	0.2	9.432	A
	C-AB	17	0.00	626	0.027	17	0.0	6.501	A
	C-A	19	0.00			19			
	A-B	49	0.00			49			
	A-C	31	0.00			31			
3 - untitled	B-AC	28	0.00	526	0.053	28	0.1	7.949	A
	C-AB	7	0.00	606	0.012	7	0.0	6.616	A
	C-A	10	0.00			10			
	A-B	12	0.00			12			
	A-C	30	0.00			30			
4 - untitled	B-AC	76	0.00	370	0.204	75	0.3	13.437	B
	C-AB	22	0.00	542	0.040	22	0.0	7.612	A
	C-A	429	0.00			429			
	A-B	30	0.00			30			
	A-C	497	0.00			497			
5 - untitled	B-AC	167	0.00	487	0.343	167	0.6	12.337	B
	C-AB	199	0.00	544	0.366	198	0.6	11.444	B
	C-A	418	0.00			418			
	A-B	37	0.00			37			
	A-C	468	0.00			468			

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	0	0.00	527	0.000	0	0.0	0.000	A
	C-AB	0	0.00	634	0.000	0	0.0	0.000	A
	C-A	57	0.00			57			
	A-B	0	0.00			0			
	A-C	40	0.00			40			
2 - untitled	B-AC	97	0.00	495	0.196	97	0.3	9.939	A
	C-AB	21	0.00	624	0.033	21	0.0	6.557	A
	C-A	23	0.00			23			
	A-B	61	0.00			61			
	A-C	37	0.00			37			
3 - untitled	B-AC	34	0.00	524	0.065	34	0.1	8.089	A
	C-AB	9	0.00	605	0.015	9	0.0	6.642	A
	C-A	12	0.00			12			
	A-B	14	0.00			14			
	A-C	36	0.00			36			
4 - untitled	B-AC	92	0.00	329	0.281	92	0.4	16.635	C
	C-AB	26	0.00	510	0.052	26	0.1	8.179	A
	C-A	525	0.00			525			
	A-B	36	0.00			36			
	A-C	609	0.00			609			
5 - untitled	B-AC	205	0.00	446	0.459	203	0.9	16.218	C
	C-AB	245	0.00	518	0.474	244	1.0	14.394	B
	C-A	510	0.00			510			
	A-B	45	0.00			45			
	A-C	574	0.00			574			

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	0	0.00	527	0.000	0	0.0	0.000	A
	C-AB	0	0.00	634	0.000	0	0.0	0.000	A
	C-A	57	0.00			57			
	A-B	0	0.00			0			
	A-C	40	0.00			40			
2 - untitled	B-AC	97	0.00	495	0.196	97	0.3	9.951	A
	C-AB	21	0.00	624	0.033	21	0.0	6.560	A
	C-A	23	0.00			23			
	A-B	61	0.00			61			
	A-C	37	0.00			37			
3 - untitled	B-AC	34	0.00	524	0.065	34	0.1	8.091	A
	C-AB	9	0.00	605	0.015	9	0.0	6.644	A
	C-A	12	0.00			12			
	A-B	14	0.00			14			
	A-C	36	0.00			36			
4 - untitled	B-AC	92	0.00	329	0.281	92	0.4	16.712	C
	C-AB	26	0.00	510	0.052	26	0.1	8.180	A
	C-A	525	0.00			525			
	A-B	36	0.00			36			
	A-C	609	0.00			609			
5 - untitled	B-AC	205	0.00	446	0.459	205	0.9	16.404	C
	C-AB	245	0.00	518	0.474	245	1.0	14.533	B
	C-A	510	0.00			510			
	A-B	45	0.00			45			
	A-C	574	0.00			574			

17:45 - 18:00

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	0	0.00	529	0.000	0	0.0	0.000	A
	C-AB	0	0.00	636	0.000	0	0.0	0.000	A
	C-A	47	0.00			47			
	A-B	0	0.00			0			
	A-C	32	0.00			32			
2 - untitled	B-AC	79	0.00	499	0.159	79	0.2	9.447	A
	C-AB	17	0.00	626	0.027	17	0.0	6.504	A
	C-A	19	0.00			19			
	A-B	49	0.00			49			
	A-C	31	0.00			31			
3 - untitled	B-AC	28	0.00	526	0.053	28	0.1	7.951	A
	C-AB	7	0.00	606	0.012	7	0.0	6.619	A
	C-A	10	0.00			10			
	A-B	12	0.00			12			
	A-C	30	0.00			30			
4 - untitled	B-AC	76	0.00	370	0.204	76	0.3	13.517	B
	C-AB	22	0.00	542	0.040	22	0.0	7.614	A
	C-A	429	0.00			429			
	A-B	30	0.00			30			
	A-C	497	0.00			497			
5 - untitled	B-AC	167	0.00	487	0.344	169	0.6	12.498	B
	C-AB	199	0.00	544	0.366	200	0.6	11.579	B
	C-A	418	0.00			418			
	A-B	37	0.00			37			
	A-C	468	0.00			468			

18:00 - 18:15

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	0	0.00	531	0.000	0	0.0	0.000	A
	C-AB	0	0.00	637	0.000	0	0.0	0.000	A
	C-A	39	0.00			39			
	A-B	0	0.00			0			
	A-C	27	0.00			27			
2 - untitled	B-AC	66	0.00	502	0.132	66	0.2	9.101	A
	C-AB	14	0.00	627	0.022	14	0.0	6.464	A
	C-A	16	0.00			16			
	A-B	41	0.00			41			
	A-C	26	0.00			26			
3 - untitled	B-AC	23	0.00	528	0.044	23	0.1	7.852	A
	C-AB	6	0.00	606	0.010	6	0.0	6.598	A
	C-A	8	0.00			8			
	A-B	10	0.00			10			
	A-C	25	0.00			25			
4 - untitled	B-AC	63	0.00	398	0.159	64	0.2	11.851	B
	C-AB	18	0.00	564	0.032	18	0.0	7.250	A
	C-A	359	0.00			359			
	A-B	25	0.00			25			
	A-C	416	0.00			416			
5 - untitled	B-AC	140	0.00	514	0.272	141	0.4	10.628	B
	C-AB	166	0.00	564	0.295	167	0.5	9.986	A
	C-A	350	0.00			350			
	A-B	31	0.00			31			
	A-C	392	0.00			392			

2030 | DN | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A
2	untitled	T-Junction	Two-way	Two-way	Two-way		4.24	A
3	untitled	T-Junction	Two-way	Two-way	Two-way		3.73	A
4	untitled	T-Junction	Two-way	Two-way	Two-way		2.69	A
5	untitled	T-Junction	Two-way	Two-way	Two-way		5.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.86	A

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - untitled	A - Downs Road (S)		✓	80	100.000
	B - Site Access Road		✓	0	100.000
	C - Downs Road (N)		✓	125	100.000
2 - untitled	A - Downs Road (N)		✓	115	100.000
	B - Upper Avenue		✓	101	100.000
	C - Downs Road (S)		✓	74	100.000
3 - untitled	A - Downs Road (N)		✓	83	100.000
	B - Arcadia Road		✓	60	100.000
	C - Downs Road (S)		✓	37	100.000
4 - untitled	A - A227 Wrotham Road (S)		✓	652	100.000
	B - Lewis Road		✓	139	100.000
	C - A227 Wrotham Road (N)		✓	499	100.000
5 - untitled	A - A227 Wrotham Road (S)		✓	750	100.000
	B - Istead Rise		✓	235	100.000
	C - A227 Wrotham Road (N)		✓	627	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - untitled

		To		
		A - Downs Road (S)	B - Site Access Road	C - Downs Road (N)
From	A - Downs Road (S)	0	0	80
	B - Site Access Road	0	0	0
	C - Downs Road (N)	125	0	0

Demand (PCU/hr)

2 - untitled

	To			
		A - Downs Road (N)	B - Upper Avenue	C - Downs Road (S)
From	A - Downs Road (N)	0	46	69
	B - Upper Avenue	58	0	43
	C - Downs Road (S)	45	29	0

Demand (PCU/hr)

3 - untitled

	To			
		A - Downs Road (N)	B - Arcadia Road	C - Downs Road (S)
From	A - Downs Road (N)	0	69	14
	B - Arcadia Road	42	0	18
	C - Downs Road (S)	16	21	0

Demand (PCU/hr)

4 - untitled

	To			
		A - A227 Wrotham Road (S)	B - Lewis Road	C - A227 Wrotham Road (N)
From	A - A227 Wrotham Road (S)	0	50	602
	B - Lewis Road	62	0	77
	C - A227 Wrotham Road (N)	456	43	0

Demand (PCU/hr)

5 - untitled

	To			
		A - A227 Wrotham Road (S)	B - Istead Rise	C - A227 Wrotham Road (N)
From	A - A227 Wrotham Road (S)	0	33	717
	B - Istead Rise	19	0	216
	C - A227 Wrotham Road (N)	468	159	0

Vehicle Mix

Heavy Vehicle %

1 - untitled

	To			
		A - Downs Road (S)	B - Site Access Road	C - Downs Road (N)
From	A - Downs Road (S)	10	10	10
	B - Site Access Road	10	10	10
	C - Downs Road (N)	10	10	10

Heavy Vehicle %

2 - untitled

	To			
		A - Downs Road (N)	B - Upper Avenue	C - Downs Road (S)
From	A - Downs Road (N)	10	10	10
	B - Upper Avenue	10	10	10
	C - Downs Road (S)	10	10	10

Heavy Vehicle %

3 - untitled

	To			
		A - Downs Road (N)	B - Arcadia Road	C - Downs Road (S)
From	A - Downs Road (N)	10	10	10
	B - Arcadia Road	10	10	10
	C - Downs Road (S)	10	10	10

Heavy Vehicle %

4 - untitled

	To			
		A - A227 Wrotham Road (S)	B - Lewis Road	C - A227 Wrotham Road (N)
From	A - A227 Wrotham Road (S)	10	10	10
	B - Lewis Road	10	10	10
	C - A227 Wrotham Road (N)	10	10	10

Heavy Vehicle %

5 - untitled

	To			
		A - A227 Wrotham Road (S)	B - Istead Rise	C - A227 Wrotham Road (N)
From	A - A227 Wrotham Road (S)	10	10	10
	B - Istead Rise	10	10	10
	C - A227 Wrotham Road (N)	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - untitled	A - Downs Road (S)	60	60
		B - Site Access Road	0	0
		C - Downs Road (N)	94	94
	2 - untitled	A - Downs Road (N)	87	87
		B - Upper Avenue	76	76
		C - Downs Road (S)	56	56
	3 - untitled	A - Downs Road (N)	62	62
		B - Arcadia Road	45	45
		C - Downs Road (S)	28	28
	4 - untitled	A - A227 Wrotham Road (S)	491	491
		B - Lewis Road	105	105
		C - A227 Wrotham Road (N)	376	376
	5 - untitled	A - A227 Wrotham Road (S)	565	565
		B - Istead Rise	177	177
		C - A227 Wrotham Road (N)	472	472
08:00-08:15	1 - untitled	A - Downs Road (S)	72	72
		B - Site Access Road	0	0
		C - Downs Road (N)	112	112
	2 - untitled	A - Downs Road (N)	103	103
		B - Upper Avenue	91	91
		C - Downs Road (S)	67	67
	3 - untitled	A - Downs Road (N)	75	75
		B - Arcadia Road	54	54
		C - Downs Road (S)	33	33
	4 - untitled	A - A227 Wrotham Road (S)	586	586
		B - Lewis Road	125	125
		C - A227 Wrotham Road (N)	449	449
		A - A227 Wrotham Road (S)	674	674

	5 - untitled	B - Istead Rise	211	211
		C - A227 Wrotham Road (N)	564	564
08:15-08:30	1 - untitled	A - Downs Road (S)	88	88
		B - Site Access Road	0	0
		C - Downs Road (N)	138	138
	2 - untitled	A - Downs Road (N)	127	127
		B - Upper Avenue	111	111
		C - Downs Road (S)	81	81
	3 - untitled	A - Downs Road (N)	91	91
		B - Arcadia Road	66	66
		C - Downs Road (S)	41	41
	4 - untitled	A - A227 Wrotham Road (S)	718	718
		B - Lewis Road	153	153
		C - A227 Wrotham Road (N)	549	549
	5 - untitled	A - A227 Wrotham Road (S)	826	826
		B - Istead Rise	259	259
		C - A227 Wrotham Road (N)	690	690
08:30-08:45	1 - untitled	A - Downs Road (S)	88	88
		B - Site Access Road	0	0
		C - Downs Road (N)	138	138
	2 - untitled	A - Downs Road (N)	127	127
		B - Upper Avenue	111	111
		C - Downs Road (S)	81	81
	3 - untitled	A - Downs Road (N)	91	91
		B - Arcadia Road	66	66
		C - Downs Road (S)	41	41
	4 - untitled	A - A227 Wrotham Road (S)	718	718
		B - Lewis Road	153	153
		C - A227 Wrotham Road (N)	549	549
	5 - untitled	A - A227 Wrotham Road (S)	826	826
		B - Istead Rise	259	259
		C - A227 Wrotham Road (N)	690	690
08:45-09:00	1 - untitled	A - Downs Road (S)	72	72
		B - Site Access Road	0	0
		C - Downs Road (N)	112	112
	2 - untitled	A - Downs Road (N)	103	103
		B - Upper Avenue	91	91
		C - Downs Road (S)	67	67
	3 - untitled	A - Downs Road (N)	75	75
		B - Arcadia Road	54	54
		C - Downs Road (S)	33	33
	4 - untitled	A - A227 Wrotham Road (S)	586	586
		B - Lewis Road	125	125
		C - A227 Wrotham Road (N)	449	449
	5 - untitled	A - A227 Wrotham Road (S)	674	674
		B - Istead Rise	211	211
		C - A227 Wrotham Road (N)	564	564
09:00-09:15	1 - untitled	A - Downs Road (S)	60	60
		B - Site Access Road	0	0
		C - Downs Road (N)	94	94
	2 - untitled	A - Downs Road (N)	87	87
		B - Upper Avenue	76	76
		C - Downs Road (S)	56	56
	3 - untitled	A - Downs Road (N)	62	62
		B - Arcadia Road	45	45
		C - Downs Road (S)	28	28
	4 - untitled	A - A227 Wrotham Road (S)	491	491
		B - Lewis Road	105	105

	5 - untitled	C - A227 Wrotham Road (N)	376	376
		A - A227 Wrotham Road (S)	565	565
		B - Istead Rise	177	177
		C - A227 Wrotham Road (N)	472	472

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - untitled	B-AC	0.00	0.00	0.0	A
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				
2 - untitled	B-AC	0.22	10.14	0.3	B
	C-AB	0.05	6.60	0.1	A
	C-A				
	A-B				
	A-C				
3 - untitled	B-AC	0.13	8.73	0.2	A
	C-AB	0.04	6.88	0.0	A
	C-A				
	A-B				
	A-C				
4 - untitled	B-AC	0.46	22.22	0.9	C
	C-AB	0.10	8.92	0.1	A
	C-A				
	A-B				
	A-C				
5 - untitled	B-AC	0.63	26.42	1.8	D
	C-AB	0.38	13.89	0.7	B
	C-A				
	A-B				
	A-C				

Main Results for each time segment

07:45 - 08:00

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	0	0.00	519	0.000	0	0.0	0.000	A
	C-AB	0	0.00	629	0.000	0	0.0	0.000	A
	C-A	94	0.00			94			
	A-B	0	0.00			0			
	A-C	60	0.00			60			
2 - untitled	B-AC	76	0.00	513	0.148	75	0.2	9.039	A
	C-AB	23	0.00	634	0.036	23	0.0	6.483	A
	C-A	33	0.00			33			
	A-B	35	0.00			35			
	A-C	52	0.00			52			
3 - untitled	B-AC	45	0.00	526	0.086	45	0.1	8.231	A
	C-AB	16	0.00	602	0.027	16	0.0	6.751	A
	C-A	12	0.00			12			
	A-B	52	0.00			52			
	A-C	11	0.00			11			
4 - untitled	B-AC	105	0.00	404	0.259	103	0.4	13.082	B
	C-AB	32	0.00	551	0.059	32	0.1	7.626	A
	C-A	343	0.00			343			
	A-B	38	0.00			38			
	A-C	453	0.00			453			
5 - untitled	B-AC	177	0.00	488	0.362	174	0.6	12.527	B
	C-AB	120	0.00	527	0.227	118	0.3	9.652	A
	C-A	352	0.00			352			
	A-B	25	0.00			25			
	A-C	540	0.00			540			

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	0	0.00	515	0.000	0	0.0	0.000	A
	C-AB	0	0.00	626	0.000	0	0.0	0.000	A
	C-A	112	0.00			112			
	A-B	0	0.00			0			
	A-C	72	0.00			72			
2 - untitled	B-AC	91	0.00	508	0.179	91	0.2	9.481	A
	C-AB	28	0.00	634	0.044	28	0.1	6.533	A
	C-A	39	0.00			39			
	A-B	41	0.00			41			
	A-C	62	0.00			62			
3 - untitled	B-AC	54	0.00	523	0.103	54	0.1	8.438	A
	C-AB	19	0.00	601	0.032	19	0.0	6.805	A
	C-A	14	0.00			14			
	A-B	62	0.00			62			
	A-C	13	0.00			13			
4 - untitled	B-AC	125	0.00	374	0.334	124	0.5	15.808	C
	C-AB	39	0.00	526	0.073	39	0.1	8.122	A
	C-A	410	0.00			410			
	A-B	45	0.00			45			
	A-C	541	0.00			541			
5 - untitled	B-AC	211	0.00	456	0.464	210	0.9	16.031	C
	C-AB	143	0.00	499	0.287	143	0.4	11.092	B
	C-A	421	0.00			421			
	A-B	30	0.00			30			
	A-C	645	0.00			645			

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	0	0.00	509	0.000	0	0.0	0.000	A
	C-AB	0	0.00	622	0.000	0	0.0	0.000	A
	C-A	138	0.00			138			
	A-B	0	0.00			0			
	A-C	88	0.00			88			
2 - untitled	B-AC	111	0.00	502	0.222	111	0.3	10.122	B
	C-AB	35	0.00	635	0.055	35	0.1	6.600	A
	C-A	47	0.00			47			
	A-B	51	0.00			51			
	A-C	76	0.00			76			
3 - untitled	B-AC	66	0.00	520	0.127	66	0.2	8.726	A
	C-AB	24	0.00	599	0.040	24	0.0	6.878	A
	C-A	17	0.00			17			
	A-B	76	0.00			76			
	A-C	15	0.00			15			
4 - untitled	B-AC	153	0.00	331	0.462	152	0.9	21.886	C
	C-AB	47	0.00	491	0.096	47	0.1	8.914	A
	C-A	502	0.00			502			
	A-B	55	0.00			55			
	A-C	663	0.00			663			
5 - untitled	B-AC	259	0.00	408	0.634	255	1.8	25.398	D
	C-AB	175	0.00	461	0.381	175	0.7	13.801	B
	C-A	515	0.00			515			
	A-B	36	0.00			36			
	A-C	789	0.00			789			

08:30 - 08:45

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	0	0.00	509	0.000	0	0.0	0.000	A
	C-AB	0	0.00	622	0.000	0	0.0	0.000	A
	C-A	138	0.00			138			
	A-B	0	0.00			0			
	A-C	88	0.00			88			
2 - untitled	B-AC	111	0.00	502	0.222	111	0.3	10.136	B
	C-AB	35	0.00	635	0.055	35	0.1	6.600	A
	C-A	47	0.00			47			
	A-B	51	0.00			51			
	A-C	76	0.00			76			
3 - untitled	B-AC	66	0.00	520	0.127	66	0.2	8.732	A
	C-AB	24	0.00	599	0.040	24	0.0	6.880	A
	C-A	17	0.00			17			
	A-B	76	0.00			76			
	A-C	15	0.00			15			
4 - untitled	B-AC	153	0.00	331	0.462	153	0.9	22.222	C
	C-AB	47	0.00	491	0.096	47	0.1	8.917	A
	C-A	502	0.00			502			
	A-B	55	0.00			55			
	A-C	663	0.00			663			
5 - untitled	B-AC	259	0.00	408	0.635	258	1.8	26.423	D
	C-AB	175	0.00	461	0.381	175	0.7	13.886	B
	C-A	515	0.00			515			
	A-B	36	0.00			36			
	A-C	789	0.00			789			

08:45 - 09:00

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	0	0.00	515	0.000	0	0.0	0.000	A
	C-AB	0	0.00	626	0.000	0	0.0	0.000	A
	C-A	112	0.00			112			
	A-B	0	0.00			0			
	A-C	72	0.00			72			
2 - untitled	B-AC	91	0.00	508	0.179	91	0.2	9.502	A
	C-AB	28	0.00	634	0.044	28	0.1	6.534	A
	C-A	39	0.00			39			
	A-B	41	0.00			41			
	A-C	62	0.00			62			
3 - untitled	B-AC	54	0.00	523	0.103	54	0.1	8.448	A
	C-AB	19	0.00	601	0.032	19	0.0	6.809	A
	C-A	14	0.00			14			
	A-B	62	0.00			62			
	A-C	13	0.00			13			
4 - untitled	B-AC	125	0.00	374	0.334	126	0.6	16.078	C
	C-AB	39	0.00	526	0.073	39	0.1	8.129	A
	C-A	410	0.00			410			
	A-B	45	0.00			45			
	A-C	541	0.00			541			
5 - untitled	B-AC	211	0.00	456	0.464	215	1.0	16.659	C
	C-AB	143	0.00	499	0.287	144	0.4	11.175	B
	C-A	421	0.00			421			
	A-B	30	0.00			30			
	A-C	645	0.00			645			

09:00 - 09:15

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	0	0.00	519	0.000	0	0.0	0.000	A
	C-AB	0	0.00	629	0.000	0	0.0	0.000	A
	C-A	94	0.00			94			
	A-B	0	0.00			0			
	A-C	60	0.00			60			
2 - untitled	B-AC	76	0.00	513	0.148	76	0.2	9.080	A
	C-AB	23	0.00	634	0.036	23	0.0	6.487	A
	C-A	33	0.00			33			
	A-B	35	0.00			35			
	A-C	52	0.00			52			
3 - untitled	B-AC	45	0.00	525	0.086	45	0.1	8.249	A
	C-AB	16	0.00	602	0.027	16	0.0	6.754	A
	C-A	12	0.00			12			
	A-B	52	0.00			52			
	A-C	11	0.00			11			
4 - untitled	B-AC	105	0.00	404	0.259	105	0.4	13.275	B
	C-AB	32	0.00	551	0.059	32	0.1	7.637	A
	C-A	343	0.00			343			
	A-B	38	0.00			38			
	A-C	453	0.00			453			
5 - untitled	B-AC	177	0.00	488	0.362	178	0.6	12.837	B
	C-AB	120	0.00	527	0.227	120	0.3	9.736	A
	C-A	352	0.00			352			
	A-B	25	0.00			25			
	A-C	540	0.00			540			

2030 | DN | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A
2	untitled	T-Junction	Two-way	Two-way	Two-way		4.66	A
3	untitled	T-Junction	Two-way	Two-way	Two-way		3.47	A
4	untitled	T-Junction	Two-way	Two-way	Two-way		1.45	A
5	untitled	T-Junction	Two-way	Two-way	Two-way		4.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.27	A

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - untitled	A - Downs Road (S)		✓	38	100.000
	B - Site Access Road		✓	0	100.000
	C - Downs Road (N)		✓	54	100.000
2 - untitled	A - Downs Road (N)		✓	93	100.000
	B - Upper Avenue		✓	92	100.000
	C - Downs Road (S)		✓	42	100.000
3 - untitled	A - Downs Road (N)		✓	49	100.000
	B - Arcadia Road		✓	41	100.000
	C - Downs Road (S)		✓	19	100.000
4 - untitled	A - A227 Wrotham Road (S)		✓	612	100.000
	B - Lewis Road		✓	88	100.000
	C - A227 Wrotham Road (N)		✓	523	100.000
5 - untitled	A - A227 Wrotham Road (S)		✓	587	100.000
	B - Istead Rise		✓	195	100.000
	C - A227 Wrotham Road (N)		✓	716	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - untitled

		To		
		A - Downs Road (S)	B - Site Access Road	C - Downs Road (N)
From	A - Downs Road (S)	0	0	38
	B - Site Access Road	0	0	0
	C - Downs Road (N)	54	0	0

Demand (PCU/hr)

2 - untitled

	To			
		A - Downs Road (N)	B - Upper Avenue	C - Downs Road (S)
From	A - Downs Road (N)	0	57	36
	B - Upper Avenue	67	0	25
	C - Downs Road (S)	23	19	0

Demand (PCU/hr)

3 - untitled

	To			
		A - Downs Road (N)	B - Arcadia Road	C - Downs Road (S)
From	A - Downs Road (N)	0	35	14
	B - Arcadia Road	23	0	18
	C - Downs Road (S)	11	8	0

Demand (PCU/hr)

4 - untitled

	To			
		A - A227 Wrotham Road (S)	B - Lewis Road	C - A227 Wrotham Road (N)
From	A - A227 Wrotham Road (S)	0	34	578
	B - Lewis Road	48	0	40
	C - A227 Wrotham Road (N)	498	25	0

Demand (PCU/hr)

5 - untitled

	To			
		A - A227 Wrotham Road (S)	B - Istead Rise	C - A227 Wrotham Road (N)
From	A - A227 Wrotham Road (S)	0	43	544
	B - Istead Rise	20	0	175
	C - A227 Wrotham Road (N)	485	231	0

Vehicle Mix

Heavy Vehicle %

1 - untitled

	To			
		A - Downs Road (S)	B - Site Access Road	C - Downs Road (N)
From	A - Downs Road (S)	10	10	10
	B - Site Access Road	10	10	10
	C - Downs Road (N)	10	10	10

Heavy Vehicle %

2 - untitled

	To			
		A - Downs Road (N)	B - Upper Avenue	C - Downs Road (S)
From	A - Downs Road (N)	10	10	10
	B - Upper Avenue	10	10	10
	C - Downs Road (S)	10	10	10

Heavy Vehicle %

3 - untitled

	To			
		A - Downs Road (N)	B - Arcadia Road	C - Downs Road (S)
From	A - Downs Road (N)	10	10	10
	B - Arcadia Road	10	10	10
	C - Downs Road (S)	10	10	10

Heavy Vehicle %

4 - untitled

	To			
		A - A227 Wrotham Road (S)	B - Lewis Road	C - A227 Wrotham Road (N)
From	A - A227 Wrotham Road (S)	10	10	10
	B - Lewis Road	10	10	10
	C - A227 Wrotham Road (N)	10	10	10

Heavy Vehicle %

5 - untitled

	To			
		A - A227 Wrotham Road (S)	B - Istead Rise	C - A227 Wrotham Road (N)
From	A - A227 Wrotham Road (S)	10	10	10
	B - Istead Rise	10	10	10
	C - A227 Wrotham Road (N)	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - untitled	A - Downs Road (S)	29	29
		B - Site Access Road	0	0
		C - Downs Road (N)	41	41
	2 - untitled	A - Downs Road (N)	70	70
		B - Upper Avenue	69	69
		C - Downs Road (S)	32	32
	3 - untitled	A - Downs Road (N)	37	37
		B - Arcadia Road	31	31
		C - Downs Road (S)	14	14
	4 - untitled	A - A227 Wrotham Road (S)	461	461
		B - Lewis Road	66	66
		C - A227 Wrotham Road (N)	394	394
17:00-17:15	5 - untitled	A - A227 Wrotham Road (S)	442	442
		B - Istead Rise	147	147
		C - A227 Wrotham Road (N)	539	539
	1 - untitled	A - Downs Road (S)	34	34
		B - Site Access Road	0	0
		C - Downs Road (N)	49	49
	2 - untitled	A - Downs Road (N)	84	84
		B - Upper Avenue	83	83
		C - Downs Road (S)	38	38
	3 - untitled	A - Downs Road (N)	44	44
		B - Arcadia Road	37	37
		C - Downs Road (S)	17	17
	4 - untitled	A - A227 Wrotham Road (S)	550	550
		B - Lewis Road	79	79
		C - A227 Wrotham Road (N)	470	470
		A - A227 Wrotham Road (S)	528	528

17:15-17:30	5 - untitled	B - Istead Rise	175	175
		C - A227 Wrotham Road (N)	644	644
	1 - untitled	A - Downs Road (S)	42	42
		B - Site Access Road	0	0
		C - Downs Road (N)	59	59
	2 - untitled	A - Downs Road (N)	102	102
		B - Upper Avenue	101	101
		C - Downs Road (S)	46	46
	3 - untitled	A - Downs Road (N)	54	54
		B - Arcadia Road	45	45
		C - Downs Road (S)	21	21
	4 - untitled	A - A227 Wrotham Road (S)	674	674
		B - Lewis Road	97	97
		C - A227 Wrotham Road (N)	576	576
	5 - untitled	A - A227 Wrotham Road (S)	646	646
		B - Istead Rise	215	215
		C - A227 Wrotham Road (N)	788	788
17:30-17:45	1 - untitled	A - Downs Road (S)	42	42
		B - Site Access Road	0	0
		C - Downs Road (N)	59	59
	2 - untitled	A - Downs Road (N)	102	102
		B - Upper Avenue	101	101
		C - Downs Road (S)	46	46
	3 - untitled	A - Downs Road (N)	54	54
		B - Arcadia Road	45	45
		C - Downs Road (S)	21	21
	4 - untitled	A - A227 Wrotham Road (S)	674	674
		B - Lewis Road	97	97
		C - A227 Wrotham Road (N)	576	576
	5 - untitled	A - A227 Wrotham Road (S)	646	646
		B - Istead Rise	215	215
		C - A227 Wrotham Road (N)	788	788
17:45-18:00	1 - untitled	A - Downs Road (S)	34	34
		B - Site Access Road	0	0
		C - Downs Road (N)	49	49
	2 - untitled	A - Downs Road (N)	84	84
		B - Upper Avenue	83	83
		C - Downs Road (S)	38	38
	3 - untitled	A - Downs Road (N)	44	44
		B - Arcadia Road	37	37
		C - Downs Road (S)	17	17
	4 - untitled	A - A227 Wrotham Road (S)	550	550
		B - Lewis Road	79	79
		C - A227 Wrotham Road (N)	470	470
	5 - untitled	A - A227 Wrotham Road (S)	528	528
		B - Istead Rise	175	175
		C - A227 Wrotham Road (N)	644	644
18:00-18:15	1 - untitled	A - Downs Road (S)	29	29
		B - Site Access Road	0	0
		C - Downs Road (N)	41	41
	2 - untitled	A - Downs Road (N)	70	70
		B - Upper Avenue	69	69
		C - Downs Road (S)	32	32
	3 - untitled	A - Downs Road (N)	37	37
		B - Arcadia Road	31	31
		C - Downs Road (S)	14	14
	4 - untitled	A - A227 Wrotham Road (S)	461	461
		B - Lewis Road	66	66

	5 - untitled	C - A227 Wrotham Road (N)	394	394
		A - A227 Wrotham Road (S)	442	442
		B - Istead Rise	147	147
		C - A227 Wrotham Road (N)	539	539

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - untitled	B-AC	0.00	0.00	0.0	A
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				
2 - untitled	B-AC	0.21	10.09	0.3	B
	C-AB	0.03	6.57	0.0	A
	C-A				
	A-B				
	A-C				
3 - untitled	B-AC	0.08	7.90	0.1	A
	C-AB	0.01	6.65	0.0	A
	C-A				
	A-B				
	A-C				
4 - untitled	B-AC	0.30	17.76	0.5	C
	C-AB	0.05	8.33	0.1	A
	C-A				
	A-B				
	A-C				
5 - untitled	B-AC	0.49	17.95	1.1	C
	C-AB	0.50	15.51	1.1	C
	C-A				
	A-B				
	A-C				

Main Results for each time segment

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	0	0.00	531	0.000	0	0.0	0.000	A
	C-AB	0	0.00	636	0.000	0	0.0	0.000	A
	C-A	41	0.00			41			
	A-B	0	0.00			0			
	A-C	29	0.00			29			
2 - untitled	B-AC	69	0.00	501	0.138	69	0.2	9.147	A
	C-AB	15	0.00	627	0.023	15	0.0	6.472	A
	C-A	17	0.00			17			
	A-B	43	0.00			43			
	A-C	27	0.00			27			
3 - untitled	B-AC	31	0.00	549	0.056	31	0.1	7.628	A
	C-AB	6	0.00	606	0.010	6	0.0	6.603	A
	C-A	8	0.00			8			
	A-B	26	0.00			26			
	A-C	11	0.00			11			
4 - untitled	B-AC	66	0.00	392	0.169	65	0.2	12.092	B
	C-AB	19	0.00	559	0.034	19	0.0	7.325	A
	C-A	375	0.00			375			
	A-B	26	0.00			26			
	A-C	435	0.00			435			
5 - untitled	B-AC	147	0.00	508	0.289	145	0.4	10.861	B
	C-AB	174	0.00	560	0.311	172	0.5	10.169	B
	C-A	365	0.00			365			
	A-B	32	0.00			32			
	A-C	410	0.00			410			

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	0	0.00	529	0.000	0	0.0	0.000	A
	C-AB	0	0.00	635	0.000	0	0.0	0.000	A
	C-A	49	0.00			49			
	A-B	0	0.00			0			
	A-C	34	0.00			34			
2 - untitled	B-AC	83	0.00	498	0.166	83	0.2	9.532	A
	C-AB	18	0.00	626	0.028	18	0.0	6.514	A
	C-A	20	0.00			20			
	A-B	51	0.00			51			
	A-C	32	0.00			32			
3 - untitled	B-AC	37	0.00	548	0.067	37	0.1	7.744	A
	C-AB	7	0.00	605	0.012	7	0.0	6.623	A
	C-A	10	0.00			10			
	A-B	31	0.00			31			
	A-C	13	0.00			13			
4 - untitled	B-AC	79	0.00	362	0.218	79	0.3	13.958	B
	C-AB	22	0.00	536	0.042	22	0.0	7.718	A
	C-A	448	0.00			448			
	A-B	31	0.00			31			
	A-C	520	0.00			520			
5 - untitled	B-AC	175	0.00	479	0.366	175	0.6	12.973	B
	C-AB	208	0.00	538	0.387	207	0.7	11.943	B
	C-A	436	0.00			436			
	A-B	39	0.00			39			
	A-C	489	0.00			489			

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	0	0.00	526	0.000	0	0.0	0.000	A
	C-AB	0	0.00	633	0.000	0	0.0	0.000	A
	C-A	59	0.00			59			
	A-B	0	0.00			0			
	A-C	42	0.00			42			
2 - untitled	B-AC	101	0.00	494	0.205	101	0.3	10.082	B
	C-AB	22	0.00	624	0.035	22	0.0	6.573	A
	C-A	24	0.00			24			
	A-B	63	0.00			63			
	A-C	40	0.00			40			
3 - untitled	B-AC	45	0.00	546	0.083	45	0.1	7.901	A
	C-AB	9	0.00	604	0.015	9	0.0	6.650	A
	C-A	12	0.00			12			
	A-B	39	0.00			39			
	A-C	15	0.00			15			
4 - untitled	B-AC	97	0.00	320	0.303	96	0.5	17.657	C
	C-AB	28	0.00	503	0.055	27	0.1	8.327	A
	C-A	548	0.00			548			
	A-B	37	0.00			37			
	A-C	636	0.00			636			
5 - untitled	B-AC	215	0.00	435	0.493	213	1.0	17.682	C
	C-AB	258	0.00	513	0.502	256	1.1	15.326	C
	C-A	531	0.00			531			
	A-B	47	0.00			47			
	A-C	599	0.00			599			

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	0	0.00	526	0.000	0	0.0	0.000	A
	C-AB	0	0.00	633	0.000	0	0.0	0.000	A
	C-A	59	0.00			59			
	A-B	0	0.00			0			
	A-C	42	0.00			42			
2 - untitled	B-AC	101	0.00	494	0.205	101	0.3	10.094	B
	C-AB	22	0.00	624	0.035	22	0.0	6.573	A
	C-A	24	0.00			24			
	A-B	63	0.00			63			
	A-C	40	0.00			40			
3 - untitled	B-AC	45	0.00	546	0.083	45	0.1	7.903	A
	C-AB	9	0.00	604	0.015	9	0.0	6.653	A
	C-A	12	0.00			12			
	A-B	39	0.00			39			
	A-C	15	0.00			15			
4 - untitled	B-AC	97	0.00	320	0.303	97	0.5	17.756	C
	C-AB	28	0.00	503	0.055	28	0.1	8.329	A
	C-A	548	0.00			548			
	A-B	37	0.00			37			
	A-C	636	0.00			636			
5 - untitled	B-AC	215	0.00	435	0.493	215	1.1	17.947	C
	C-AB	258	0.00	513	0.502	258	1.1	15.507	C
	C-A	531	0.00			531			
	A-B	47	0.00			47			
	A-C	599	0.00			599			

17:45 - 18:00

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	0	0.00	529	0.000	0	0.0	0.000	A
	C-AB	0	0.00	635	0.000	0	0.0	0.000	A
	C-A	49	0.00			49			
	A-B	0	0.00			0			
	A-C	34	0.00			34			
2 - untitled	B-AC	83	0.00	498	0.166	83	0.2	9.553	A
	C-AB	18	0.00	626	0.028	18	0.0	6.517	A
	C-A	20	0.00			20			
	A-B	51	0.00			51			
	A-C	32	0.00			32			
3 - untitled	B-AC	37	0.00	548	0.067	37	0.1	7.749	A
	C-AB	7	0.00	605	0.012	7	0.0	6.626	A
	C-A	10	0.00			10			
	A-B	31	0.00			31			
	A-C	13	0.00			13			
4 - untitled	B-AC	79	0.00	362	0.218	80	0.3	14.055	B
	C-AB	22	0.00	536	0.042	23	0.0	7.721	A
	C-A	448	0.00			448			
	A-B	31	0.00			31			
	A-C	520	0.00			520			
5 - untitled	B-AC	175	0.00	479	0.366	177	0.6	13.190	B
	C-AB	208	0.00	538	0.387	210	0.7	12.115	B
	C-A	436	0.00			436			
	A-B	39	0.00			39			
	A-C	489	0.00			489			

18:00 - 18:15

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	0	0.00	531	0.000	0	0.0	0.000	A
	C-AB	0	0.00	636	0.000	0	0.0	0.000	A
	C-A	41	0.00			41			
	A-B	0	0.00			0			
	A-C	29	0.00			29			
2 - untitled	B-AC	69	0.00	501	0.138	69	0.2	9.183	A
	C-AB	15	0.00	627	0.023	15	0.0	6.472	A
	C-A	17	0.00			17			
	A-B	43	0.00			43			
	A-C	27	0.00			27			
3 - untitled	B-AC	31	0.00	549	0.056	31	0.1	7.636	A
	C-AB	6	0.00	606	0.010	6	0.0	6.606	A
	C-A	8	0.00			8			
	A-B	26	0.00			26			
	A-C	11	0.00			11			
4 - untitled	B-AC	66	0.00	392	0.169	67	0.2	12.184	B
	C-AB	19	0.00	559	0.034	19	0.0	7.329	A
	C-A	375	0.00			375			
	A-B	26	0.00			26			
	A-C	435	0.00			435			
5 - untitled	B-AC	147	0.00	508	0.289	148	0.5	11.020	B
	C-AB	174	0.00	560	0.311	175	0.5	10.313	B
	C-A	365	0.00			365			
	A-B	32	0.00			32			
	A-C	410	0.00			410			

2030 | DM | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.28	A
2	untitled	T-Junction	Two-way	Two-way	Two-way		4.55	A
3	untitled	T-Junction	Two-way	Two-way	Two-way		3.34	A
4	untitled	T-Junction	Two-way	Two-way	Two-way		3.46	A
5	untitled	T-Junction	Two-way	Two-way	Two-way		6.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.81	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2030	DM	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - untitled	A - Downs Road (S)		✓	83	100.000
	B - Site Access Road		✓	59	100.000
	C - Downs Road (N)		✓	143	100.000
2 - untitled	A - Downs Road (N)		✓	119	100.000
	B - Upper Avenue		✓	114	100.000
	C - Downs Road (S)		✓	107	100.000
3 - untitled	A - Downs Road (N)		✓	110	100.000
	B - Arcadia Road		✓	62	100.000
	C - Downs Road (S)		✓	37	100.000
4 - untitled	A - A227 Wrotham Road (S)		✓	654	100.000
	B - Lewis Road		✓	165	100.000
	C - A227 Wrotham Road (N)		✓	499	100.000
5 - untitled	A - A227 Wrotham Road (S)		✓	770	100.000
	B - Istead Rise		✓	254	100.000
	C - A227 Wrotham Road (N)		✓	640	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - untitled

		To		
		A - Downs Road (S)	B - Site Access Road	C - Downs Road (N)
From	A - Downs Road (S)	0	3	80
	B - Site Access Road	27	0	32
	C - Downs Road (N)	125	18	0

Demand (PCU/hr)

2 - untitled

	To			
		A - Downs Road (N)	B - Upper Avenue	C - Downs Road (S)
From	A - Downs Road (N)	0	46	73
	B - Upper Avenue	58	0	56
	C - Downs Road (S)	59	48	0

Demand (PCU/hr)

3 - untitled

	To			
		A - Downs Road (N)	B - Arcadia Road	C - Downs Road (S)
From	A - Downs Road (N)	0	96	14
	B - Arcadia Road	44	0	18
	C - Downs Road (S)	16	21	0

Demand (PCU/hr)

4 - untitled

	To			
		A - A227 Wrotham Road (S)	B - Lewis Road	C - A227 Wrotham Road (N)
From	A - A227 Wrotham Road (S)	0	52	602
	B - Lewis Road	68	0	97
	C - A227 Wrotham Road (N)	456	43	0

Demand (PCU/hr)

5 - untitled

	To			
		A - A227 Wrotham Road (S)	B - Istead Rise	C - A227 Wrotham Road (N)
From	A - A227 Wrotham Road (S)	0	34	736
	B - Istead Rise	21	0	233
	C - A227 Wrotham Road (N)	468	172	0

Vehicle Mix

Heavy Vehicle %

1 - untitled

	To			
		A - Downs Road (S)	B - Site Access Road	C - Downs Road (N)
From	A - Downs Road (S)	10	10	10
	B - Site Access Road	10	10	10
	C - Downs Road (N)	10	10	10

Heavy Vehicle %

2 - untitled

	To			
		A - Downs Road (N)	B - Upper Avenue	C - Downs Road (S)
From	A - Downs Road (N)	10	10	10
	B - Upper Avenue	10	10	10
	C - Downs Road (S)	10	10	10

Heavy Vehicle %

3 - untitled

	To			
		A - Downs Road (N)	B - Arcadia Road	C - Downs Road (S)
From	A - Downs Road (N)	10	10	10
	B - Arcadia Road	10	10	10
	C - Downs Road (S)	10	10	10

Heavy Vehicle %

4 - untitled

	To			
		A - A227 Wrotham Road (S)	B - Lewis Road	C - A227 Wrotham Road (N)
From	A - A227 Wrotham Road (S)	10	10	10
	B - Lewis Road	10	10	10
	C - A227 Wrotham Road (N)	10	10	10

Heavy Vehicle %

5 - untitled

	To			
		A - A227 Wrotham Road (S)	B - Istead Rise	C - A227 Wrotham Road (N)
From	A - A227 Wrotham Road (S)	10	10	10
	B - Istead Rise	10	10	10
	C - A227 Wrotham Road (N)	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - untitled	A - Downs Road (S)	62	62
		B - Site Access Road	44	44
		C - Downs Road (N)	108	108
	2 - untitled	A - Downs Road (N)	90	90
		B - Upper Avenue	86	86
		C - Downs Road (S)	81	81
	3 - untitled	A - Downs Road (N)	83	83
		B - Arcadia Road	47	47
		C - Downs Road (S)	28	28
	4 - untitled	A - A227 Wrotham Road (S)	492	492
		B - Lewis Road	124	124
		C - A227 Wrotham Road (N)	376	376
	5 - untitled	A - A227 Wrotham Road (S)	580	580
		B - Istead Rise	191	191
		C - A227 Wrotham Road (N)	482	482
08:00-08:15	1 - untitled	A - Downs Road (S)	75	75
		B - Site Access Road	53	53
		C - Downs Road (N)	129	129
	2 - untitled	A - Downs Road (N)	107	107
		B - Upper Avenue	102	102
		C - Downs Road (S)	96	96
	3 - untitled	A - Downs Road (N)	99	99
		B - Arcadia Road	56	56
		C - Downs Road (S)	33	33
	4 - untitled	A - A227 Wrotham Road (S)	588	588
		B - Lewis Road	148	148
		C - A227 Wrotham Road (N)	449	449
		A - A227 Wrotham Road (S)	692	692

	5 - untitled	B - Istead Rise	228	228
		C - A227 Wrotham Road (N)	575	575
08:15-08:30	1 - untitled	A - Downs Road (S)	91	91
		B - Site Access Road	65	65
		C - Downs Road (N)	157	157
	2 - untitled	A - Downs Road (N)	131	131
		B - Upper Avenue	126	126
		C - Downs Road (S)	118	118
	3 - untitled	A - Downs Road (N)	121	121
		B - Arcadia Road	68	68
		C - Downs Road (S)	41	41
	4 - untitled	A - A227 Wrotham Road (S)	720	720
		B - Lewis Road	182	182
		C - A227 Wrotham Road (N)	549	549
	5 - untitled	A - A227 Wrotham Road (S)	848	848
		B - Istead Rise	280	280
		C - A227 Wrotham Road (N)	705	705
08:30-08:45	1 - untitled	A - Downs Road (S)	91	91
		B - Site Access Road	65	65
		C - Downs Road (N)	157	157
	2 - untitled	A - Downs Road (N)	131	131
		B - Upper Avenue	126	126
		C - Downs Road (S)	118	118
	3 - untitled	A - Downs Road (N)	121	121
		B - Arcadia Road	68	68
		C - Downs Road (S)	41	41
	4 - untitled	A - A227 Wrotham Road (S)	720	720
		B - Lewis Road	182	182
		C - A227 Wrotham Road (N)	549	549
	5 - untitled	A - A227 Wrotham Road (S)	848	848
		B - Istead Rise	280	280
		C - A227 Wrotham Road (N)	705	705
08:45-09:00	1 - untitled	A - Downs Road (S)	75	75
		B - Site Access Road	53	53
		C - Downs Road (N)	129	129
	2 - untitled	A - Downs Road (N)	107	107
		B - Upper Avenue	102	102
		C - Downs Road (S)	96	96
	3 - untitled	A - Downs Road (N)	99	99
		B - Arcadia Road	56	56
		C - Downs Road (S)	33	33
	4 - untitled	A - A227 Wrotham Road (S)	588	588
		B - Lewis Road	148	148
		C - A227 Wrotham Road (N)	449	449
	5 - untitled	A - A227 Wrotham Road (S)	692	692
		B - Istead Rise	228	228
		C - A227 Wrotham Road (N)	575	575
09:00-09:15	1 - untitled	A - Downs Road (S)	62	62
		B - Site Access Road	44	44
		C - Downs Road (N)	108	108
	2 - untitled	A - Downs Road (N)	90	90
		B - Upper Avenue	86	86
		C - Downs Road (S)	81	81
	3 - untitled	A - Downs Road (N)	83	83
		B - Arcadia Road	47	47
		C - Downs Road (S)	28	28
	4 - untitled	A - A227 Wrotham Road (S)	492	492
		B - Lewis Road	124	124

	5 - untitled	C - A227 Wrotham Road (N)	376	376
		A - A227 Wrotham Road (S)	580	580
		B - Istead Rise	191	191
		C - A227 Wrotham Road (N)	482	482

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - untitled	B-AC	0.13	8.88	0.2	A
	C-AB	0.03	5.88	0.1	A
	C-A				
	A-B				
	A-C				
2 - untitled	B-AC	0.25	10.45	0.4	B
	C-AB	0.09	6.77	0.1	A
	C-A				
	A-B				
	A-C				
3 - untitled	B-AC	0.13	8.85	0.2	A
	C-AB	0.04	6.96	0.0	A
	C-A				
	A-B				
	A-C				
4 - untitled	B-AC	0.54	25.28	1.2	D
	C-AB	0.10	8.93	0.1	A
	C-A				
	A-B				
	A-C				
5 - untitled	B-AC	0.70	32.80	2.4	D
	C-AB	0.42	14.91	0.8	B
	C-A				
	A-B				
	A-C				

Main Results for each time segment

07:45 - 08:00

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	44	0.00	522	0.085	44	0.1	8.272	A
	C-AB	16	0.00	689	0.023	16	0.0	5.876	A
	C-A	92	0.00			92			
	A-B	2	0.00			2			
	A-C	60	0.00			60			
2 - untitled	B-AC	86	0.00	517	0.166	85	0.2	9.141	A
	C-AB	39	0.00	640	0.061	39	0.1	6.583	A
	C-A	42	0.00			42			
	A-B	35	0.00			35			
	A-C	55	0.00			55			
3 - untitled	B-AC	47	0.00	522	0.089	46	0.1	8.309	A
	C-AB	16	0.00	598	0.027	16	0.0	6.805	A
	C-A	12	0.00			12			
	A-B	72	0.00			72			
	A-C	11	0.00			11			
4 - untitled	B-AC	124	0.00	411	0.302	122	0.5	13.645	B
	C-AB	32	0.00	551	0.059	32	0.1	7.631	A
	C-A	343	0.00			343			
	A-B	39	0.00			39			
	A-C	453	0.00			453			
5 - untitled	B-AC	191	0.00	483	0.396	188	0.7	13.321	B
	C-AB	130	0.00	524	0.247	128	0.4	9.978	A
	C-A	352	0.00			352			
	A-B	26	0.00			26			
	A-C	554	0.00			554			

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	53	0.00	518	0.102	53	0.1	8.521	A
	C-AB	19	0.00	699	0.028	19	0.0	5.828	A
	C-A	109	0.00			109			
	A-B	3	0.00			3			
	A-C	72	0.00			72			
2 - untitled	B-AC	102	0.00	512	0.200	102	0.3	9.662	A
	C-AB	47	0.00	641	0.073	47	0.1	6.661	A
	C-A	49	0.00			49			
	A-B	41	0.00			41			
	A-C	66	0.00			66			
3 - untitled	B-AC	56	0.00	519	0.107	56	0.1	8.535	A
	C-AB	19	0.00	596	0.032	19	0.0	6.871	A
	C-A	14	0.00			14			
	A-B	86	0.00			86			
	A-C	13	0.00			13			
4 - untitled	B-AC	148	0.00	381	0.390	147	0.7	16.911	C
	C-AB	39	0.00	526	0.074	39	0.1	8.130	A
	C-A	410	0.00			410			
	A-B	47	0.00			47			
	A-C	541	0.00			541			
5 - untitled	B-AC	228	0.00	449	0.508	227	1.1	17.673	C
	C-AB	155	0.00	494	0.313	154	0.5	11.617	B
	C-A	421	0.00			421			
	A-B	31	0.00			31			
	A-C	662	0.00			662			

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	65	0.00	511	0.127	65	0.2	8.873	A
	C-AB	25	0.00	711	0.035	25	0.1	5.765	A
	C-A	133	0.00			133			
	A-B	3	0.00			3			
	A-C	88	0.00			88			
2 - untitled	B-AC	126	0.00	505	0.249	125	0.4	10.429	B
	C-AB	59	0.00	644	0.091	59	0.1	6.768	A
	C-A	59	0.00			59			
	A-B	51	0.00			51			
	A-C	80	0.00			80			
3 - untitled	B-AC	68	0.00	516	0.132	68	0.2	8.848	A
	C-AB	24	0.00	593	0.040	24	0.0	6.960	A
	C-A	17	0.00			17			
	A-B	106	0.00			106			
	A-C	15	0.00			15			
4 - untitled	B-AC	182	0.00	338	0.538	180	1.2	24.674	C
	C-AB	47	0.00	491	0.096	47	0.1	8.925	A
	C-A	502	0.00			502			
	A-B	57	0.00			57			
	A-C	663	0.00			663			
5 - untitled	B-AC	280	0.00	399	0.701	275	2.3	30.720	D
	C-AB	190	0.00	456	0.417	189	0.8	14.789	B
	C-A	514	0.00			514			
	A-B	37	0.00			37			
	A-C	810	0.00			810			

08:30 - 08:45

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	65	0.00	511	0.127	65	0.2	8.878	A
	C-AB	25	0.00	711	0.035	25	0.1	5.766	A
	C-A	133	0.00			133			
	A-B	3	0.00			3			
	A-C	88	0.00			88			
2 - untitled	B-AC	126	0.00	505	0.249	126	0.4	10.448	B
	C-AB	59	0.00	644	0.091	59	0.1	6.769	A
	C-A	59	0.00			59			
	A-B	51	0.00			51			
	A-C	80	0.00			80			
3 - untitled	B-AC	68	0.00	516	0.132	68	0.2	8.853	A
	C-AB	24	0.00	593	0.040	24	0.0	6.960	A
	C-A	17	0.00			17			
	A-B	106	0.00			106			
	A-C	15	0.00			15			
4 - untitled	B-AC	182	0.00	338	0.538	182	1.2	25.276	D
	C-AB	47	0.00	491	0.096	47	0.1	8.929	A
	C-A	502	0.00			502			
	A-B	57	0.00			57			
	A-C	663	0.00			663			
5 - untitled	B-AC	280	0.00	399	0.701	279	2.4	32.798	D
	C-AB	190	0.00	456	0.417	190	0.8	14.905	B
	C-A	514	0.00			514			
	A-B	37	0.00			37			
	A-C	810	0.00			810			

08:45 - 09:00

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	53	0.00	518	0.102	53	0.1	8.531	A
	C-AB	19	0.00	699	0.028	19	0.0	5.832	A
	C-A	109	0.00			109			
	A-B	3	0.00			3			
	A-C	72	0.00			72			
2 - untitled	B-AC	102	0.00	512	0.200	103	0.3	9.688	A
	C-AB	47	0.00	641	0.073	47	0.1	6.664	A
	C-A	49	0.00			49			
	A-B	41	0.00			41			
	A-C	66	0.00			66			
3 - untitled	B-AC	56	0.00	519	0.107	56	0.1	8.545	A
	C-AB	19	0.00	596	0.032	19	0.0	6.872	A
	C-A	14	0.00			14			
	A-B	86	0.00			86			
	A-C	13	0.00			13			
4 - untitled	B-AC	148	0.00	381	0.390	150	0.7	17.348	C
	C-AB	39	0.00	526	0.074	39	0.1	8.137	A
	C-A	410	0.00			410			
	A-B	47	0.00			47			
	A-C	541	0.00			541			
5 - untitled	B-AC	228	0.00	449	0.509	233	1.2	18.761	C
	C-AB	155	0.00	494	0.313	156	0.5	11.730	B
	C-A	421	0.00			421			
	A-B	31	0.00			31			
	A-C	662	0.00			662			

09:00 - 09:15

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	44	0.00	522	0.085	45	0.1	8.290	A
	C-AB	16	0.00	689	0.023	16	0.0	5.879	A
	C-A	92	0.00			92			
	A-B	2	0.00			2			
	A-C	60	0.00			60			
2 - untitled	B-AC	86	0.00	517	0.166	86	0.2	9.191	A
	C-AB	39	0.00	640	0.061	39	0.1	6.591	A
	C-A	42	0.00			42			
	A-B	35	0.00			35			
	A-C	55	0.00			55			
3 - untitled	B-AC	47	0.00	522	0.089	47	0.1	8.328	A
	C-AB	16	0.00	598	0.027	16	0.0	6.811	A
	C-A	12	0.00			12			
	A-B	72	0.00			72			
	A-C	11	0.00			11			
4 - untitled	B-AC	124	0.00	411	0.302	125	0.5	13.912	B
	C-AB	32	0.00	551	0.059	32	0.1	7.643	A
	C-A	343	0.00			343			
	A-B	39	0.00			39			
	A-C	453	0.00			453			
5 - untitled	B-AC	191	0.00	483	0.396	193	0.7	13.743	B
	C-AB	130	0.00	524	0.247	130	0.4	10.080	B
	C-A	352	0.00			352			
	A-B	26	0.00			26			
	A-C	554	0.00			554			

2030 | DM | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.07	A
2	untitled	T-Junction	Two-way	Two-way	Two-way		5.24	A
3	untitled	T-Junction	Two-way	Two-way	Two-way		3.23	A
4	untitled	T-Junction	Two-way	Two-way	Two-way		1.65	A
5	untitled	T-Junction	Two-way	Two-way	Two-way		5.60	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.90	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2030	DM	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - untitled	A - Downs Road (S)		✓	45	100.000
	B - Site Access Road		✓	27	100.000
	C - Downs Road (N)		✓	98	100.000
2 - untitled	A - Downs Road (N)		✓	105	100.000
	B - Upper Avenue		✓	125	100.000
	C - Downs Road (S)		✓	57	100.000
3 - untitled	A - Downs Road (N)		✓	61	100.000
	B - Arcadia Road		✓	40	100.000
	C - Downs Road (S)		✓	19	100.000
4 - untitled	A - A227 Wrotham Road (S)		✓	618	100.000
	B - Lewis Road		✓	100	100.000
	C - A227 Wrotham Road (N)		✓	523	100.000
5 - untitled	A - A227 Wrotham Road (S)		✓	597	100.000
	B - Istead Rise		✓	203	100.000
	C - A227 Wrotham Road (N)		✓	747	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - untitled

		To		
		A - Downs Road (S)	B - Site Access Road	C - Downs Road (N)
From	A - Downs Road (S)	0	7	38
	B - Site Access Road	12	0	15
	C - Downs Road (N)	54	44	0

Demand (PCU/hr)

2 - untitled

	To			
		A - Downs Road (N)	B - Upper Avenue	C - Downs Road (S)
From	A - Downs Road (N)	0	57	48
	B - Upper Avenue	67	0	58
	C - Downs Road (S)	30	27	0

Demand (PCU/hr)

3 - untitled

	To			
		A - Downs Road (N)	B - Arcadia Road	C - Downs Road (S)
From	A - Downs Road (N)	0	47	14
	B - Arcadia Road	30	0	10
	C - Downs Road (S)	11	8	0

Demand (PCU/hr)

4 - untitled

	To			
		A - A227 Wrotham Road (S)	B - Lewis Road	C - A227 Wrotham Road (N)
From	A - A227 Wrotham Road (S)	0	40	578
	B - Lewis Road	51	0	49
	C - A227 Wrotham Road (N)	498	25	0

Demand (PCU/hr)

5 - untitled

	To			
		A - A227 Wrotham Road (S)	B - Istead Rise	C - A227 Wrotham Road (N)
From	A - A227 Wrotham Road (S)	0	44	553
	B - Istead Rise	20	0	183
	C - A227 Wrotham Road (N)	485	262	0

Vehicle Mix

Heavy Vehicle %

1 - untitled

	To			
		A - Downs Road (S)	B - Site Access Road	C - Downs Road (N)
From	A - Downs Road (S)	10	10	10
	B - Site Access Road	10	10	10
	C - Downs Road (N)	10	10	10

Heavy Vehicle %

2 - untitled

	To			
		A - Downs Road (N)	B - Upper Avenue	C - Downs Road (S)
From	A - Downs Road (N)	10	10	10
	B - Upper Avenue	10	10	10
	C - Downs Road (S)	10	10	10

Heavy Vehicle %

3 - untitled

	To			
		A - Downs Road (N)	B - Arcadia Road	C - Downs Road (S)
From	A - Downs Road (N)	10	10	10
	B - Arcadia Road	10	10	10
	C - Downs Road (S)	10	10	10

Heavy Vehicle %

4 - untitled

	To			
		A - A227 Wrotham Road (S)	B - Lewis Road	C - A227 Wrotham Road (N)
From	A - A227 Wrotham Road (S)	10	10	10
	B - Lewis Road	10	10	10
	C - A227 Wrotham Road (N)	10	10	10

Heavy Vehicle %

5 - untitled

	To			
		A - A227 Wrotham Road (S)	B - Istead Rise	C - A227 Wrotham Road (N)
From	A - A227 Wrotham Road (S)	10	10	10
	B - Istead Rise	10	10	10
	C - A227 Wrotham Road (N)	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - untitled	A - Downs Road (S)	34	34
		B - Site Access Road	20	20
		C - Downs Road (N)	74	74
	2 - untitled	A - Downs Road (N)	79	79
		B - Upper Avenue	94	94
		C - Downs Road (S)	43	43
	3 - untitled	A - Downs Road (N)	46	46
		B - Arcadia Road	30	30
		C - Downs Road (S)	14	14
	4 - untitled	A - A227 Wrotham Road (S)	465	465
		B - Lewis Road	75	75
		C - A227 Wrotham Road (N)	394	394
	5 - untitled	A - A227 Wrotham Road (S)	449	449
		B - Istead Rise	153	153
		C - A227 Wrotham Road (N)	562	562
17:00-17:15	1 - untitled	A - Downs Road (S)	40	40
		B - Site Access Road	24	24
		C - Downs Road (N)	88	88
	2 - untitled	A - Downs Road (N)	94	94
		B - Upper Avenue	112	112
		C - Downs Road (S)	51	51
	3 - untitled	A - Downs Road (N)	55	55
		B - Arcadia Road	36	36
		C - Downs Road (S)	17	17
	4 - untitled	A - A227 Wrotham Road (S)	556	556
		B - Lewis Road	90	90
		C - A227 Wrotham Road (N)	470	470
		A - A227 Wrotham Road (S)	537	537

	5 - untitled	B - Istead Rise	182	182
		C - A227 Wrotham Road (N)	672	672
17:15-17:30	1 - untitled	A - Downs Road (S)	50	50
		B - Site Access Road	30	30
		C - Downs Road (N)	108	108
	2 - untitled	A - Downs Road (N)	116	116
		B - Upper Avenue	138	138
		C - Downs Road (S)	63	63
	3 - untitled	A - Downs Road (N)	67	67
		B - Arcadia Road	44	44
		C - Downs Road (S)	21	21
	4 - untitled	A - A227 Wrotham Road (S)	680	680
		B - Lewis Road	110	110
		C - A227 Wrotham Road (N)	576	576
	5 - untitled	A - A227 Wrotham Road (S)	657	657
		B - Istead Rise	224	224
		C - A227 Wrotham Road (N)	822	822
17:30-17:45	1 - untitled	A - Downs Road (S)	50	50
		B - Site Access Road	30	30
		C - Downs Road (N)	108	108
	2 - untitled	A - Downs Road (N)	116	116
		B - Upper Avenue	138	138
		C - Downs Road (S)	63	63
	3 - untitled	A - Downs Road (N)	67	67
		B - Arcadia Road	44	44
		C - Downs Road (S)	21	21
	4 - untitled	A - A227 Wrotham Road (S)	680	680
		B - Lewis Road	110	110
		C - A227 Wrotham Road (N)	576	576
	5 - untitled	A - A227 Wrotham Road (S)	657	657
		B - Istead Rise	224	224
		C - A227 Wrotham Road (N)	822	822
17:45-18:00	1 - untitled	A - Downs Road (S)	40	40
		B - Site Access Road	24	24
		C - Downs Road (N)	88	88
	2 - untitled	A - Downs Road (N)	94	94
		B - Upper Avenue	112	112
		C - Downs Road (S)	51	51
	3 - untitled	A - Downs Road (N)	55	55
		B - Arcadia Road	36	36
		C - Downs Road (S)	17	17
	4 - untitled	A - A227 Wrotham Road (S)	556	556
		B - Lewis Road	90	90
		C - A227 Wrotham Road (N)	470	470
	5 - untitled	A - A227 Wrotham Road (S)	537	537
		B - Istead Rise	182	182
		C - A227 Wrotham Road (N)	672	672
18:00-18:15	1 - untitled	A - Downs Road (S)	34	34
		B - Site Access Road	20	20
		C - Downs Road (N)	74	74
	2 - untitled	A - Downs Road (N)	79	79
		B - Upper Avenue	94	94
		C - Downs Road (S)	43	43
	3 - untitled	A - Downs Road (N)	46	46
		B - Arcadia Road	30	30
		C - Downs Road (S)	14	14
	4 - untitled	A - A227 Wrotham Road (S)	465	465
		B - Lewis Road	75	75

	5 - untitled	C - A227 Wrotham Road (N)	394	394
		A - A227 Wrotham Road (S)	449	449
		B - Istead Rise	153	153
		C - A227 Wrotham Road (N)	562	562

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - untitled	B-AC	0.06	8.01	0.1	A
	C-AB	0.08	6.42	0.1	A
	C-A				
	A-B				
	A-C				
2 - untitled	B-AC	0.27	10.53	0.4	B
	C-AB	0.05	6.66	0.1	A
	C-A				
	A-B				
	A-C				
3 - untitled	B-AC	0.08	8.32	0.1	A
	C-AB	0.01	6.69	0.0	A
	C-A				
	A-B				
	A-C				
4 - untitled	B-AC	0.34	18.35	0.6	C
	C-AB	0.05	8.36	0.1	A
	C-A				
	A-B				
	A-C				
5 - untitled	B-AC	0.52	19.29	1.2	C
	C-AB	0.57	17.87	1.5	C
	C-A				
	A-B				
	A-C				

Main Results for each time segment

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	20	0.00	532	0.038	20	0.0	7.733	A
	C-AB	35	0.00	662	0.053	35	0.1	6.321	A
	C-A	38	0.00			38			
	A-B	5	0.00			5			
	A-C	29	0.00			29			
2 - untitled	B-AC	94	0.00	522	0.180	93	0.2	9.209	A
	C-AB	21	0.00	628	0.034	21	0.0	6.523	A
	C-A	22	0.00			22			
	A-B	43	0.00			43			
	A-C	36	0.00			36			
3 - untitled	B-AC	30	0.00	524	0.058	30	0.1	8.015	A
	C-AB	6	0.00	604	0.010	6	0.0	6.626	A
	C-A	8	0.00			8			
	A-B	35	0.00			35			
	A-C	11	0.00			11			
4 - untitled	B-AC	75	0.00	398	0.189	74	0.3	12.204	B
	C-AB	19	0.00	558	0.034	19	0.0	7.341	A
	C-A	375	0.00			375			
	A-B	30	0.00			30			
	A-C	435	0.00			435			
5 - untitled	B-AC	153	0.00	505	0.302	151	0.5	11.116	B
	C-AB	197	0.00	558	0.354	195	0.6	10.846	B
	C-A	365	0.00			365			
	A-B	33	0.00			33			
	A-C	416	0.00			416			

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	24	0.00	529	0.046	24	0.1	7.848	A
	C-AB	43	0.00	665	0.064	43	0.1	6.362	A
	C-A	45	0.00			45			
	A-B	6	0.00			6			
	A-C	34	0.00			34			
2 - untitled	B-AC	112	0.00	519	0.217	112	0.3	9.736	A
	C-AB	25	0.00	627	0.040	25	0.0	6.580	A
	C-A	26	0.00			26			
	A-B	51	0.00			51			
	A-C	43	0.00			43			
3 - untitled	B-AC	36	0.00	522	0.069	36	0.1	8.145	A
	C-AB	7	0.00	603	0.012	7	0.0	6.650	A
	C-A	10	0.00			10			
	A-B	42	0.00			42			
	A-C	13	0.00			13			
4 - untitled	B-AC	90	0.00	368	0.244	90	0.3	14.198	B
	C-AB	22	0.00	534	0.042	22	0.0	7.739	A
	C-A	448	0.00			448			
	A-B	36	0.00			36			
	A-C	520	0.00			520			
5 - untitled	B-AC	182	0.00	475	0.384	182	0.7	13.452	B
	C-AB	237	0.00	537	0.441	236	0.8	13.087	B
	C-A	435	0.00			435			
	A-B	40	0.00			40			
	A-C	497	0.00			497			

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	30	0.00	524	0.057	30	0.1	8.004	A
	C-AB	53	0.00	670	0.079	53	0.1	6.419	A
	C-A	55	0.00			55			
	A-B	8	0.00			8			
	A-C	42	0.00			42			
2 - untitled	B-AC	138	0.00	514	0.268	137	0.4	10.511	B
	C-AB	31	0.00	626	0.050	31	0.1	6.657	A
	C-A	31	0.00			31			
	A-B	63	0.00			63			
	A-C	53	0.00			53			
3 - untitled	B-AC	44	0.00	520	0.085	44	0.1	8.322	A
	C-AB	9	0.00	601	0.015	9	0.0	6.684	A
	C-A	12	0.00			12			
	A-B	52	0.00			52			
	A-C	15	0.00			15			
4 - untitled	B-AC	110	0.00	326	0.338	109	0.5	18.220	C
	C-AB	28	0.00	501	0.055	27	0.1	8.358	A
	C-A	548	0.00			548			
	A-B	44	0.00			44			
	A-C	636	0.00			636			
5 - untitled	B-AC	224	0.00	429	0.521	222	1.1	18.926	C
	C-AB	297	0.00	519	0.573	295	1.4	17.518	C
	C-A	525	0.00			525			
	A-B	48	0.00			48			
	A-C	609	0.00			609			

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	30	0.00	524	0.057	30	0.1	8.005	A
	C-AB	53	0.00	670	0.079	53	0.1	6.422	A
	C-A	55	0.00			55			
	A-B	8	0.00			8			
	A-C	42	0.00			42			
2 - untitled	B-AC	138	0.00	514	0.268	138	0.4	10.532	B
	C-AB	31	0.00	626	0.050	31	0.1	6.660	A
	C-A	31	0.00			31			
	A-B	63	0.00			63			
	A-C	53	0.00			53			
3 - untitled	B-AC	44	0.00	520	0.085	44	0.1	8.323	A
	C-AB	9	0.00	601	0.015	9	0.0	6.687	A
	C-A	12	0.00			12			
	A-B	52	0.00			52			
	A-C	15	0.00			15			
4 - untitled	B-AC	110	0.00	326	0.338	110	0.6	18.347	C
	C-AB	28	0.00	501	0.055	28	0.1	8.360	A
	C-A	548	0.00			548			
	A-B	44	0.00			44			
	A-C	636	0.00			636			
5 - untitled	B-AC	224	0.00	428	0.522	223	1.2	19.286	C
	C-AB	297	0.00	519	0.573	297	1.5	17.866	C
	C-A	525	0.00			525			
	A-B	48	0.00			48			
	A-C	609	0.00			609			

17:45 - 18:00

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	24	0.00	529	0.046	24	0.1	7.851	A
	C-AB	43	0.00	665	0.064	43	0.1	6.364	A
	C-A	45	0.00			45			
	A-B	6	0.00			6			
	A-C	34	0.00			34			
2 - untitled	B-AC	112	0.00	519	0.217	113	0.3	9.768	A
	C-AB	25	0.00	627	0.040	25	0.1	6.584	A
	C-A	26	0.00			26			
	A-B	51	0.00			51			
	A-C	43	0.00			43			
3 - untitled	B-AC	36	0.00	522	0.069	36	0.1	8.149	A
	C-AB	7	0.00	603	0.012	7	0.0	6.650	A
	C-A	10	0.00			10			
	A-B	42	0.00			42			
	A-C	13	0.00			13			
4 - untitled	B-AC	90	0.00	368	0.244	91	0.4	14.319	B
	C-AB	22	0.00	534	0.042	23	0.0	7.741	A
	C-A	448	0.00			448			
	A-B	36	0.00			36			
	A-C	520	0.00			520			
5 - untitled	B-AC	182	0.00	475	0.384	184	0.7	13.720	B
	C-AB	237	0.00	537	0.441	239	0.9	13.389	B
	C-A	435	0.00			435			
	A-B	40	0.00			40			
	A-C	497	0.00			497			

18:00 - 18:15

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	20	0.00	532	0.038	20	0.0	7.741	A
	C-AB	35	0.00	662	0.053	35	0.1	6.327	A
	C-A	38	0.00			38			
	A-B	5	0.00			5			
	A-C	29	0.00			29			
2 - untitled	B-AC	94	0.00	522	0.180	94	0.2	9.263	A
	C-AB	21	0.00	628	0.034	21	0.0	6.526	A
	C-A	22	0.00			22			
	A-B	43	0.00			43			
	A-C	36	0.00			36			
3 - untitled	B-AC	30	0.00	524	0.058	30	0.1	8.027	A
	C-AB	6	0.00	604	0.010	6	0.0	6.629	A
	C-A	8	0.00			8			
	A-B	35	0.00			35			
	A-C	11	0.00			11			
4 - untitled	B-AC	75	0.00	398	0.189	76	0.3	12.314	B
	C-AB	19	0.00	558	0.034	19	0.0	7.345	A
	C-A	375	0.00			375			
	A-B	30	0.00			30			
	A-C	435	0.00			435			
5 - untitled	B-AC	153	0.00	505	0.303	154	0.5	11.300	B
	C-AB	197	0.00	558	0.354	199	0.6	11.056	B
	C-A	365	0.00			365			
	A-B	33	0.00			33			
	A-C	416	0.00			416			

2030 | Sensitivity | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.28	A
2	untitled	T-Junction	Two-way	Two-way	Two-way		4.55	A
3	untitled	T-Junction	Two-way	Two-way	Two-way		3.34	A
4	untitled	T-Junction	Two-way	Two-way	Two-way		9.91	A
5	untitled	T-Junction	Two-way	Two-way	Two-way		39.29	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	22.02	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2030	Sensitivity	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - untitled	A - Downs Road (S)		✓	83	100.000
	B - Site Access Road		✓	59	100.000
	C - Downs Road (N)		✓	143	100.000
2 - untitled	A - Downs Road (N)		✓	119	100.000
	B - Upper Avenue		✓	114	100.000
	C - Downs Road (S)		✓	107	100.000
3 - untitled	A - Downs Road (N)		✓	110	100.000
	B - Arcadia Road		✓	62	100.000
	C - Downs Road (S)		✓	37	100.000
4 - untitled	A - A227 Wrotham Road (S)		✓	1039	100.000
	B - Lewis Road		✓	164	100.000
	C - A227 Wrotham Road (N)		✓	631	100.000
5 - untitled	A - A227 Wrotham Road (S)		✓	1156	100.000
	B - Istead Rise		✓	254	100.000
	C - A227 Wrotham Road (N)		✓	772	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - untitled

		To		
		A - Downs Road (S)	B - Site Access Road	C - Downs Road (N)
From	A - Downs Road (S)	0	3	80
	B - Site Access Road	27	0	32
	C - Downs Road (N)	125	18	0

Demand (PCU/hr)

2 - untitled

	To			
		A - Downs Road (N)	B - Upper Avenue	C - Downs Road (S)
From	A - Downs Road (N)	0	46	73
	B - Upper Avenue	58	0	56
	C - Downs Road (S)	59	48	0

Demand (PCU/hr)

3 - untitled

	To			
		A - Downs Road (N)	B - Arcadia Road	C - Downs Road (S)
From	A - Downs Road (N)	0	96	14
	B - Arcadia Road	44	0	18
	C - Downs Road (S)	16	21	0

Demand (PCU/hr)

4 - untitled

	To			
		A - A227 Wrotham Road (S)	B - Lewis Road	C - A227 Wrotham Road (N)
From	A - A227 Wrotham Road (S)	0	52	987
	B - Lewis Road	67	0	97
	C - A227 Wrotham Road (N)	588	43	0

Demand (PCU/hr)

5 - untitled

	To			
		A - A227 Wrotham Road (S)	B - Istead Rise	C - A227 Wrotham Road (N)
From	A - A227 Wrotham Road (S)	0	34	1122
	B - Istead Rise	21	0	233
	C - A227 Wrotham Road (N)	600	172	0

Vehicle Mix

Heavy Vehicle %

1 - untitled

	To			
		A - Downs Road (S)	B - Site Access Road	C - Downs Road (N)
From	A - Downs Road (S)	10	10	10
	B - Site Access Road	10	10	10
	C - Downs Road (N)	10	10	10

Heavy Vehicle %

2 - untitled

	To			
		A - Downs Road (N)	B - Upper Avenue	C - Downs Road (S)
From	A - Downs Road (N)	10	10	10
	B - Upper Avenue	10	10	10
	C - Downs Road (S)	10	10	10

Heavy Vehicle %

3 - untitled

	To			
		A - Downs Road (N)	B - Arcadia Road	C - Downs Road (S)
From	A - Downs Road (N)	10	10	10
	B - Arcadia Road	10	10	10
	C - Downs Road (S)	10	10	10

Heavy Vehicle %

4 - untitled

	To			
		A - A227 Wrotham Road (S)	B - Lewis Road	C - A227 Wrotham Road (N)
From	A - A227 Wrotham Road (S)	10	10	10
	B - Lewis Road	10	10	10
	C - A227 Wrotham Road (N)	10	10	10

Heavy Vehicle %

5 - untitled

	To			
		A - A227 Wrotham Road (S)	B - Istead Rise	C - A227 Wrotham Road (N)
From	A - A227 Wrotham Road (S)	10	10	10
	B - Istead Rise	10	10	10
	C - A227 Wrotham Road (N)	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - untitled	A - Downs Road (S)	62	62
		B - Site Access Road	44	44
		C - Downs Road (N)	108	108
	2 - untitled	A - Downs Road (N)	90	90
		B - Upper Avenue	86	86
		C - Downs Road (S)	81	81
	3 - untitled	A - Downs Road (N)	83	83
		B - Arcadia Road	47	47
		C - Downs Road (S)	28	28
	4 - untitled	A - A227 Wrotham Road (S)	782	782
		B - Lewis Road	123	123
		C - A227 Wrotham Road (N)	475	475
	5 - untitled	A - A227 Wrotham Road (S)	870	870
		B - Istead Rise	191	191
		C - A227 Wrotham Road (N)	581	581
08:00-08:15	1 - untitled	A - Downs Road (S)	75	75
		B - Site Access Road	53	53
		C - Downs Road (N)	129	129
	2 - untitled	A - Downs Road (N)	107	107
		B - Upper Avenue	102	102
		C - Downs Road (S)	96	96
	3 - untitled	A - Downs Road (N)	99	99
		B - Arcadia Road	56	56
		C - Downs Road (S)	33	33
	4 - untitled	A - A227 Wrotham Road (S)	934	934
		B - Lewis Road	147	147
		C - A227 Wrotham Road (N)	567	567
		A - A227 Wrotham Road (S)	1039	1039

	5 - untitled	B - Istead Rise	228	228
		C - A227 Wrotham Road (N)	694	694
08:15-08:30	1 - untitled	A - Downs Road (S)	91	91
		B - Site Access Road	65	65
		C - Downs Road (N)	157	157
	2 - untitled	A - Downs Road (N)	131	131
		B - Upper Avenue	126	126
		C - Downs Road (S)	118	118
	3 - untitled	A - Downs Road (N)	121	121
		B - Arcadia Road	68	68
		C - Downs Road (S)	41	41
	4 - untitled	A - A227 Wrotham Road (S)	1144	1144
		B - Lewis Road	181	181
		C - A227 Wrotham Road (N)	695	695
	5 - untitled	A - A227 Wrotham Road (S)	1273	1273
		B - Istead Rise	280	280
		C - A227 Wrotham Road (N)	850	850
08:30-08:45	1 - untitled	A - Downs Road (S)	91	91
		B - Site Access Road	65	65
		C - Downs Road (N)	157	157
	2 - untitled	A - Downs Road (N)	131	131
		B - Upper Avenue	126	126
		C - Downs Road (S)	118	118
	3 - untitled	A - Downs Road (N)	121	121
		B - Arcadia Road	68	68
		C - Downs Road (S)	41	41
	4 - untitled	A - A227 Wrotham Road (S)	1144	1144
		B - Lewis Road	181	181
		C - A227 Wrotham Road (N)	695	695
	5 - untitled	A - A227 Wrotham Road (S)	1273	1273
		B - Istead Rise	280	280
		C - A227 Wrotham Road (N)	850	850
08:45-09:00	1 - untitled	A - Downs Road (S)	75	75
		B - Site Access Road	53	53
		C - Downs Road (N)	129	129
	2 - untitled	A - Downs Road (N)	107	107
		B - Upper Avenue	102	102
		C - Downs Road (S)	96	96
	3 - untitled	A - Downs Road (N)	99	99
		B - Arcadia Road	56	56
		C - Downs Road (S)	33	33
	4 - untitled	A - A227 Wrotham Road (S)	934	934
		B - Lewis Road	147	147
		C - A227 Wrotham Road (N)	567	567
	5 - untitled	A - A227 Wrotham Road (S)	1039	1039
		B - Istead Rise	228	228
		C - A227 Wrotham Road (N)	694	694
09:00-09:15	1 - untitled	A - Downs Road (S)	62	62
		B - Site Access Road	44	44
		C - Downs Road (N)	108	108
	2 - untitled	A - Downs Road (N)	90	90
		B - Upper Avenue	86	86
		C - Downs Road (S)	81	81
	3 - untitled	A - Downs Road (N)	83	83
		B - Arcadia Road	47	47
		C - Downs Road (S)	28	28
	4 - untitled	A - A227 Wrotham Road (S)	782	782
		B - Lewis Road	123	123

	5 - untitled	C - A227 Wrotham Road (N)	475	475
		A - A227 Wrotham Road (S)	870	870
		B - Istead Rise	191	191
		C - A227 Wrotham Road (N)	581	581

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - untitled	B-AC	0.13	8.88	0.2	A
	C-AB	0.03	5.88	0.1	A
	C-A				
	A-B				
	A-C				
2 - untitled	B-AC	0.25	10.45	0.4	B
	C-AB	0.09	6.77	0.1	A
	C-A				
	A-B				
	A-C				
3 - untitled	B-AC	0.13	8.85	0.2	A
	C-AB	0.04	6.96	0.0	A
	C-A				
	A-B				
	A-C				
4 - untitled	B-AC	0.86	107.73	4.9	F
	C-AB	0.12	11.93	0.2	B
	C-A				
	A-B				
	A-C				
5 - untitled	B-AC	1.18	320.52	26.4	F
	C-AB	0.55	24.63	1.4	C
	C-A				
	A-B				
	A-C				

Main Results for each time segment

07:45 - 08:00

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	44	0.00	522	0.085	44	0.1	8.272	A
	C-AB	16	0.00	689	0.023	16	0.0	5.876	A
	C-A	92	0.00			92			
	A-B	2	0.00			2			
	A-C	60	0.00			60			
2 - untitled	B-AC	86	0.00	517	0.166	85	0.2	9.141	A
	C-AB	39	0.00	640	0.061	39	0.1	6.583	A
	C-A	42	0.00			42			
	A-B	35	0.00			35			
	A-C	55	0.00			55			
3 - untitled	B-AC	47	0.00	522	0.089	46	0.1	8.309	A
	C-AB	16	0.00	598	0.027	16	0.0	6.805	A
	C-A	12	0.00			12			
	A-B	72	0.00			72			
	A-C	11	0.00			11			
4 - untitled	B-AC	123	0.00	330	0.374	121	0.6	18.684	C
	C-AB	32	0.00	474	0.068	32	0.1	8.947	A
	C-A	443	0.00			443			
	A-B	39	0.00			39			
	A-C	743	0.00			743			
5 - untitled	B-AC	191	0.00	402	0.476	187	1.0	18.145	C
	C-AB	130	0.00	448	0.289	128	0.4	12.299	B
	C-A	452	0.00			452			
	A-B	26	0.00			26			
	A-C	845	0.00			845			

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	53	0.00	518	0.102	53	0.1	8.521	A
	C-AB	19	0.00	699	0.028	19	0.0	5.828	A
	C-A	109	0.00			109			
	A-B	3	0.00			3			
	A-C	72	0.00			72			
2 - untitled	B-AC	102	0.00	512	0.200	102	0.3	9.662	A
	C-AB	47	0.00	641	0.073	47	0.1	6.661	A
	C-A	49	0.00			49			
	A-B	41	0.00			41			
	A-C	66	0.00			66			
3 - untitled	B-AC	56	0.00	519	0.107	56	0.1	8.535	A
	C-AB	19	0.00	596	0.032	19	0.0	6.871	A
	C-A	14	0.00			14			
	A-B	86	0.00			86			
	A-C	13	0.00			13			
4 - untitled	B-AC	147	0.00	282	0.523	145	1.1	28.592	D
	C-AB	39	0.00	434	0.089	39	0.1	10.003	B
	C-A	529	0.00			529			
	A-B	47	0.00			47			
	A-C	887	0.00			887			
5 - untitled	B-AC	228	0.00	346	0.659	224	1.9	31.466	D
	C-AB	155	0.00	405	0.383	154	0.7	15.719	C
	C-A	539	0.00			539			
	A-B	31	0.00			31			
	A-C	1009	0.00			1009			

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	65	0.00	511	0.127	65	0.2	8.873	A
	C-AB	25	0.00	711	0.035	25	0.1	5.765	A
	C-A	133	0.00			133			
	A-B	3	0.00			3			
	A-C	88	0.00			88			
2 - untitled	B-AC	126	0.00	505	0.249	125	0.4	10.429	B
	C-AB	59	0.00	644	0.091	59	0.1	6.768	A
	C-A	59	0.00			59			
	A-B	51	0.00			51			
	A-C	80	0.00			80			
3 - untitled	B-AC	68	0.00	516	0.132	68	0.2	8.848	A
	C-AB	24	0.00	593	0.040	24	0.0	6.960	A
	C-A	17	0.00			17			
	A-B	106	0.00			106			
	A-C	15	0.00			15			
4 - untitled	B-AC	181	0.00	209	0.864	169	4.1	81.554	F
	C-AB	47	0.00	379	0.125	47	0.2	11.916	B
	C-A	647	0.00			647			
	A-B	57	0.00			57			
	A-C	1087	0.00			1087			
5 - untitled	B-AC	280	0.00	239	1.171	227	15.1	167.593	F
	C-AB	198	0.00	358	0.552	195	1.3	23.928	C
	C-A	652	0.00			652			
	A-B	37	0.00			37			
	A-C	1235	0.00			1235			

08:30 - 08:45

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	65	0.00	511	0.127	65	0.2	8.878	A
	C-AB	25	0.00	711	0.035	25	0.1	5.766	A
	C-A	133	0.00			133			
	A-B	3	0.00			3			
	A-C	88	0.00			88			
2 - untitled	B-AC	126	0.00	505	0.249	126	0.4	10.448	B
	C-AB	59	0.00	644	0.091	59	0.1	6.772	A
	C-A	59	0.00			59			
	A-B	51	0.00			51			
	A-C	80	0.00			80			
3 - untitled	B-AC	68	0.00	516	0.132	68	0.2	8.853	A
	C-AB	24	0.00	593	0.040	24	0.0	6.960	A
	C-A	17	0.00			17			
	A-B	106	0.00			106			
	A-C	15	0.00			15			
4 - untitled	B-AC	181	0.00	209	0.864	177	4.9	107.727	F
	C-AB	47	0.00	379	0.125	47	0.2	11.931	B
	C-A	647	0.00			647			
	A-B	57	0.00			57			
	A-C	1087	0.00			1087			
5 - untitled	B-AC	280	0.00	237	1.178	235	26.4	320.523	F
	C-AB	198	0.00	358	0.552	197	1.4	24.626	C
	C-A	652	0.00			652			
	A-B	37	0.00			37			
	A-C	1235	0.00			1235			

08:45 - 09:00

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	53	0.00	518	0.102	53	0.1	8.529	A
	C-AB	19	0.00	699	0.028	19	0.0	5.830	A
	C-A	109	0.00			109			
	A-B	3	0.00			3			
	A-C	72	0.00			72			
2 - untitled	B-AC	102	0.00	512	0.200	103	0.3	9.688	A
	C-AB	47	0.00	641	0.073	47	0.1	6.664	A
	C-A	49	0.00			49			
	A-B	41	0.00			41			
	A-C	66	0.00			66			
3 - untitled	B-AC	56	0.00	519	0.107	56	0.1	8.544	A
	C-AB	19	0.00	596	0.032	19	0.0	6.874	A
	C-A	14	0.00			14			
	A-B	86	0.00			86			
	A-C	13	0.00			13			
4 - untitled	B-AC	147	0.00	282	0.523	162	1.3	36.379	E
	C-AB	39	0.00	434	0.089	39	0.1	10.016	B
	C-A	529	0.00			529			
	A-B	47	0.00			47			
	A-C	887	0.00			887			
5 - untitled	B-AC	228	0.00	346	0.660	322	2.9	164.346	F
	C-AB	155	0.00	405	0.383	158	0.7	16.168	C
	C-A	539	0.00			539			
	A-B	31	0.00			31			
	A-C	1009	0.00			1009			

09:00 - 09:15

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	44	0.00	522	0.085	45	0.1	8.290	A
	C-AB	16	0.00	689	0.023	16	0.0	5.879	A
	C-A	92	0.00			92			
	A-B	2	0.00			2			
	A-C	60	0.00			60			
2 - untitled	B-AC	86	0.00	517	0.166	86	0.2	9.191	A
	C-AB	39	0.00	640	0.061	39	0.1	6.591	A
	C-A	42	0.00			42			
	A-B	35	0.00			35			
	A-C	55	0.00			55			
3 - untitled	B-AC	47	0.00	522	0.089	47	0.1	8.330	A
	C-AB	16	0.00	598	0.027	16	0.0	6.811	A
	C-A	12	0.00			12			
	A-B	72	0.00			72			
	A-C	11	0.00			11			
4 - untitled	B-AC	123	0.00	330	0.374	126	0.7	19.588	C
	C-AB	32	0.00	474	0.068	32	0.1	8.963	A
	C-A	443	0.00			443			
	A-B	39	0.00			39			
	A-C	743	0.00			743			
5 - untitled	B-AC	191	0.00	402	0.476	199	1.0	20.162	C
	C-AB	130	0.00	448	0.289	131	0.5	12.510	B
	C-A	452	0.00			452			
	A-B	26	0.00			26			
	A-C	845	0.00			845			

2030 | Sensitivity | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.07	A
2	untitled	T-Junction	Two-way	Two-way	Two-way		5.24	A
3	untitled	T-Junction	Two-way	Two-way	Two-way		3.23	A
4	untitled	T-Junction	Two-way	Two-way	Two-way		3.18	A
5	untitled	T-Junction	Two-way	Two-way	Two-way		22.19	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.28	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2030	Sensitivity	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - untitled	A - Downs Road (S)		✓	45	100.000
	B - Site Access Road		✓	27	100.000
	C - Downs Road (N)		✓	98	100.000
2 - untitled	A - Downs Road (N)		✓	105	100.000
	B - Upper Avenue		✓	125	100.000
	C - Downs Road (S)		✓	57	100.000
3 - untitled	A - Downs Road (N)		✓	61	100.000
	B - Arcadia Road		✓	40	100.000
	C - Downs Road (S)		✓	19	100.000
4 - untitled	A - A227 Wrotham Road (S)		✓	877	100.000
	B - Lewis Road		✓	100	100.000
	C - A227 Wrotham Road (N)		✓	1020	100.000
5 - untitled	A - A227 Wrotham Road (S)		✓	856	100.000
	B - Istead Rise		✓	203	100.000
	C - A227 Wrotham Road (N)		✓	1243	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - untitled

		To		
		A - Downs Road (S)	B - Site Access Road	C - Downs Road (N)
From	A - Downs Road (S)	0	7	38
	B - Site Access Road	12	0	15
	C - Downs Road (N)	54	44	0

Demand (PCU/hr)

2 - untitled

	To			
		A - Downs Road (N)	B - Upper Avenue	C - Downs Road (S)
From	A - Downs Road (N)	0	57	48
	B - Upper Avenue	67	0	58
	C - Downs Road (S)	30	27	0

Demand (PCU/hr)

3 - untitled

	To			
		A - Downs Road (N)	B - Arcadia Road	C - Downs Road (S)
From	A - Downs Road (N)	0	47	14
	B - Arcadia Road	30	0	10
	C - Downs Road (S)	11	8	0

Demand (PCU/hr)

4 - untitled

	To			
		A - A227 Wrotham Road (S)	B - Lewis Road	C - A227 Wrotham Road (N)
From	A - A227 Wrotham Road (S)	0	40	837
	B - Lewis Road	51	0	49
	C - A227 Wrotham Road (N)	995	25	0

Demand (PCU/hr)

5 - untitled

	To			
		A - A227 Wrotham Road (S)	B - Istead Rise	C - A227 Wrotham Road (N)
From	A - A227 Wrotham Road (S)	0	44	812
	B - Istead Rise	20	0	183
	C - A227 Wrotham Road (N)	982	261	0

Vehicle Mix

Heavy Vehicle %

1 - untitled

	To			
		A - Downs Road (S)	B - Site Access Road	C - Downs Road (N)
From	A - Downs Road (S)	10	10	10
	B - Site Access Road	10	10	10
	C - Downs Road (N)	10	10	10

Heavy Vehicle %

2 - untitled

	To			
		A - Downs Road (N)	B - Upper Avenue	C - Downs Road (S)
From	A - Downs Road (N)	10	10	10
	B - Upper Avenue	10	10	10
	C - Downs Road (S)	10	10	10

Heavy Vehicle %

3 - untitled

	To			
		A - Downs Road (N)	B - Arcadia Road	C - Downs Road (S)
From	A - Downs Road (N)	10	10	10
	B - Arcadia Road	10	10	10
	C - Downs Road (S)	10	10	10

Heavy Vehicle %

4 - untitled

	To			
		A - A227 Wrotham Road (S)	B - Lewis Road	C - A227 Wrotham Road (N)
From	A - A227 Wrotham Road (S)	10	10	10
	B - Lewis Road	10	10	10
	C - A227 Wrotham Road (N)	10	10	10

Heavy Vehicle %

5 - untitled

	To			
		A - A227 Wrotham Road (S)	B - Istead Rise	C - A227 Wrotham Road (N)
From	A - A227 Wrotham Road (S)	10	10	10
	B - Istead Rise	10	10	10
	C - A227 Wrotham Road (N)	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - untitled	A - Downs Road (S)	34	34
		B - Site Access Road	20	20
		C - Downs Road (N)	74	74
	2 - untitled	A - Downs Road (N)	79	79
		B - Upper Avenue	94	94
		C - Downs Road (S)	43	43
	3 - untitled	A - Downs Road (N)	46	46
		B - Arcadia Road	30	30
		C - Downs Road (S)	14	14
	4 - untitled	A - A227 Wrotham Road (S)	660	660
		B - Lewis Road	75	75
		C - A227 Wrotham Road (N)	768	768
	5 - untitled	A - A227 Wrotham Road (S)	644	644
		B - Istead Rise	153	153
		C - A227 Wrotham Road (N)	936	936
17:00-17:15	1 - untitled	A - Downs Road (S)	40	40
		B - Site Access Road	24	24
		C - Downs Road (N)	88	88
	2 - untitled	A - Downs Road (N)	94	94
		B - Upper Avenue	112	112
		C - Downs Road (S)	51	51
	3 - untitled	A - Downs Road (N)	55	55
		B - Arcadia Road	36	36
		C - Downs Road (S)	17	17
	4 - untitled	A - A227 Wrotham Road (S)	788	788
		B - Lewis Road	90	90
		C - A227 Wrotham Road (N)	917	917
		A - A227 Wrotham Road (S)	770	770

	5 - untitled	B - Istead Rise	182	182
		C - A227 Wrotham Road (N)	1117	1117
17:15-17:30	1 - untitled	A - Downs Road (S)	50	50
		B - Site Access Road	30	30
		C - Downs Road (N)	108	108
	2 - untitled	A - Downs Road (N)	116	116
		B - Upper Avenue	138	138
		C - Downs Road (S)	63	63
	3 - untitled	A - Downs Road (N)	67	67
		B - Arcadia Road	44	44
		C - Downs Road (S)	21	21
	4 - untitled	A - A227 Wrotham Road (S)	966	966
		B - Lewis Road	110	110
		C - A227 Wrotham Road (N)	1123	1123
	5 - untitled	A - A227 Wrotham Road (S)	942	942
		B - Istead Rise	224	224
		C - A227 Wrotham Road (N)	1369	1369
17:30-17:45	1 - untitled	A - Downs Road (S)	50	50
		B - Site Access Road	30	30
		C - Downs Road (N)	108	108
	2 - untitled	A - Downs Road (N)	116	116
		B - Upper Avenue	138	138
		C - Downs Road (S)	63	63
	3 - untitled	A - Downs Road (N)	67	67
		B - Arcadia Road	44	44
		C - Downs Road (S)	21	21
	4 - untitled	A - A227 Wrotham Road (S)	966	966
		B - Lewis Road	110	110
		C - A227 Wrotham Road (N)	1123	1123
	5 - untitled	A - A227 Wrotham Road (S)	942	942
		B - Istead Rise	224	224
		C - A227 Wrotham Road (N)	1369	1369
17:45-18:00	1 - untitled	A - Downs Road (S)	40	40
		B - Site Access Road	24	24
		C - Downs Road (N)	88	88
	2 - untitled	A - Downs Road (N)	94	94
		B - Upper Avenue	112	112
		C - Downs Road (S)	51	51
	3 - untitled	A - Downs Road (N)	55	55
		B - Arcadia Road	36	36
		C - Downs Road (S)	17	17
	4 - untitled	A - A227 Wrotham Road (S)	788	788
		B - Lewis Road	90	90
		C - A227 Wrotham Road (N)	917	917
	5 - untitled	A - A227 Wrotham Road (S)	770	770
		B - Istead Rise	182	182
		C - A227 Wrotham Road (N)	1117	1117
18:00-18:15	1 - untitled	A - Downs Road (S)	34	34
		B - Site Access Road	20	20
		C - Downs Road (N)	74	74
	2 - untitled	A - Downs Road (N)	79	79
		B - Upper Avenue	94	94
		C - Downs Road (S)	43	43
	3 - untitled	A - Downs Road (N)	46	46
		B - Arcadia Road	30	30
		C - Downs Road (S)	14	14
	4 - untitled	A - A227 Wrotham Road (S)	660	660
		B - Lewis Road	75	75

	5 - untitled	C - A227 Wrotham Road (N)	768	768
		A - A227 Wrotham Road (S)	644	644
		B - Istead Rise	153	153
		C - A227 Wrotham Road (N)	936	936

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - untitled	B-AC	0.06	8.01	0.1	A
	C-AB	0.08	6.42	0.1	A
	C-A				
	A-B				
	A-C				
2 - untitled	B-AC	0.27	10.53	0.4	B
	C-AB	0.05	6.66	0.1	A
	C-A				
	A-B				
	A-C				
3 - untitled	B-AC	0.08	8.32	0.1	A
	C-AB	0.01	6.68	0.0	A
	C-A				
	A-B				
	A-C				
4 - untitled	B-AC	0.64	61.08	1.8	F
	C-AB	0.06	9.94	0.1	A
	C-A				
	A-B				
	A-C				
5 - untitled	B-AC	1.07	218.88	14.1	F
	C-AB	0.67	23.46	2.5	C
	C-A				
	A-B				
	A-C				

Main Results for each time segment

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	20	0.00	532	0.038	20	0.0	7.733	A
	C-AB	35	0.00	662	0.053	35	0.1	6.321	A
	C-A	38	0.00			38			
	A-B	5	0.00			5			
	A-C	29	0.00			29			
2 - untitled	B-AC	94	0.00	522	0.180	93	0.2	9.209	A
	C-AB	21	0.00	628	0.034	21	0.0	6.523	A
	C-A	22	0.00			22			
	A-B	43	0.00			43			
	A-C	36	0.00			36			
3 - untitled	B-AC	30	0.00	524	0.058	30	0.1	8.015	A
	C-AB	6	0.00	604	0.010	6	0.0	6.626	A
	C-A	8	0.00			8			
	A-B	35	0.00			35			
	A-C	11	0.00			11			
4 - untitled	B-AC	75	0.00	307	0.246	74	0.3	16.919	C
	C-AB	19	0.00	506	0.037	19	0.0	8.115	A
	C-A	749	0.00			749			
	A-B	30	0.00			30			
	A-C	630	0.00			630			
5 - untitled	B-AC	153	0.00	431	0.355	150	0.6	14.015	B
	C-AB	197	0.00	508	0.388	194	0.7	12.507	B
	C-A	739	0.00			739			
	A-B	33	0.00			33			
	A-C	611	0.00			611			

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	24	0.00	529	0.046	24	0.1	7.848	A
	C-AB	43	0.00	665	0.064	43	0.1	6.362	A
	C-A	45	0.00			45			
	A-B	6	0.00			6			
	A-C	34	0.00			34			
2 - untitled	B-AC	112	0.00	519	0.217	112	0.3	9.736	A
	C-AB	25	0.00	627	0.040	25	0.0	6.580	A
	C-A	26	0.00			26			
	A-B	51	0.00			51			
	A-C	43	0.00			43			
3 - untitled	B-AC	36	0.00	522	0.069	36	0.1	8.145	A
	C-AB	7	0.00	603	0.012	7	0.0	6.650	A
	C-A	10	0.00			10			
	A-B	42	0.00			42			
	A-C	13	0.00			13			
4 - untitled	B-AC	90	0.00	254	0.354	89	0.6	23.877	C
	C-AB	22	0.00	473	0.048	22	0.1	8.793	A
	C-A	894	0.00			894			
	A-B	36	0.00			36			
	A-C	752	0.00			752			
5 - untitled	B-AC	182	0.00	370	0.493	181	1.0	20.728	C
	C-AB	240	0.00	484	0.495	238	1.1	16.001	C
	C-A	878	0.00			878			
	A-B	40	0.00			40			
	A-C	730	0.00			730			

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	30	0.00	524	0.057	30	0.1	8.004	A
	C-AB	53	0.00	670	0.079	53	0.1	6.419	A
	C-A	55	0.00			55			
	A-B	8	0.00			8			
	A-C	42	0.00			42			
2 - untitled	B-AC	138	0.00	514	0.268	137	0.4	10.511	B
	C-AB	31	0.00	626	0.050	31	0.1	6.657	A
	C-A	31	0.00			31			
	A-B	63	0.00			63			
	A-C	53	0.00			53			
3 - untitled	B-AC	44	0.00	520	0.085	44	0.1	8.322	A
	C-AB	9	0.00	601	0.015	9	0.0	6.684	A
	C-A	12	0.00			12			
	A-B	52	0.00			52			
	A-C	15	0.00			15			
4 - untitled	B-AC	110	0.00	173	0.635	106	1.6	55.580	F
	C-AB	28	0.00	426	0.065	27	0.1	9.933	A
	C-A	1096	0.00			1096			
	A-B	44	0.00			44			
	A-C	922	0.00			922			
5 - untitled	B-AC	224	0.00	214	1.046	193	8.7	124.019	F
	C-AB	344	0.00	513	0.670	339	2.3	22.280	C
	C-A	1025	0.00			1025			
	A-B	48	0.00			48			
	A-C	894	0.00			894			

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	30	0.00	524	0.057	30	0.1	8.005	A
	C-AB	53	0.00	670	0.079	53	0.1	6.420	A
	C-A	55	0.00			55			
	A-B	8	0.00			8			
	A-C	42	0.00			42			
2 - untitled	B-AC	138	0.00	514	0.268	138	0.4	10.532	B
	C-AB	31	0.00	626	0.050	31	0.1	6.660	A
	C-A	31	0.00			31			
	A-B	63	0.00			63			
	A-C	53	0.00			53			
3 - untitled	B-AC	44	0.00	520	0.085	44	0.1	8.323	A
	C-AB	9	0.00	601	0.015	9	0.0	6.684	A
	C-A	12	0.00			12			
	A-B	52	0.00			52			
	A-C	15	0.00			15			
4 - untitled	B-AC	110	0.00	173	0.635	110	1.8	61.076	F
	C-AB	28	0.00	426	0.065	28	0.1	9.936	A
	C-A	1096	0.00			1096			
	A-B	44	0.00			44			
	A-C	922	0.00			922			
5 - untitled	B-AC	224	0.00	209	1.068	202	14.1	218.883	F
	C-AB	344	0.00	513	0.670	343	2.5	23.461	C
	C-A	1025	0.00			1025			
	A-B	48	0.00			48			
	A-C	894	0.00			894			

17:45 - 18:00

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	24	0.00	529	0.046	24	0.1	7.850	A
	C-AB	43	0.00	665	0.064	43	0.1	6.364	A
	C-A	45	0.00			45			
	A-B	6	0.00			6			
	A-C	34	0.00			34			
2 - untitled	B-AC	112	0.00	519	0.217	113	0.3	9.768	A
	C-AB	25	0.00	627	0.040	25	0.1	6.584	A
	C-A	26	0.00			26			
	A-B	51	0.00			51			
	A-C	43	0.00			43			
3 - untitled	B-AC	36	0.00	522	0.069	36	0.1	8.149	A
	C-AB	7	0.00	603	0.012	7	0.0	6.653	A
	C-A	10	0.00			10			
	A-B	42	0.00			42			
	A-C	13	0.00			13			
4 - untitled	B-AC	90	0.00	254	0.354	94	0.6	25.476	D
	C-AB	22	0.00	473	0.048	23	0.1	8.798	A
	C-A	894	0.00			894			
	A-B	36	0.00			36			
	A-C	752	0.00			752			
5 - untitled	B-AC	182	0.00	368	0.496	234	1.1	40.776	E
	C-AB	240	0.00	484	0.495	245	1.1	16.917	C
	C-A	878	0.00			878			
	A-B	40	0.00			40			
	A-C	730	0.00			730			

18:00 - 18:15

Junction	Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	20	0.00	532	0.038	20	0.0	7.741	A
	C-AB	35	0.00	662	0.053	35	0.1	6.324	A
	C-A	38	0.00			38			
	A-B	5	0.00			5			
	A-C	29	0.00			29			
2 - untitled	B-AC	94	0.00	522	0.180	94	0.2	9.261	A
	C-AB	21	0.00	628	0.034	21	0.0	6.526	A
	C-A	22	0.00			22			
	A-B	43	0.00			43			
	A-C	36	0.00			36			
3 - untitled	B-AC	30	0.00	524	0.058	30	0.1	8.027	A
	C-AB	6	0.00	604	0.010	6	0.0	6.626	A
	C-A	8	0.00			8			
	A-B	35	0.00			35			
	A-C	11	0.00			11			
4 - untitled	B-AC	75	0.00	307	0.246	76	0.4	17.278	C
	C-AB	19	0.00	506	0.037	19	0.0	8.123	A
	C-A	749	0.00			749			
	A-B	30	0.00			30			
	A-C	630	0.00			630			
5 - untitled	B-AC	153	0.00	430	0.355	155	0.6	14.504	B
	C-AB	197	0.00	508	0.388	199	0.7	12.864	B
	C-A	739	0.00			739			
	A-B	33	0.00			33			
	A-C	611	0.00			611			

Junctions 11											
ARCADY 11 - Roundabout Module											
Version: 11.0.0.2177											
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Filename: A2 - Istead Rise.j11

Path: C:\Users\Tom.Valek\OneDriveCloudTemp\FNLRVSDP

Report generation date: 19/11/2025 11:38:56

»2025 | Base | AM

»2025 | Base | PM

»2030 | DN | AM

»2030 | DN | PM

»2025 | DM | AM

»2025 | DM | PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
	2025 - Base											
Junction 1 - Arm 1	D1	61.4	277.48	1.17	F	76.77	D2	34.4	170.43	1.07	F	45.53
Junction 1 - Arm 2		1.6	7.06	0.60	A			1.4	5.76	0.55	A	
Junction 1 - Arm 4		1.2	3.48	0.52	A			1.2	3.47	0.52	A	
Junction 2 - Arm 2		0.9	2.81	0.44	A	6.51		0.9	2.82	0.44	A	6.90
Junction 2 - Arm 3		0.6	2.93	0.34	A			1.8	5.09	0.62	A	
Junction 2 - Arm 4		4.5	10.78	0.81	B			4.6	11.58	0.81	B	
Junction 2 - Arm 5		0.0	0.00	0.00	A			0.0	0.00	0.00	A	
		2025 - DM										
Junction 1 - Arm 1	D5	173.1	887.13	1.49	F	238.75	D6	118.7	625.30	1.37	F	162.06
Junction 1 - Arm 2		2.6	10.27	0.71	B			1.8	7.13	0.63	A	
Junction 1 - Arm 4		1.7	4.28	0.61	A			1.6	4.16	0.60	A	
Junction 2 - Arm 2		1.1	3.11	0.49	A	18.12		1.1	3.17	0.50	A	16.38
Junction 2 - Arm 3		0.8	3.60	0.43	A			3.7	9.11	0.77	A	
Junction 2 - Arm 4		16.6	36.80	0.96	E			14.2	34.19	0.95	D	
Junction 2 - Arm 5		0.2	6.69	0.16	A			0.3	7.27	0.19	A	
	2030 - DN											
Junction 1 - Arm 1	D3	166.8	856.08	1.48	F	232.93	D4	118.2	617.25	1.36	F	162.91
Junction 1 - Arm 2		2.3	9.35	0.68	A			1.7	6.94	0.61	A	
Junction 1 - Arm 4		1.7	4.24	0.61	A			1.6	4.06	0.59	A	
Junction 2 - Arm 2		1.0	3.07	0.49	A	16.88		1.1	3.16	0.50	A	18.67
Junction 2 - Arm 3		0.8	3.54	0.43	A			4.2	10.14	0.80	B	
Junction 2 - Arm 4		15.2	33.86	0.95	D			16.7	39.87	0.96	E	
Junction 2 - Arm 5		0.2	6.57	0.16	A			0.3	7.55	0.20	A	

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

File summary

File Description

Title	
Location	
Site number	
Date	11/11/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DHA\Tom.Valek
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	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030	DN	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030	DN	PM	ONE HOUR	16:45	18:15	15	✓
D5	2025	DM	AM	ONE HOUR	07:45	09:15	15	✓
D6	2025	DM	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2025 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	76.77	F
2	untitled	Standard Roundabout		1, 2, 3, 4, 5	6.51	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	38.78	E

Arms

Arms

Junction	Arm	Name	Description	No give-way line
1	1	A2 Westbound Off Slip		
	2	A227 (S)		
	3	A2 Westbound On Slip		
	4	A227 (N)		
2	1	A2 Eastbound On Slip		
	2	A227 (S)		
	3	A2 Eastbound Off Slip		
	4	A227 (N)		
	5	Former Tollgate Hotel		

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1	1	5.00	8.50	10.2	19.1	59.9	60.0	✓	
	2	4.90	9.20	22.2	24.1	59.9	49.0		
	3								✓
	4	7.60	8.10	6.9	20.8	59.9	36.0		
2	1								✓
	2	7.10	9.30	17.9	31.1	63.9	47.0		
	3	7.00	10.20	17.9	40.0	63.9	24.0	✓	
	4	4.60	9.30	22.1	48.8	63.9	50.0		
	5	5.51	8.49	6.7	12.4	63.9	41.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
1	1	0.548	1805
	2	0.622	2157
	3		
	4	0.671	2380
2	1		
	2	0.662	2521
	3	0.741	2862
	4	0.600	2150
	5	0.552	1903

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Junction	Arm	Type	Reason	Percentage capacity adjustment (%)
1	1	Percentage		57.00

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1		ONE HOUR	✓	679	100.000
	2		ONE HOUR	✓	770	100.000
	3					
	4		ONE HOUR	✓	1127	100.000
2	1					
	2		ONE HOUR	✓	1008	100.000
	3		ONE HOUR	✓	624	100.000
	4		ONE HOUR	✓	1400	100.000
	5		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To			
		1	2	3	4
From	1	0	181	4	494
	2	0	0	253	517
	3	0	0	0	0
	4	0	459	667	1

Demand (PCU/hr)

Junction 2

	To					
		1	2	3	4	5
From	1	0	0	0	0	0
	2	195	1	0	812	0
	3	2	169	0	452	1
	4	444	956	0	0	0
	5	0	0	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

Junction 1

	To				
From		1	2	3	4
	1	10	10	10	10
	2	10	10	10	10
	3	10	10	10	10
	4	10	10	10	10

Heavy Vehicle %

Junction 2

	To					
		1	2	3	4	5
From	1	10	10	10	10	10
	2	10	10	10	10	10
	3	10	10	10	10	10
	4	10	10	10	10	10
	5	10	10	10	10	10

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1	1.17	277.48	61.4	F	623	935
	2	0.60	7.06	1.6	A	707	1060
	3						
	4	0.52	3.48	1.2	A	1034	1551
2	1						
	2	0.44	2.81	0.9	A	925	1387
	3	0.34	2.93	0.6	A	573	859
	4	0.81	10.78	4.5	B	1285	1927
	5	0.00	0.00	0.0	A	0	0

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	511	128	846	765	0.668	503	0	0.0	2.1	14.676	B
	2	580	145	870	1616	0.359	577	479	0.0	0.6	3.804	A
	3			754				693				
	4	848	212	0	2380	0.357	846	754	0.0	0.6	2.577	A
2	1			844				481				
	2	759	190	0	2521	0.301	757	844	0.0	0.5	2.244	A
	3	470	117	757	2301	0.204	469	0	0.0	0.3	2.160	A
	4	1054	263	276	1984	0.531	1049	949	0.0	1.2	4.212	A
	5	0	0	1325	1171	0.000	0	0.75	0.0	0.0	0.000	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	610	153	1012	713	0.856	598	0	2.1	5.3	31.312	D
	2	692	173	1038	1512	0.458	691	572	0.6	0.9	4.819	A
	3			900				830				
	4	1013	253	0	2380	0.426	1012	900	0.6	0.8	2.894	A
2	1			1010				575				
	2	906	227	0	2521	0.360	906	1010	0.5	0.6	2.452	A
	3	561	140	906	2191	0.256	561	0	0.3	0.4	2.428	A
	4	1259	315	331	1952	0.645	1256	1136	1.2	2.0	5.664	A
	5	0	0	1585	1028	0.000	0	0.90	0.0	0.0	0.000	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	748	187	1239	642	1.164	631	0	5.3	34.4	131.058	F
	2	848	212	1197	1413	0.600	845	673	0.9	1.6	6.941	A
	3			1028				1015				
	4	1241	310	0	2380	0.521	1239	1028	0.8	1.2	3.467	A
2	1			1233				702				
	2	1110	277	0	2521	0.440	1109	1233	0.6	0.9	2.804	A
	3	687	172	1109	2041	0.337	686	0	0.4	0.6	2.922	A
	4	1541	385	405	1907	0.808	1532	1390	2.0	4.4	10.287	B
	5	0	0	1935	834	0.000	0	1	0.0	0.0	0.000	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	748	187	1241	642	1.165	640	0	34.4	61.4	277.476	F
	2	848	212	1205	1408	0.602	848	676	1.6	1.6	7.062	A
	3			1036				1017				
	4	1241	310	0	2380	0.521	1241	1036	1.2	1.2	3.475	A
2	1			1239				706				
	2	1110	277	0	2521	0.440	1110	1239	0.9	0.9	2.806	A
	3	687	172	1110	2040	0.337	687	0	0.6	0.6	2.926	A
	4	1541	385	405	1907	0.808	1541	1392	4.4	4.5	10.776	B
	5	0	0	1945	829	0.000	0	1	0.0	0.0	0.000	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	610	153	1015	712	0.857	700	0	61.4	39.1	259.486	F
	2	692	173	1115	1464	0.473	695	600	1.6	1.0	5.163	A
	3			976				833				
	4	1013	253	0	2380	0.426	1015	976	1.2	0.8	2.903	A
2	1			1019				580				
	2	906	227	0	2521	0.360	907	1019	0.9	0.6	2.455	A
	3	561	140	907	2190	0.256	562	0	0.6	0.4	2.432	A
	4	1259	315	331	1951	0.645	1268	1138	4.5	2.0	5.878	A
	5	0	0	1599	1020	0.000	0	0.90	0.0	0.0	0.000	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	511	128	849	764	0.669	658	0	39.1	2.5	72.681	F
	2	580	145	986	1544	0.375	581	521	1.0	0.7	4.118	A
	3			869				697				
	4	848	212	0	2380	0.357	849	869	0.8	0.6	2.590	A
2	1			850				484				
	2	759	190	0	2521	0.301	759	850	0.6	0.5	2.250	A
	3	470	117	759	2299	0.204	470	0	0.4	0.3	2.166	A
	4	1054	263	277	1984	0.531	1057	952	2.0	1.3	4.288	A
	5	0	0	1334	1167	0.000	0	0.75	0.0	0.0	0.000	A

2025 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	45.53	E
2	untitled	Standard Roundabout		1, 2, 3, 4, 5	6.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	23.13	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1		ONE HOUR	✓	625	100.000
	2		ONE HOUR	✓	773	100.000
	3					
	4		ONE HOUR	✓	1125	100.000
2	1					
	2		ONE HOUR	✓	1016	100.000
	3		ONE HOUR	✓	1140	100.000
	4		ONE HOUR	✓	1329	100.000
	5		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To			
		1	2	3	4
From	1	0	171	1	453
	2	0	2	215	556
	3	0	0	0	0
	4	0	639	486	0

Demand (PCU/hr)

Junction 2

	To					
		1	2	3	4	5
From	1	0	0	0	0	0
	2	183	1	0	832	0
	3	4	337	0	799	0
	4	534	795	0	0	0
	5	0	0	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

Junction 1

	To				
From		1	2	3	4
	1	10	10	10	10
	2	10	10	10	10
	3	10	10	10	10
	4	10	10	10	10

Heavy Vehicle %

Junction 2

	To					
		1	2	3	4	5
From	1	10	10	10	10	10
	2	10	10	10	10	10
	3	10	10	10	10	10
	4	10	10	10	10	10
	5	10	10	10	10	10

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1	1.07	170.43	34.4	F	574	860
	2	0.55	5.76	1.4	A	709	1064
	3						
	4	0.52	3.47	1.2	A	1032	1548
2	1						
	2	0.44	2.82	0.9	A	932	1398
	3	0.62	5.09	1.8	A	1046	1569
	4	0.81	11.58	4.6	B	1220	1829
	5	0.00	0.00	0.0	A	0	0

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	471	118	846	765	0.615	464	0	0.0	1.7	12.879	B
	2	582	145	702	1721	0.338	580	608	0.0	0.6	3.465	A
	3			755				527				
	4	847	212	1	2379	0.356	845	753	0.0	0.6	2.573	A
2	1			849				541				
	2	765	191	0	2521	0.303	763	849	0.0	0.5	2.251	A
	3	858	215	763	2297	0.374	856	0	0.0	0.7	2.743	A
	4	1001	250	394	1914	0.523	996	1225	0.0	1.2	4.292	A
	5	0	0	1390	1135	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	562	140	1012	713	0.788	554	0	1.7	3.7	23.793	C
	2	695	174	839	1636	0.425	694	727	0.6	0.8	4.201	A
	3			902				630				
	4	1011	253	2	2379	0.425	1011	901	0.6	0.8	2.893	A
2	1			1016				647				
	2	913	228	0	2521	0.362	913	1016	0.5	0.6	2.463	A
	3	1025	256	913	2186	0.469	1024	0	0.7	1.0	3.404	A
	4	1195	299	471	1867	0.640	1192	1465	1.2	1.9	5.837	A
	5	0	0	1663	984	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	688	172	1239	642	1.072	619	0	3.7	21.0	89.858	F
	2	851	213	984	1545	0.551	849	874	0.8	1.3	5.669	A
	3			1061				772				
	4	1239	310	2	2378	0.521	1237	1059	0.8	1.2	3.465	A
2	1			1240				790				
	2	1119	280	0	2521	0.444	1118	1240	0.6	0.9	2.822	A
	3	1255	314	1118	2034	0.617	1252	0	1.0	1.7	5.044	A
	4	1463	366	577	1804	0.811	1453	1793	1.9	4.4	10.981	B
	5	0	0	2030	782	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	688	172	1241	642	1.073	635	0	21.0	34.4	170.428	F
	2	851	213	996	1538	0.553	851	879	1.3	1.4	5.765	A
	3			1074				773				
	4	1239	310	2	2378	0.521	1239	1072	1.2	1.2	3.473	A
2	1			1247				794				
	2	1119	280	0	2521	0.444	1119	1247	0.9	0.9	2.824	A
	3	1255	314	1119	2033	0.617	1255	0	1.7	1.8	5.088	A
	4	1463	366	578	1803	0.811	1463	1796	4.4	4.6	11.576	B
	5	0	0	2041	776	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	562	140	1015	712	0.789	677	0	34.4	5.6	107.570	F
	2	695	174	929	1579	0.440	697	762	1.4	0.9	4.496	A
	3			994				632				
	4	1011	253	2	2379	0.425	1013	992	1.2	0.8	2.904	A
2	1			1026				653				
	2	913	228	0	2521	0.362	914	1026	0.9	0.6	2.466	A
	3	1025	256	914	2185	0.469	1028	0	1.8	1.0	3.432	A
	4	1195	299	473	1866	0.640	1205	1469	4.6	2.0	6.079	A
	5	0	0	1678	976	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	471	118	849	764	0.616	485	0	5.6	1.8	14.919	B
	2	582	145	719	1710	0.340	583	616	0.9	0.6	3.516	A
	3			773				529				
	4	847	212	2	2379	0.356	848	771	0.8	0.6	2.587	A
2	1			855				544				
	2	765	191	0	2521	0.303	765	855	0.6	0.5	2.256	A
	3	858	215	765	2295	0.374	860	0	1.0	0.7	2.760	A
	4	1001	250	396	1913	0.523	1004	1229	2.0	1.2	4.371	A
	5	0	0	1399	1130	0.000	0	0	0.0	0.0	0.000	A

2030 | DN | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	232.93	F
2	untitled	Standard Roundabout		1, 2, 3, 4, 5	16.88	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	114.20	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030	DN	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1		ONE HOUR	✓	775	100.000
	2		ONE HOUR	✓	817	100.000
	3					
	4		ONE HOUR	✓	1313	100.000
2	1					
	2		ONE HOUR	✓	1119	100.000
	3		ONE HOUR	✓	754	100.000
	4		ONE HOUR	✓	1566	100.000
	5		ONE HOUR	✓	105	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To			
From		1	2	3	4
	1	0	192	4	579
	2	0	0	267	550
	3	0	0	0	0
	4	0	488	824	1

Demand (PCU/hr)

Junction 2

	To					
		1	2	3	4	5
From	1	0	0	0	0	0
	2	203	1	0	862	53
	3	33	182	0	506	33
	4	481	1057	0	0	28
	5	43	62	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

Junction 1

	To				
From		1	2	3	4
	1	10	10	10	10
	2	10	10	10	10
	3	10	10	10	10
	4	10	10	10	10

Heavy Vehicle %

Junction 2

	To					
		1	2	3	4	5
From	1	10	10	10	10	10
	2	10	10	10	10	10
	3	10	10	10	10	10
	4	10	10	10	10	10
	5	10	10	10	10	10

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1	1.48	856.08	166.8	F	711	1067
	2	0.68	9.35	2.3	A	750	1125
	3						
	4	0.61	4.24	1.7	A	1205	1807
2	1						
	2	0.49	3.07	1.0	A	1027	1540
	3	0.43	3.54	0.8	A	692	1038
	4	0.95	33.86	15.2	D	1437	2155
	5	0.16	6.57	0.2	A	96	145

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	583	146	985	721	0.809	567	0	0.0	4.0	23.701	C
	2	615	154	1046	1507	0.408	612	507	0.0	0.8	4.410	A
	3			837				821				
	4	988	247	0	2380	0.415	985	837	0.0	0.8	2.834	A
2	1			975				569				
	2	842	211	0	2521	0.334	840	975	0.0	0.6	2.353	A
	3	568	142	840	2239	0.253	566	0	0.0	0.4	2.364	A
	4	1179	295	379	1923	0.613	1172	1027	0.0	1.7	5.230	A
	5	79	20	1466	1094	0.072	79	86	0.0	0.1	3.901	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	697	174	1179	661	1.054	635	0	4.0	19.4	85.427	F
	2	734	184	1219	1399	0.525	733	596	0.8	1.2	5.924	A
	3			969				983				
	4	1180	295	0	2380	0.496	1179	969	0.8	1.1	3.295	A
2	1			1166				681				
	2	1006	251	0	2521	0.399	1005	1166	0.6	0.7	2.612	A
	3	678	169	1005	2117	0.320	677	0	0.4	0.5	2.748	A
	4	1408	352	454	1878	0.750	1402	1229	1.7	3.2	8.217	A
	5	94	24	1753	935	0.101	94	102	0.1	0.1	4.711	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	853	213	1443	578	1.475	577	0	19.4	88.4	350.725	F
	2	900	225	1341	1323	0.680	895	679	1.2	2.3	9.159	A
	3			1035				1201				
	4	1446	361	0	2380	0.607	1443	1035	1.1	1.7	4.217	A
2	1			1407				824				
	2	1232	308	0	2521	0.489	1231	1407	0.7	1.0	3.067	A
	3	830	208	1231	1950	0.426	829	0	0.5	0.8	3.529	A
	4	1724	431	555	1817	0.949	1685	1504	3.2	12.9	24.901	C
	5	116	29	2116	735	0.157	115	125	0.1	0.2	6.392	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	853	213	1446	578	1.477	577	0	88.4	157.4	730.880	F
	2	900	225	1343	1322	0.680	899	680	2.3	2.3	9.355	A
	3			1038				1204				
	4	1446	361	0	2380	0.607	1446	1038	1.7	1.7	4.238	A
2	1			1427				834				
	2	1232	308	0	2521	0.489	1232	1427	1.0	1.0	3.072	A
	3	830	208	1232	1949	0.426	830	0	0.8	0.8	3.537	A
	4	1724	431	556	1817	0.949	1715	1506	12.9	15.2	33.863	D
	5	116	29	2146	718	0.161	116	125	0.2	0.2	6.571	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	697	174	1183	660	1.056	659	0	157.4	166.8	856.085	F
	2	734	184	1239	1387	0.530	739	603	2.3	1.3	6.148	A
	3			991				987				
	4	1180	295	0	2380	0.496	1183	991	1.7	1.1	3.316	A
2	1			1203				698				
	2	1006	251	0	2521	0.399	1007	1203	1.0	0.7	2.620	A
	3	678	169	1007	2116	0.320	679	0	0.8	0.5	2.757	A
	4	1408	352	455	1877	0.750	1455	1232	15.2	3.4	10.363	B
	5	94	24	1806	906	0.104	95	103	0.2	0.1	4.887	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	583	146	990	720	0.810	715	0	166.8	133.8	757.183	F
	2	615	154	1160	1436	0.428	617	545	1.3	0.8	4.845	A
	3			950				826				
	4	988	247	0	2380	0.415	990	950	1.1	0.8	2.850	A
2	1			985				574				
	2	842	211	0	2521	0.334	843	985	0.7	0.6	2.361	A
	3	568	142	843	2237	0.254	568	0	0.5	0.4	2.372	A
	4	1179	295	381	1922	0.613	1186	1031	3.4	1.8	5.427	A
	5	79	20	1480	1086	0.073	79	86	0.1	0.1	3.935	A

2030 | DN | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	162.91	F
2	untitled	Standard Roundabout		1, 2, 3, 4, 5	18.67	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	77.70	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	DN	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1		ONE HOUR	✓	729	100.000
	2		ONE HOUR	✓	826	100.000
	3					
	4		ONE HOUR	✓	1274	100.000
2	1					
	2		ONE HOUR	✓	1132	100.000
	3		ONE HOUR	✓	1387	100.000
	4		ONE HOUR	✓	1448	100.000
	5		ONE HOUR	✓	117	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To			
From		1	2	3	4
	1	0	192	1	536
	2	0	2	232	592
	3	0	0	0	0
	4	0	679	595	0

Demand (PCU/hr)

Junction 2

	To					
		1	2	3	4	5
From	1	0	0	0	0	0
	2	194	1	0	890	47
	3	70	354	0	893	70
	4	569	879	0	0	0
	5	43	46	0	28	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

Junction 1

	To				
From		1	2	3	4
	1	10	10	10	10
	2	10	10	10	10
	3	10	10	10	10
	4	10	10	10	10

Heavy Vehicle %

Junction 2

	To					
		1	2	3	4	5
From	1	10	10	10	10	10
	2	10	10	10	10	10
	3	10	10	10	10	10
	4	10	10	10	10	10
	5	10	10	10	10	10

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1	1.36	617.25	118.2	F	669	1003
	2	0.61	6.94	1.7	A	758	1137
	3						
	4	0.59	4.06	1.6	A	1169	1754
2	1						
	2	0.50	3.16	1.1	A	1039	1558
	3	0.80	10.14	4.2	B	1273	1909
	4	0.96	39.87	16.7	E	1329	1993
	5	0.20	7.55	0.3	A	107	161

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	549	137	958	730	0.752	537	0	0.0	3.1	19.422	C
	2	622	155	842	1634	0.381	619	652	0.0	0.7	3.893	A
	3			840				621				
	4	959	240	1	2379	0.403	956	838	0.0	0.7	2.777	A
2	1			980				656				
	2	852	213	21	2507	0.340	850	959	0.0	0.6	2.387	A
	3	1044	261	871	2217	0.471	1040	0	0.0	1.0	3.355	A
	4	1090	273	552	1819	0.599	1084	1359	0.0	1.6	5.340	A
	5	88	22	1548	1048	0.084	88	88	0.0	0.1	4.121	A

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	655	164	1146	671	0.976	622	0	3.1	11.5	58.013	F
	2	743	186	992	1540	0.482	741	775	0.7	1.0	4.948	A
	3			990				743				
	4	1145	286	2	2379	0.481	1144	988	0.7	1.0	3.205	A
2	1			1172				785				
	2	1018	254	25	2504	0.406	1017	1146	0.6	0.7	2.661	A
	3	1247	312	1042	2090	0.597	1244	0	1.0	1.6	4.668	A
	4	1302	325	661	1754	0.742	1296	1626	1.6	3.1	8.543	A
	5	105	26	1852	881	0.119	105	105	0.1	0.1	5.104	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	803	201	1403	591	1.358	588	0	11.5	65.0	250.006	F
	2	909	227	1088	1481	0.614	907	904	1.0	1.7	6.860	A
	3			1085				910				
	4	1403	351	2	2378	0.590	1401	1082	1.0	1.6	4.041	A
2	1			1412				947				
	2	1246	312	31	2500	0.499	1245	1381	0.7	1.1	3.152	A
	3	1527	382	1276	1917	0.797	1517	0	1.6	4.1	9.673	A
	4	1594	399	807	1666	0.957	1552	1986	3.1	13.6	27.907	D
	5	129	32	2230	671	0.192	128	128	0.1	0.3	7.286	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	803	201	1405	590	1.360	590	0	65.0	118.2	544.410	F
	2	909	227	1090	1480	0.615	909	905	1.7	1.7	6.941	A
	3			1088				911				
	4	1403	351	2	2378	0.590	1403	1086	1.6	1.6	4.058	A
2	1			1433				960				
	2	1246	312	31	2500	0.499	1246	1402	1.1	1.1	3.157	A
	3	1527	382	1277	1916	0.797	1527	0	4.1	4.2	10.143	B
	4	1594	399	810	1664	0.958	1582	1994	13.6	16.7	39.868	E
	5	129	32	2263	653	0.197	129	129	0.3	0.3	7.553	A

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	655	164	1149	670	0.978	664	0	118.2	116.0	617.249	F
	2	743	186	1025	1520	0.489	745	788	1.7	1.1	5.129	A
	3			1024				746				
	4	1145	286	2	2379	0.482	1147	1022	1.6	1.0	3.223	A
2	1			1211				809				
	2	1018	254	25	2504	0.406	1019	1186	1.1	0.8	2.670	A
	3	1247	312	1044	2088	0.597	1257	0	4.2	1.7	4.820	A
	4	1302	325	666	1751	0.744	1355	1636	16.7	3.3	11.288	B
	5	105	26	1915	846	0.124	106	106	0.3	0.2	5.354	A

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	549	137	962	729	0.753	722	0	116.0	72.8	472.724	F
	2	622	155	980	1548	0.402	623	703	1.1	0.7	4.290	A
	3			979				624				
	4	959	240	2	2379	0.403	960	977	1.0	0.7	2.793	A
2	1			990				662				
	2	852	213	21	2507	0.340	853	968	0.8	0.6	2.395	A
	3	1044	261	874	2214	0.472	1047	0	1.7	1.0	3.398	A
	4	1090	273	555	1817	0.600	1097	1366	3.3	1.7	5.548	A
	5	88	22	1564	1040	0.085	88	88	0.2	0.1	4.163	A

2025 | DM | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	238.75	F
2	untitled	Standard Roundabout		1, 2, 3, 4, 5	18.12	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	118.10	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025	DM	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1		ONE HOUR	✓	779	100.000
	2		ONE HOUR	✓	854	100.000
	3					
	4		ONE HOUR	✓	1322	100.000
2	1					
	2		ONE HOUR	✓	1132	100.000
	3		ONE HOUR	✓	762	100.000
	4		ONE HOUR	✓	1567	100.000
	5		ONE HOUR	✓	105	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

	To				
		1	2	3	4
From	1	0	196	4	579
	2	0	0	291	563
	3	0	0	0	0
	4	0	497	824	1

Demand (PCU/hr)

Junction 2

	To					
		1	2	3	4	5
From	1	0	0	0	0	0
	2	213	1	0	865	53
	3	33	190	0	506	33
	4	481	1058	0	0	28
	5	43	62	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

Junction 1

	To				
From		1	2	3	4
	1	10	10	10	10
	2	10	10	10	10
	3	10	10	10	10
	4	10	10	10	10

Heavy Vehicle %

Junction 2

	To					
		1	2	3	4	5
From	1	10	10	10	10	10
	2	10	10	10	10	10
	3	10	10	10	10	10
	4	10	10	10	10	10
	5	10	10	10	10	10

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1	1.49	887.13	173.1	F	715	1072
	2	0.71	10.27	2.6	B	784	1175
	3						
	4	0.61	4.28	1.7	A	1213	1820
2	1						
	2	0.49	3.11	1.1	A	1039	1558
	3	0.43	3.60	0.8	A	699	1049
	4	0.96	36.80	16.6	E	1438	2157
	5	0.16	6.69	0.2	A	96	145

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	586	147	992	719	0.815	570	0	0.0	4.2	24.317	C
	2	643	161	1046	1507	0.427	640	516	0.0	0.8	4.549	A
	3			846				839				
	4	995	249	0	2380	0.418	992	846	0.0	0.8	2.848	A
2	1			982				577				
	2	852	213	0	2521	0.338	850	982	0.0	0.6	2.367	A
	3	574	143	850	2232	0.257	572	0	0.0	0.4	2.383	A
	4	1180	295	393	1915	0.616	1173	1029	0.0	1.7	5.291	A
	5	79	20	1480	1086	0.073	79	86	0.0	0.1	3.931	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	700	175	1187	658	1.064	635	0	4.2	20.6	89.432	F
	2	768	192	1216	1401	0.548	766	606	0.8	1.3	6.211	A
	3			977				1004				
	4	1188	297	0	2380	0.499	1187	977	0.8	1.1	3.317	A
2	1			1174				690				
	2	1018	254	0	2521	0.404	1017	1174	0.6	0.7	2.632	A
	3	685	171	1017	2109	0.325	684	0	0.4	0.5	2.778	A
	4	1409	352	470	1868	0.754	1403	1232	1.7	3.3	8.395	A
	5	94	24	1770	925	0.102	94	102	0.1	0.1	4.764	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	858	214	1453	575	1.491	574	0	20.6	91.4	365.369	F
	2	940	235	1337	1326	0.709	935	691	1.3	2.6	10.000	B
	3			1045				1227				
	4	1456	364	0	2380	0.612	1453	1045	1.1	1.7	4.262	A
2	1			1414				834				
	2	1246	312	0	2521	0.494	1245	1414	0.7	1.1	3.102	A
	3	839	210	1245	1940	0.433	838	0	0.5	0.8	3.591	A
	4	1725	431	575	1805	0.956	1683	1508	3.3	13.8	26.314	D
	5	116	29	2134	725	0.160	115	125	0.1	0.2	6.494	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	858	214	1456	575	1.493	574	0	91.4	162.3	756.245	F
	2	940	235	1338	1325	0.710	940	692	2.6	2.6	10.268	B
	3			1048				1230				
	4	1456	364	0	2380	0.612	1456	1048	1.7	1.7	4.284	A
2	1			1436				844				
	2	1246	312	0	2521	0.494	1246	1436	1.1	1.1	3.107	A
	3	839	210	1246	1939	0.433	839	0	0.8	0.8	3.599	A
	4	1725	431	576	1805	0.956	1714	1509	13.8	16.6	36.801	E
	5	116	29	2165	708	0.163	116	125	0.2	0.2	6.688	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	700	175	1191	657	1.066	657	0	162.3	173.1	887.131	F
	2	768	192	1235	1389	0.553	773	613	2.6	1.4	6.474	A
	3			999				1009				
	4	1188	297	0	2380	0.499	1191	999	1.7	1.1	3.339	A
2	1			1214				709				
	2	1018	254	0	2521	0.404	1019	1214	1.1	0.7	2.641	A
	3	685	171	1019	2107	0.325	686	0	0.8	0.5	2.788	A
	4	1409	352	471	1868	0.754	1461	1234	16.6	3.5	10.922	B
	5	94	24	1828	893	0.106	95	104	0.2	0.1	4.960	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	586	147	997	718	0.817	713	0	173.1	141.4	794.538	F
	2	643	161	1156	1439	0.447	645	554	1.4	0.9	5.002	A
	3			956				845				
	4	995	249	0	2380	0.418	997	956	1.1	0.8	2.866	A
2	1			992				582				
	2	852	213	0	2521	0.338	853	992	0.7	0.6	2.375	A
	3	574	143	853	2230	0.257	574	0	0.5	0.4	2.392	A
	4	1180	295	394	1914	0.616	1187	1033	3.5	1.8	5.495	A
	5	79	20	1495	1078	0.073	79	86	0.1	0.1	3.966	A

2025 | DM | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	162.06	F
2	untitled	Standard Roundabout		1, 2, 3, 4, 5	16.38	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	76.69	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025	DM	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1		ONE HOUR	✓	723	100.000
	2		ONE HOUR	✓	841	100.000
	3					
	4		ONE HOUR	✓	1296	100.000
2	1					
	2		ONE HOUR	✓	1138	100.000
	3		ONE HOUR	✓	1342	100.000
	4		ONE HOUR	✓	1451	100.000
	5		ONE HOUR	✓	117	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To			
From		1	2	3	4
	1	0	186	1	536
	2	0	2	241	598
	3	0	0	0	0
	4	0	701	595	0

Demand (PCU/hr)

Junction 2

	To					
		1	2	3	4	5
From	1	0	0	0	0	0
	2	199	1	0	891	47
	3	4	375	0	893	70
	4	569	882	0	0	0
	5	46	43	0	28	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

Junction 1

	To				
From		1	2	3	4
	1	10	10	10	10
	2	10	10	10	10
	3	10	10	10	10
	4	10	10	10	10

Heavy Vehicle %

Junction 2

	To					
		1	2	3	4	5
From	1	10	10	10	10	10
	2	10	10	10	10	10
	3	10	10	10	10	10
	4	10	10	10	10	10
	5	10	10	10	10	10

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1	1.37	625.30	118.7	F	663	995
	2	0.63	7.13	1.8	A	772	1158
	3						
	4	0.60	4.16	1.6	A	1189	1784
2	1						
	2	0.50	3.17	1.1	A	1044	1566
	3	0.77	9.11	3.7	A	1231	1847
	4	0.95	34.19	14.2	D	1331	1997
	5	0.19	7.27	0.3	A	107	161

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	544	136	974	725	0.751	532	0	0.0	3.0	19.492	C
	2	633	158	842	1634	0.388	630	665	0.0	0.7	3.937	A
	3			844				628				
	4	976	244	1	2379	0.410	973	843	0.0	0.8	2.810	A
2	1			995				613				
	2	857	214	21	2507	0.342	854	974	0.0	0.6	2.394	A
	3	1010	253	875	2213	0.456	1007	0	0.0	0.9	3.272	A
	4	1092	273	522	1837	0.595	1086	1360	0.0	1.6	5.231	A
	5	88	22	1520	1063	0.083	88	88	0.0	0.1	4.057	A

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	650	162	1166	665	0.977	616	0	3.0	11.5	58.575	F
	2	756	189	992	1540	0.491	755	790	0.7	1.0	5.030	A
	3			995				751				
	4	1165	291	2	2379	0.490	1164	993	0.8	1.0	3.257	A
2	1			1191				733				
	2	1023	256	25	2504	0.409	1022	1166	0.6	0.8	2.671	A
	3	1206	302	1047	2086	0.578	1204	0	0.9	1.5	4.478	A
	4	1304	326	625	1775	0.735	1299	1627	1.6	2.9	8.221	A
	5	105	26	1819	899	0.117	105	105	0.1	0.1	4.988	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	796	199	1427	583	1.364	581	0	11.5	65.3	253.921	F
	2	926	231	1086	1482	0.625	923	922	1.0	1.8	7.043	A
	3			1089				919				
	4	1427	357	2	2378	0.600	1425	1087	1.0	1.6	4.142	A
2	1			1438				886				
	2	1253	313	31	2500	0.501	1252	1408	0.8	1.1	3.169	A
	3	1478	369	1282	1912	0.773	1469	0	1.5	3.6	8.778	A
	4	1598	399	763	1692	0.944	1561	1988	2.9	12.1	25.223	D
	5	129	32	2196	690	0.187	128	128	0.1	0.2	7.043	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	796	199	1429	583	1.366	582	0	65.3	118.7	552.476	F
	2	926	231	1088	1481	0.625	926	924	1.8	1.8	7.132	A
	3			1092				921				
	4	1427	357	2	2378	0.600	1427	1090	1.6	1.6	4.161	A
2	1			1458				897				
	2	1253	313	31	2500	0.501	1253	1427	1.1	1.1	3.174	A
	3	1478	369	1284	1911	0.773	1477	0	3.6	3.7	9.113	A
	4	1598	399	766	1690	0.945	1589	1995	12.1	14.2	34.193	D
	5	129	32	2226	674	0.191	129	129	0.2	0.3	7.268	A

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	650	162	1169	664	0.979	658	0	118.7	116.7	625.300	F
	2	756	189	1025	1520	0.497	759	802	1.8	1.1	5.223	A
	3			1029				754				
	4	1165	291	2	2379	0.490	1167	1027	1.6	1.1	3.277	A
2	1			1224				753				
	2	1023	256	25	2504	0.409	1024	1199	1.1	0.8	2.680	A
	3	1206	302	1050	2084	0.579	1215	0	3.7	1.5	4.598	A
	4	1304	326	629	1773	0.736	1349	1636	14.2	3.2	10.257	B
	5	105	26	1872	869	0.121	106	106	0.3	0.2	5.187	A

18:00 - 18:15

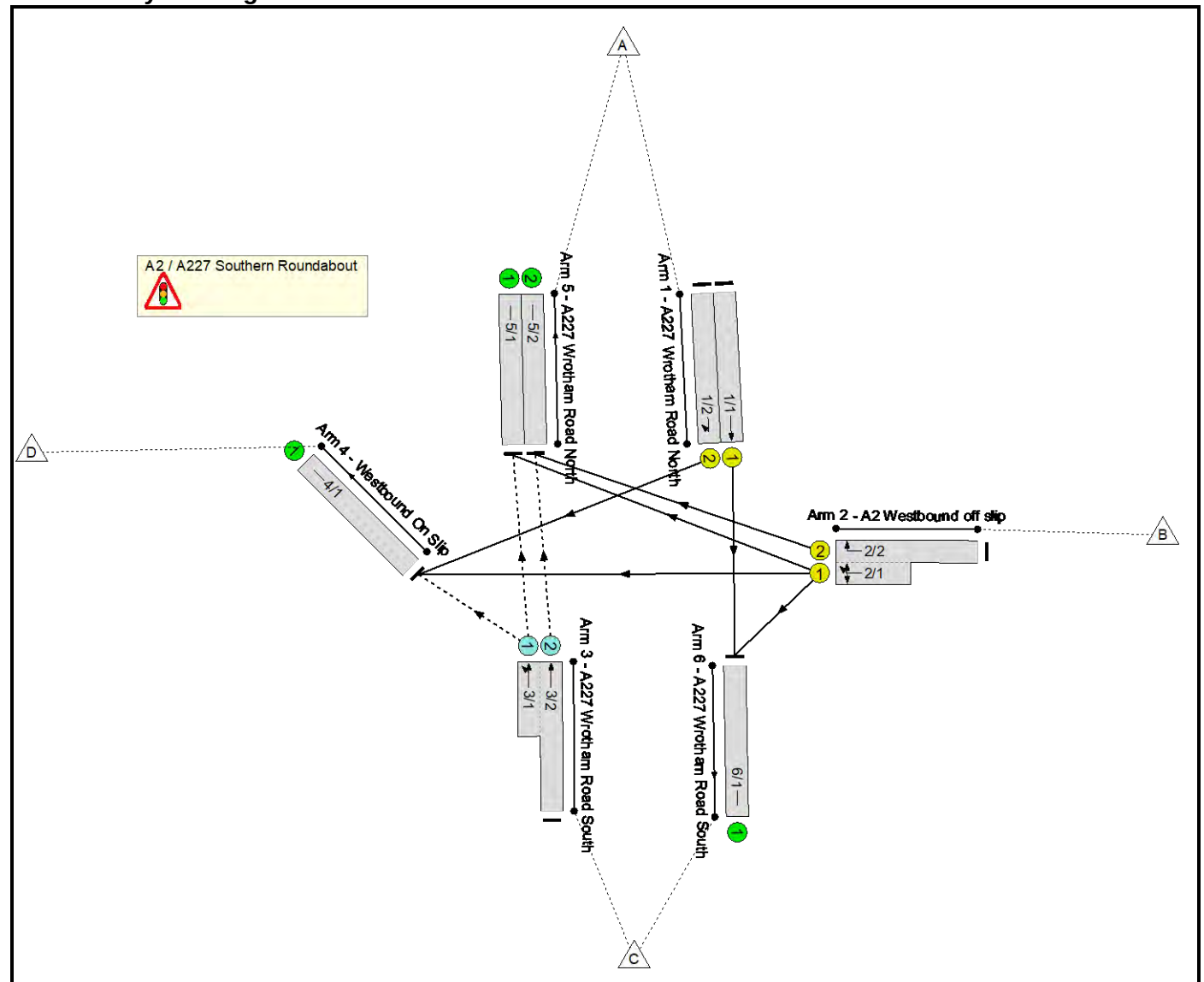
Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	544	136	978	724	0.752	717	0	116.7	73.6	479.749	F
	2	633	158	981	1547	0.409	634	714	1.1	0.8	4.345	A
	3			984				631				
	4	976	244	2	2379	0.410	977	983	1.1	0.8	2.826	A
2	1			1005				618				
	2	857	214	21	2507	0.342	858	984	0.8	0.6	2.402	A
	3	1010	253	879	2211	0.457	1013	0	1.5	0.9	3.310	A
	4	1092	273	525	1835	0.595	1099	1366	3.2	1.6	5.421	A
	5	88	22	1535	1055	0.083	88	88	0.2	0.1	4.097	A

Detailed Input Data And Results

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	New Istead Rise.lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 3, 0, 6

Network Layout Diagram

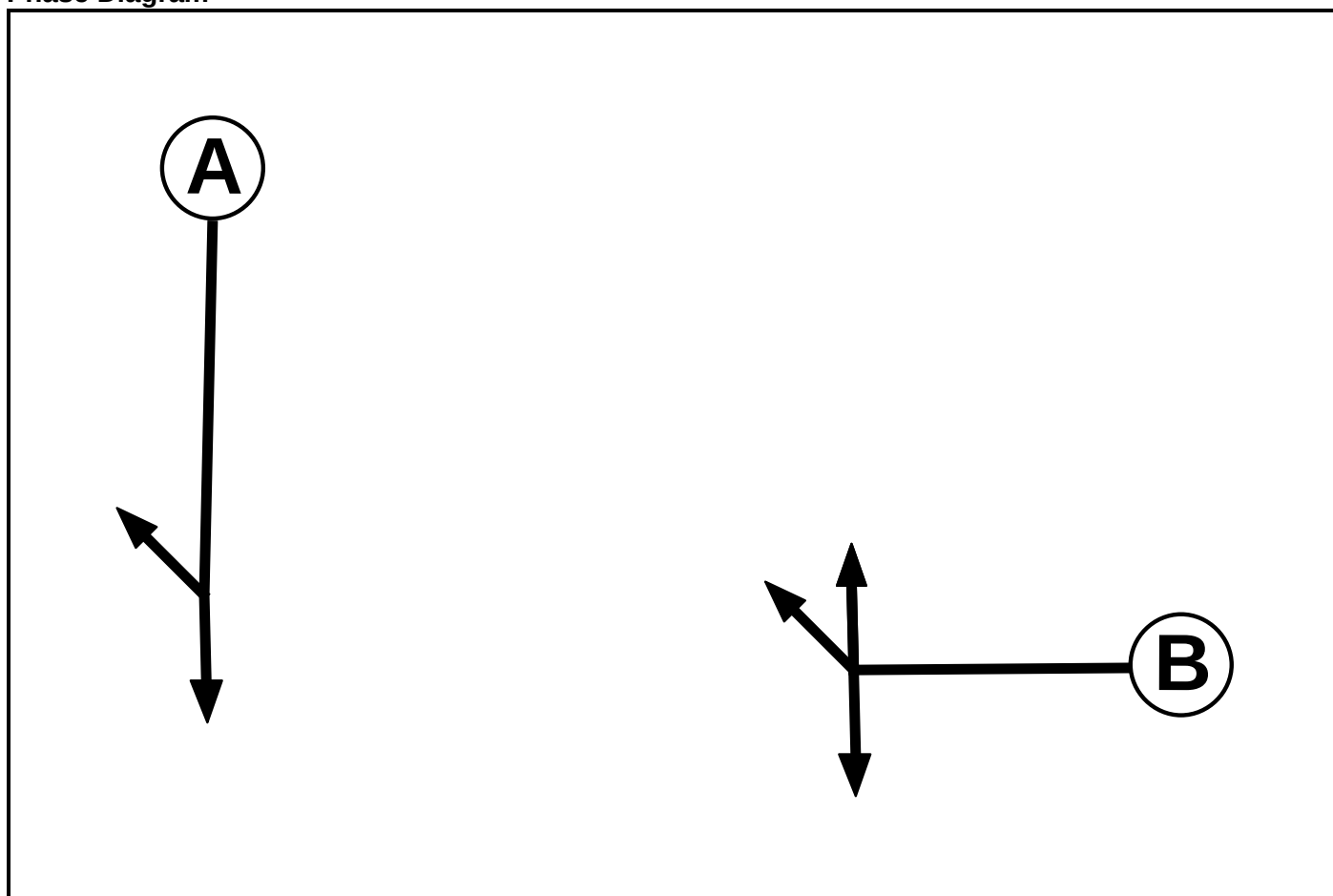


Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2030 AM Base	2030 AM Base	Network Control Plan 1	08:00 - 09:00	45	15.7	10.32
2	2030 PM Base	2030 PM Base	Network Control Plan 1	17:00 - 18:00	45	27.1	8.88
3	2030 DN AM	AM DN	Network Control Plan 1	08:00 - 09:00	45	4.1	13.97
4	2030 DN PM	PM DN	Network Control Plan 1	17:00 - 18:00	45	23.8	10.07
5	2030 DM AM	AM DM	Network Control Plan 1	08:00 - 09:00	45	3.6	14.28
6	2030 DM PM	PM DM	Network Control Plan 1	17:00 - 18:00	45	20.0	10.85

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	2	2	A2 / A227 Southern Roundabout	

Phase Diagram**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7

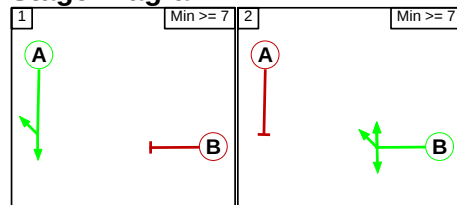
Phase Intergreens Matrix

Terminating Phase	Starting Phase		
		A	B
	A		6
	B	6	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage	
	1	2
	1	6
	2	6

Lane Input Data

Junction: A2 / A227 Southern Roundabout												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (A227 Wrotham Road North)	U	A	2	3	60.0	Geom	-	3.90	0.00	Y	Arm 6 Ahead	Inf
1/2 (A227 Wrotham Road North)	U	A	2	3	60.0	Geom	-	3.90	0.00	Y	Arm 4 U-Turn	20.00
2/1 (A2 Westbound off slip)	U	B	2	3	5.0	Geom	-	3.90	0.00	Y	Arm 4 Ahead	Inf
											Arm 5 Right	Inf
2/2 (A2 Westbound off slip)	U	B	2	3	60.0	Geom	-	3.90	0.00	Y	Arm 6 Left	25.00
											Arm 5 Right	25.00
3/1 (A227 Wrotham Road South)	O		2	3	5.0	Geom	-	4.25	0.00	Y	Arm 4 Ahead	Inf
											Arm 5 Ahead	Inf
3/2 (A227 Wrotham Road South)	O		2	3	60.0	Geom	-	4.25	0.00	Y	Arm 5 Ahead	Inf
4/1 (Westbound On Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (A227 Wrotham Road North)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (A227 Wrotham Road North)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A227 Wrotham Road South)	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: A2 / A227 Southern Roundabout											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
3/1 (A227 Wrotham Road South)	4/1 (Ahead)	1079	0	1/2	0.31	All	-	-	-	-	-
				2/1	0.31	To 4/1 (Ahead) To 5/1 (Right)					
				2/2	0.31	All					
3/2 (A227 Wrotham Road South)	5/1 (Ahead)	1079	0	1/2	0.31	All	-	-	-	-	-
				2/1	0.31	To 4/1 (Ahead) To 5/1 (Right)					
				2/2	0.31	All					
	5/2 (Ahead)	1079	0	1/2	0.31	All					
				2/1	0.31	To 4/1 (Ahead) To 5/1 (Right)					
				2/2	0.31	All					

Lane Connector Input Data

Junction: A2 / A227 Southern Roundabout				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
1/1	6/1	Internal	5	35
1/2	4/1	Internal	5	35
2/1	4/1	Internal	5	35
2/1	5/1	Internal	5	35
2/1	6/1	Internal	5	35
2/2	5/2	Internal	5	35
3/1	4/1	Internal	5	35
3/1	5/1	Internal	5	35
3/2	5/2	Internal	5	35

Scenario 1: '2030 AM Base' (FG1: '2030 AM Base', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A2 / A227 Southern Roundabout								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A227 Wrotham Road North)	3.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2005	2005
1/2 (A227 Wrotham Road North)	3.90	0.00	Y	Arm 4 U-Turn	20.00	100.0 %	1865	1865
2/1 (A2 Westbound off slip)	3.90	0.00	Y	Arm 4 Ahead	Inf	1.1 %	1944	1944
				Arm 5 Right	Inf	46.3 %		
				Arm 6 Left	25.00	52.6 %		
2/2 (A2 Westbound off slip)	3.90	0.00	Y	Arm 5 Right	25.00	100.0 %	1892	1892
3/1 (A227 Wrotham Road South)	4.25	0.00	Y	Arm 4 Ahead	Inf	66.4 %	2040	2040
				Arm 5 Ahead	Inf	33.6 %		
3/2 (A227 Wrotham Road South)	4.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2040	2040
4/1 (Westbound On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A227 Wrotham Road North Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A227 Wrotham Road North Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A227 Wrotham Road South Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: '2030 PM Base' (FG2: '2030 PM Base', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A2 / A227 Southern Roundabout								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A227 Wrotham Road North)	3.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2005	2005
1/2 (A227 Wrotham Road North)	3.90	0.00	Y	Arm 4 U-Turn	20.00	100.0 %	1865	1865
2/1 (A2 Westbound off slip)	3.90	0.00	Y	Arm 4 Ahead	Inf	0.3 %	1942	1942
				Arm 5 Right	Inf	45.5 %		
				Arm 6 Left	25.00	54.2 %		
2/2 (A2 Westbound off slip)	3.90	0.00	Y	Arm 5 Right	25.00	100.0 %	1892	1892
3/1 (A227 Wrotham Road South)	4.25	0.00	Y	Arm 4 Ahead	Inf	56.5 %	2040	2040
				Arm 5 Ahead	Inf	43.5 %		
3/2 (A227 Wrotham Road South)	4.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2040	2040
4/1 (Westbound On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A227 Wrotham Road North Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A227 Wrotham Road North Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A227 Wrotham Road South Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: '2030 DN AM' (FG3: 'AM DN', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A2 / A227 Southern Roundabout								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A227 Wrotham Road North)	3.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2005	2005
1/2 (A227 Wrotham Road North)	3.90	0.00	Y	Arm 4 U-Turn	20.00	100.0 %	1865	1865
2/1 (A2 Westbound off slip)	3.90	0.00	Y	Arm 4 Ahead	Inf	1.0 %	1948	1948
				Arm 5 Right	Inf	50.1 %		
				Arm 6 Left	25.00	48.9 %		
2/2 (A2 Westbound off slip)	3.90	0.00	Y	Arm 5 Right	25.00	100.0 %	1892	1892
3/1 (A227 Wrotham Road South)	4.25	0.00	Y	Arm 4 Ahead	Inf	65.3 %	2040	2040
				Arm 5 Ahead	Inf	34.7 %		
3/2 (A227 Wrotham Road South)	4.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2040	2040
4/1 (Westbound On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A227 Wrotham Road North Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A227 Wrotham Road North Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A227 Wrotham Road South Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: '2030 DN PM' (FG4: 'PM DN', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A2 / A227 Southern Roundabout								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A227 Wrotham Road North)	3.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2005	2005
1/2 (A227 Wrotham Road North)	3.90	0.00	Y	Arm 4 U-Turn	20.00	100.0 %	1865	1865
2/1 (A2 Westbound off slip)	3.90	0.00	Y	Arm 4 Ahead	Inf	0.3 %	1948	1948
				Arm 5 Right	Inf	50.7 %		
				Arm 6 Left	25.00	49.0 %		
2/2 (A2 Westbound off slip)	3.90	0.00	Y	Arm 5 Right	25.00	100.0 %	1892	1892
3/1 (A227 Wrotham Road South)	4.25	0.00	Y	Arm 4 Ahead	Inf	0.0 %	2040	2040
				Arm 5 Ahead	Inf	100.0 %		
3/2 (A227 Wrotham Road South)	4.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2040	2040
4/1 (Westbound On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A227 Wrotham Road North Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A227 Wrotham Road North Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A227 Wrotham Road South Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Scenario 5: '2030 DM AM ' (FG5: 'AM DM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A2 / A227 Southern Roundabout								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A227 Wrotham Road North)	3.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2005	2005
1/2 (A227 Wrotham Road North)	3.90	0.00	Y	Arm 4 U-Turn	20.00	100.0 %	1865	1865
2/1 (A2 Westbound off slip)	3.90	0.00	Y	Arm 4 Ahead	Inf	1.0 %	1947	1947
				Arm 5 Right	Inf	49.4 %		
				Arm 6 Left	25.00	49.6 %		
2/2 (A2 Westbound off slip)	3.90	0.00	Y	Arm 5 Right	25.00	100.0 %	1892	1892
3/1 (A227 Wrotham Road South)	4.25	0.00	Y	Arm 4 Ahead	Inf	68.1 %	2040	2040
				Arm 5 Ahead	Inf	31.9 %		
3/2 (A227 Wrotham Road South)	4.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2040	2040
4/1 (Westbound On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A227 Wrotham Road North Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A227 Wrotham Road North Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A227 Wrotham Road South Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 5

Scenario 6: '2030 DM PM' (FG6: 'PM DM', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A2 / A227 Southern Roundabout								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A227 Wrotham Road North)	3.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2005	2005
1/2 (A227 Wrotham Road North)	3.90	0.00	Y	Arm 4 U-Turn	20.00	100.0 %	1865	1865
2/1 (A2 Westbound off slip)	3.90	0.00	Y	Arm 4 Ahead	Inf	0.3 %	1946	1946
				Arm 5 Right	Inf	48.9 %		
				Arm 6 Left	25.00	50.8 %		
2/2 (A2 Westbound off slip)	3.90	0.00	Y	Arm 5 Right	25.00	100.0 %	1892	1892
3/1 (A227 Wrotham Road South)	4.25	0.00	Y	Arm 4 Ahead	Inf	57.6 %	2040	2040
				Arm 5 Ahead	Inf	42.4 %		
3/2 (A227 Wrotham Road South)	4.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2040	2040
4/1 (Westbound On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A227 Wrotham Road North Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A227 Wrotham Road North Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A227 Wrotham Road South Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 6

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2030 AM Base'	08:00	09:00	01:00	
2: '2030 PM Base'	17:00	18:00	01:00	
3: 'AM DN'	08:00	09:00	01:00	
4: 'PM DN'	17:00	18:00	01:00	
5: 'AM DM'	08:00	09:00	01:00	
6: 'PM DM'	17:00	18:00	01:00	

Traffic Flows, Desired**FG1: '2030 AM Base'****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	1	0	479	709	1189
	B	525	0	192	4	721
	C	540	0	0	269	809
	D	0	0	0	0	0
	Tot.	1066	0	671	982	2719

FG2: '2030 PM Base'**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	667	517	1184
	B	481	0	182	1	664
	C	580	0	0	229	809
	D	0	0	0	0	0
	Tot.	1061	0	849	747	2657

FG3: 'AM DN'**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	1	0	488	824	1313
	B	579	0	192	4	775
	C	550	0	0	267	817
	D	0	0	0	0	0
	Tot.	1130	0	680	1095	2905

FG4: 'PM DN'**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	679	595	1274
	B	536	0	178	1	715
	C	592	0	2	0	594
	D	0	0	0	0	0
	Tot.	1128	0	859	596	2583

Detailed Input Data And Results

FG5: 'AM DM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	1	0	497	824	1322
	B	579	0	196	4	779
	C	563	0	0	291	854
	D	0	0	0	0	0
	Tot.	1143	0	693	1119	2955

FG6: 'PM DM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	702	595	1297
	B	536	0	186	1	723
	C	598	0	0	242	840
	D	0	0	0	0	0
	Tot.	1134	0	888	838	2860

Scenario 1: '2030 AM Base' (FG1: '2030 AM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	479	709	1188
	B	525	0	192	4	721
	C	540	0	0	269	809
	D	0	0	0	0	0
	Tot.	1065	0	671	982	2718

Traffic Flows, Difference

Difference :

	Destination					
		A	B	C	D	Tot.
Origin	A	-1	0	0	0	-1
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	-1	0	0	0	-1

Detailed Input Data And Results

Scenario 2: '2030 PM Base' (FG2: '2030 PM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	667	517	1184
	B	481	0	182	1	664
	C	580	0	0	229	809
	D	0	0	0	0	0
	Tot.	1061	0	849	747	2657

Traffic Flows, Difference

Difference :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 3: '2030 DN AM' (FG3: 'AM DN', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	488	824	1312
	B	579	0	192	4	775
	C	550	0	0	267	817
	D	0	0	0	0	0
	Tot.	1129	0	680	1095	2904

Traffic Flows, Difference

Difference :

	Destination					
		A	B	C	D	Tot.
Origin	A	-1	0	0	0	-1
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	-1	0	0	0	-1

Detailed Input Data And Results

Scenario 4: '2030 DN PM' (FG4: 'PM DN', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	679	595	1274
	B	536	0	178	1	715
	C	592	0	0	0	592
	D	0	0	0	0	0
	Tot.	1128	0	857	596	2581

Traffic Flows, Difference

Difference :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	-2	0	-2
	D	0	0	0	0	0
	Tot.	0	0	-2	0	-2

Scenario 5: '2030 DM AM ' (FG5: 'AM DM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	497	824	1321
	B	579	0	196	4	779
	C	563	0	0	291	854
	D	0	0	0	0	0
	Tot.	1142	0	693	1119	2954

Traffic Flows, Difference

Difference :

	Destination					
		A	B	C	D	Tot.
Origin	A	-1	0	0	0	-1
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	-1	0	0	0	-1

Detailed Input Data And Results

Scenario 6: '2030 DM PM' (FG6: 'PM DM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	702	595	1297
	B	536	0	186	1	723
	C	598	0	0	242	840
	D	0	0	0	0	0
	Tot.	1134	0	888	838	2860

Traffic Flows, Difference

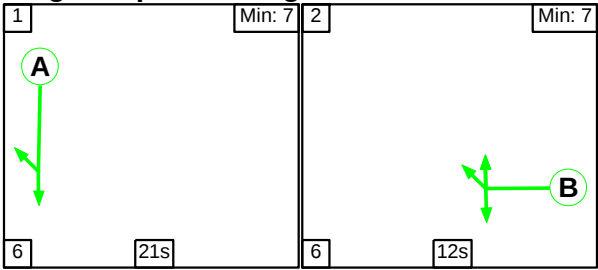
Difference :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Traffic Lane Flows

Lane	Scenario 1: 2030 AM Base	Scenario 2: 2030 PM Base	Scenario 3: 2030 DN AM	Scenario 4: 2030 DN PM	Scenario 5: 2030 DM AM	Scenario 6: 2030 DM PM
Junction: A2 / A227 Southern Roundabout						
1/1	479	667	488	679	497	702
1/2	709	517	824	595	824	595
2/1 (short)	365	336	393	363	395	366
2/2 (with short)	721(In) 356(Out)	664(In) 328(Out)	775(In) 382(Out)	715(In) 352(Out)	779(In) 384(Out)	723(In) 357(Out)
3/1 (short)	405	405	409	296	427	420
3/2 (with short)	809(In) 404(Out)	809(In) 404(Out)	817(In) 408(Out)	592(In) 296(Out)	854(In) 427(Out)	840(In) 420(Out)
4/1	982	747	1095	596	1119	838
5/1	305	329	339	480	331	357
5/2	760	732	790	648	811	777
6/1	671	849	680	857	693	888

Scenario 1: '2030 AM Base' (FG1: '2030 AM Base', Plan 1: 'Network Control Plan 1')
Stage Sequence Diagram



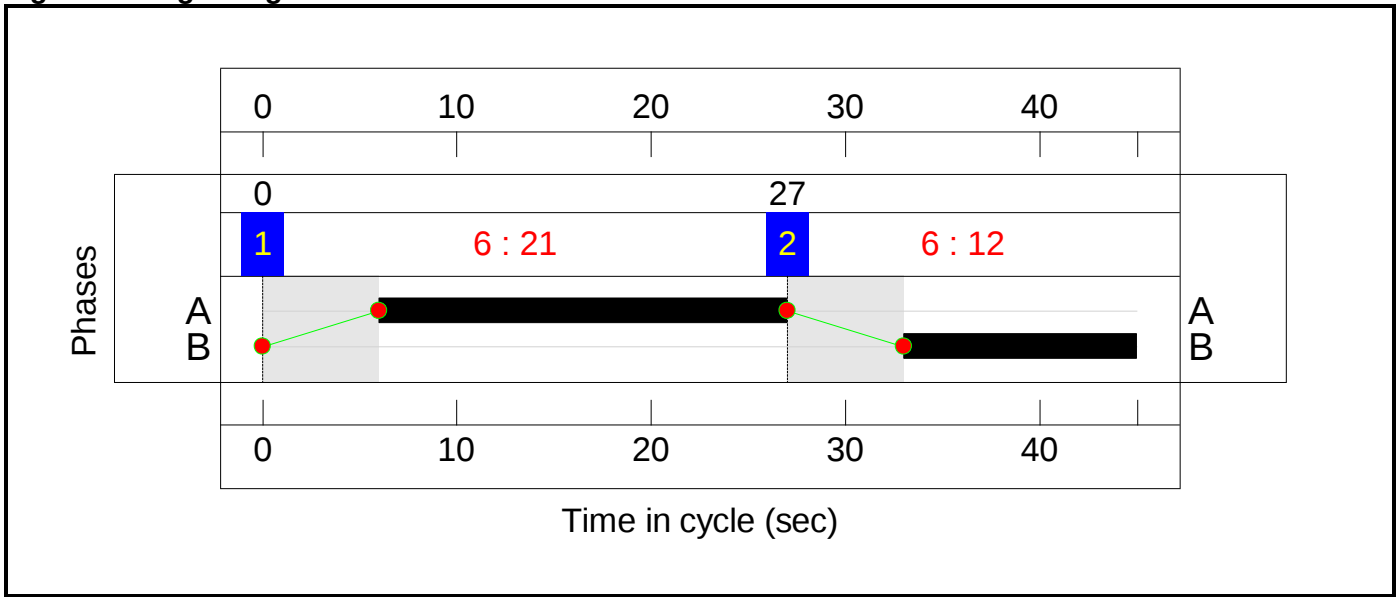
Stage Timings

Stage	1	2
Duration	21	12
Change Point	0	27

Phase Timings

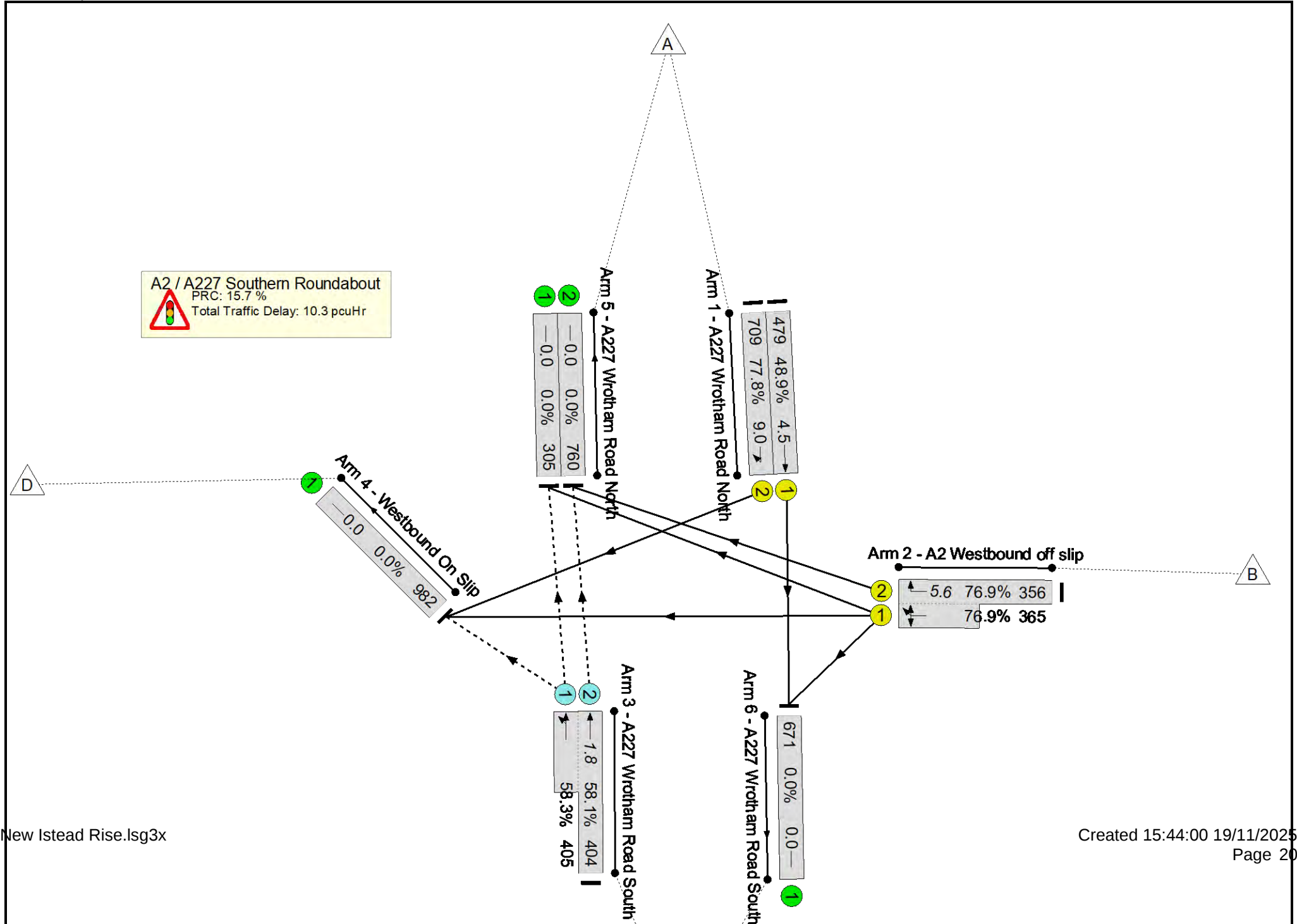
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A227 Wrotham Road North U-Turn Ahead	Traffic	21	6	27
B	A2 Westbound off slip Ahead Right Left	Traffic	12	33	0

Signal Timings Diagram



Lane Green Times

Junction: A2 / A227 Southern Roundabout					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A227 Wrotham Road North Ahead	U	A	6	27
1/2	A227 Wrotham Road North U-Turn	U	A	6	27
2/1	A2 Westbound off slip Ahead Right Left	U	B	33	0
2/2	A2 Westbound off slip Right	U	B	33	0



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	77.8%
A2 / A227 Southern Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	-	77.8%
1/1	A227 Wrotham Road North Ahead	U	N/A	N/A	A		1	21	-	-	479	2005	980	48.9%
1/2	A227 Wrotham Road North U-Turn	U	N/A	N/A	A		1	21	-	-	709	1865	912	77.8%
2/2+2/1	A2 Westbound off slip Ahead Right Left	U	N/A	N/A	B		1	12	-	-	721	1892:1944	463+475	76.9 : 76.9%
3/2+3/1	A227 Wrotham Road South Ahead Ahead2	O	N/A	N/A	-		-	-	-	-	809	2040:2040	695+695	58.1 : 58.3%
4/1	Westbound On Slip	U	N/A	N/A	-		-	-	-	-	982	Inf	Inf	0.0%
5/1	A227 Wrotham Road North	U	N/A	N/A	-		-	-	-	-	305	Inf	Inf	0.0%
5/2	A227 Wrotham Road North	U	N/A	N/A	-		-	-	-	-	760	Inf	Inf	0.0%
6/1	A227 Wrotham Road South	U	N/A	N/A	-		-	-	-	-	671	Inf	Inf	0.0%

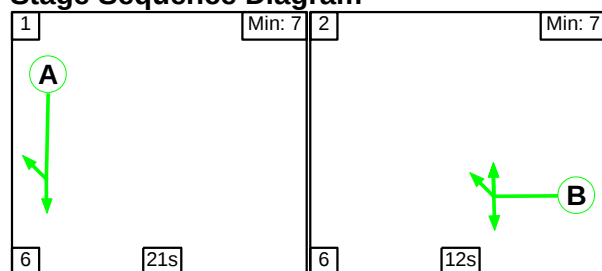
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	-	-	1258	360	0	5.8	4.5	0.0	10.3	-	-	-	-	
A2 / A227 Southern Roundabout	-	-	1258	360	0	5.8	4.5	0.0	10.3	-	-	-	-	
1/1	479	479	-	-	-	1.0	0.5	-	1.5	11.3	4.0	0.5	4.5	
1/2	709	709	-	-	-	1.9	1.7	-	3.6	18.2	7.3	1.7	9.0	
2/2+2/1	721	721	-	-	-	2.8	1.6	-	4.4	22.2	4.0	1.6	5.6	
3/2+3/1	809	809	1258	360	0	0.1	0.7	-	0.8	3.5	1.1	0.7	1.8	
4/1	982	982	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	760	760	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 15.7 PRC Over All Lanes (%): 15.7 Total Delay for Signalled Lanes (pcuHr): 9.54 Total Delay Over All Lanes(pcuHr): 10.32 Cycle Time (s): 45														

Detailed Input Data And Results

Scenario 2: '2030 PM Base' (FG2: '2030 PM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



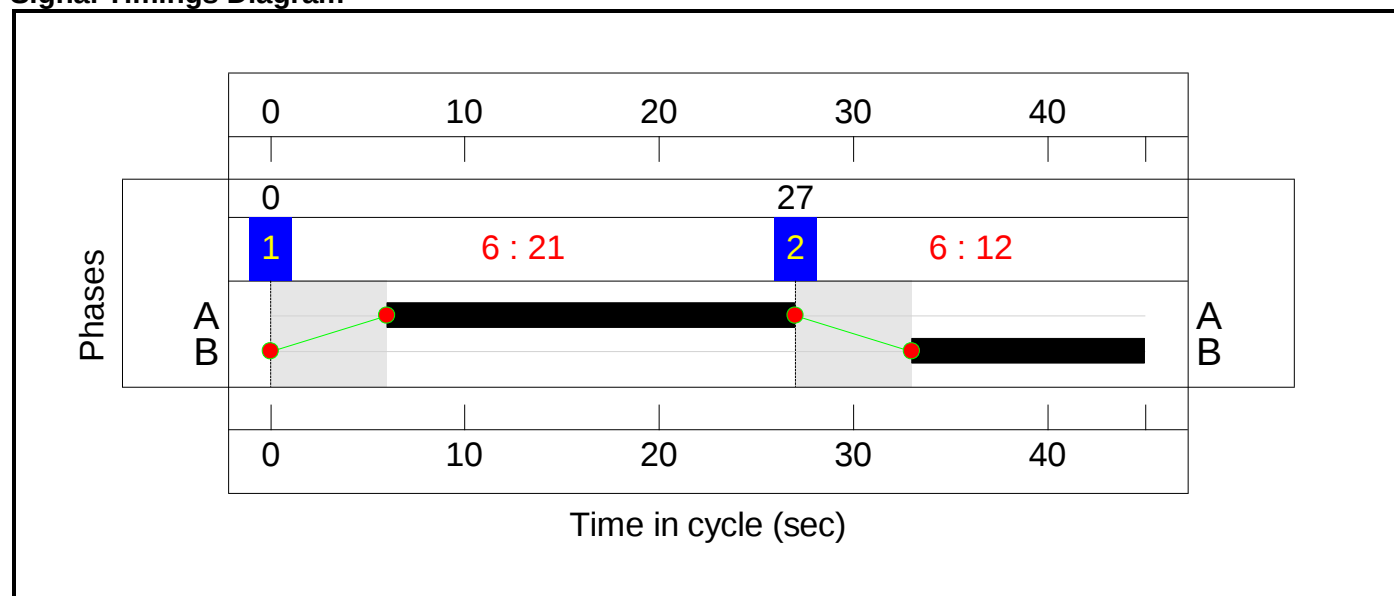
Stage Timings

Stage	1	2
Duration	21	12
Change Point	0	27

Phase Timings

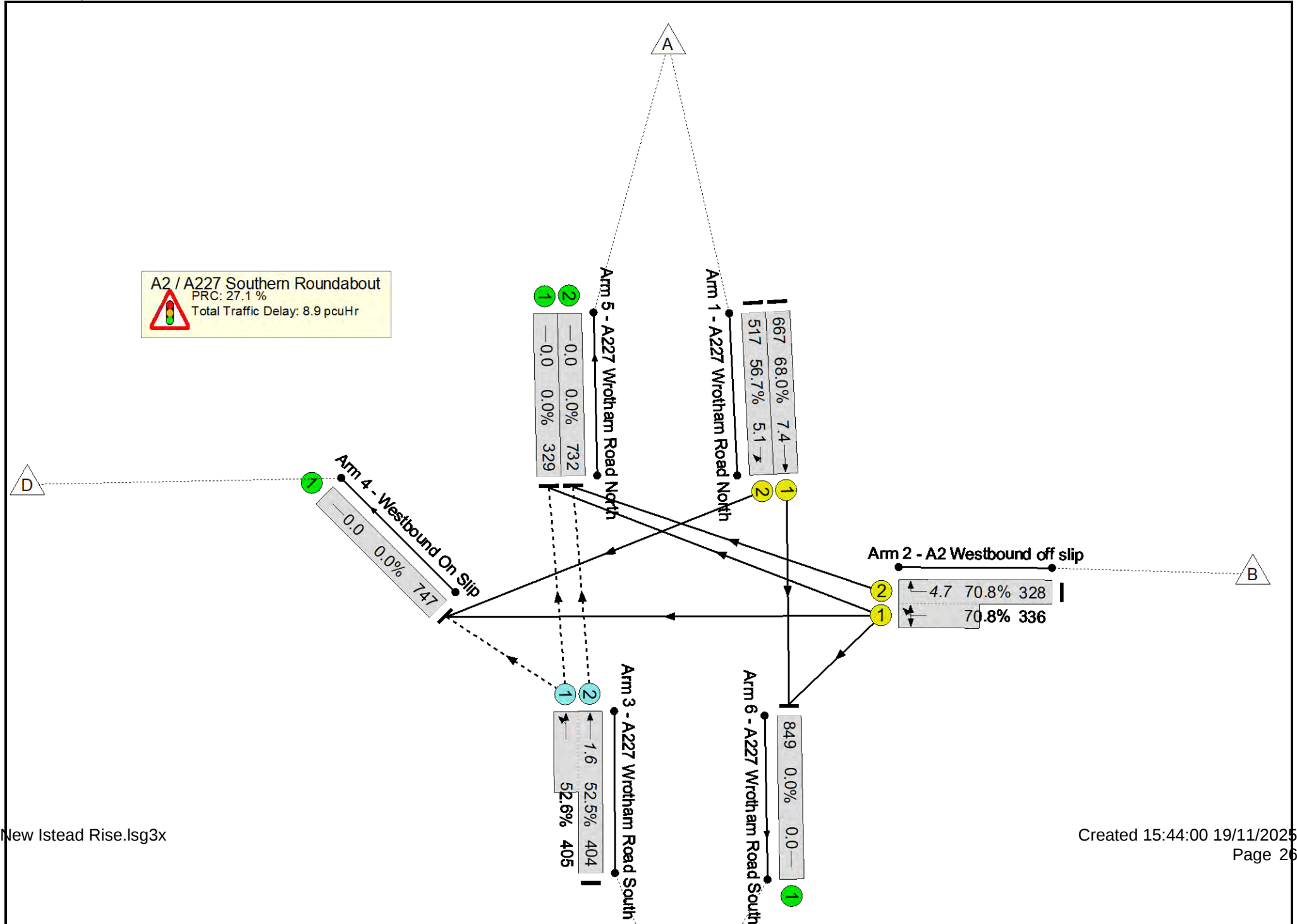
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A227 Wrotham Road North U-Turn Ahead	Traffic	21	6	27
B	A2 Westbound off slip Ahead Right Left	Traffic	12	33	0

Signal Timings Diagram



Lane Green Times

Junction: A2 / A227 Southern Roundabout					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A227 Wrotham Road North Ahead	U	A	6	27
1/2	A227 Wrotham Road North U-Turn	U	A	6	27
2/1	A2 Westbound off slip Ahead Right Left	U	B	33	0
2/2	A2 Westbound off slip Right	U	B	33	0



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	70.8%
A2 / A227 Southern Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	-	70.8%
1/1	A227 Wrotham Road North Ahead	U	N/A	N/A	A		1	21	-	-	667	2005	980	68.0%
1/2	A227 Wrotham Road North U-Turn	U	N/A	N/A	A		1	21	-	-	517	1865	912	56.7%
2/2+2/1	A2 Westbound off slip Ahead Right Left	U	N/A	N/A	B		1	12	-	-	664	1892:1942	463+474	70.8 : 70.8%
3/2+3/1	A227 Wrotham Road South Ahead Ahead2	O	N/A	N/A	-		-	-	-	-	809	2040:2040	769+769	52.5 : 52.6%
4/1	Westbound On Slip	U	N/A	N/A	-		-	-	-	-	747	Inf	Inf	0.0%
5/1	A227 Wrotham Road North	U	N/A	N/A	-		-	-	-	-	329	Inf	Inf	0.0%
5/2	A227 Wrotham Road North	U	N/A	N/A	-		-	-	-	-	732	Inf	Inf	0.0%
6/1	A227 Wrotham Road South	U	N/A	N/A	-		-	-	-	-	849	Inf	Inf	0.0%

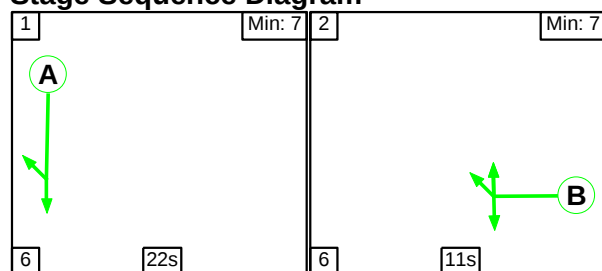
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	-	-	1258	360	0	5.4	3.5	0.0	8.9	-	-	-	-	
A2 / A227 Southern Roundabout	-	-	1258	360	0	5.4	3.5	0.0	8.9	-	-	-	-	
1/1	667	667	-	-	-	1.6	1.1	-	2.7	14.5	6.3	1.1	7.4	
1/2	517	517	-	-	-	1.2	0.7	-	1.8	12.7	4.5	0.7	5.1	
2/2+2/1	664	664	-	-	-	2.5	1.2	-	3.7	20.3	3.5	1.2	4.7	
3/2+3/1	809	809	1258	360	0	0.1	0.6	-	0.6	2.8	1.0	0.6	1.6	
4/1	747	747	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	329	329	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	849	849	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 27.1 PRC Over All Lanes (%): 27.1 Total Delay for Signalled Lanes (pcuHr): 8.25 Total Delay Over All Lanes(pcuHr): 8.88 Cycle Time (s): 45														

Detailed Input Data And Results

Scenario 3: '2030 DN AM' (FG3: 'AM DN', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



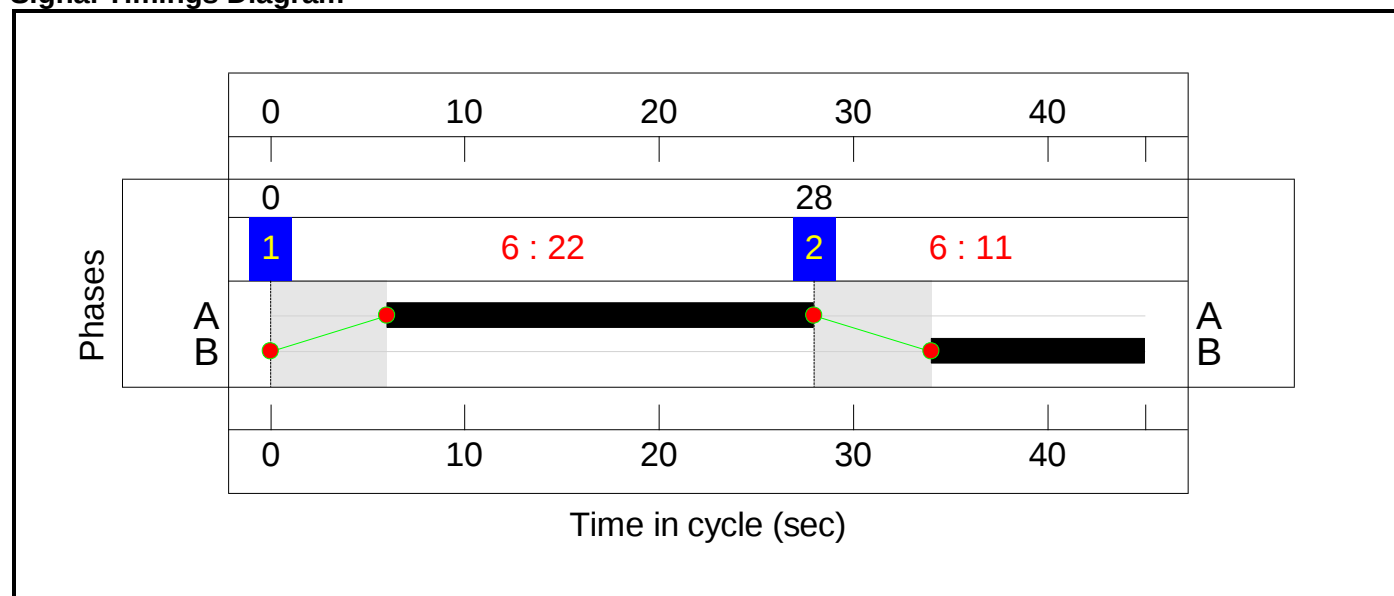
Stage Timings

Stage	1	2
Duration	22	11
Change Point	0	28

Phase Timings

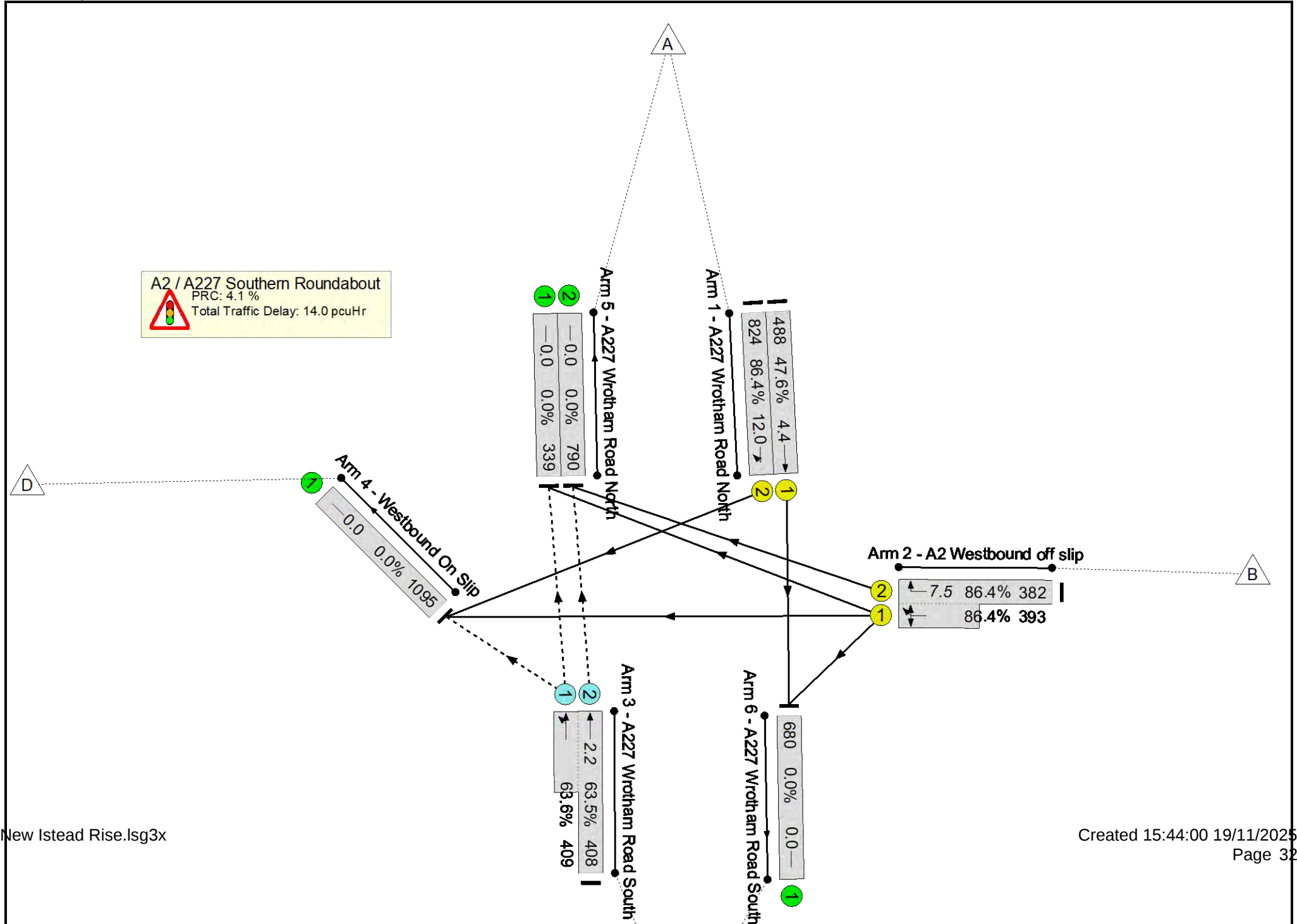
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A227 Wrotham Road North U-Turn Ahead	Traffic	22	6	28
B	A2 Westbound off slip Ahead Right Left	Traffic	11	34	0

Signal Timings Diagram



Lane Green Times

Junction: A2 / A227 Southern Roundabout					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A227 Wrotham Road North Ahead	U	A	6	28
1/2	A227 Wrotham Road North U-Turn	U	A	6	28
2/1	A2 Westbound off slip Ahead Right Left	U	B	34	0
2/2	A2 Westbound off slip Right	U	B	34	0



Detailed Input Data And Results

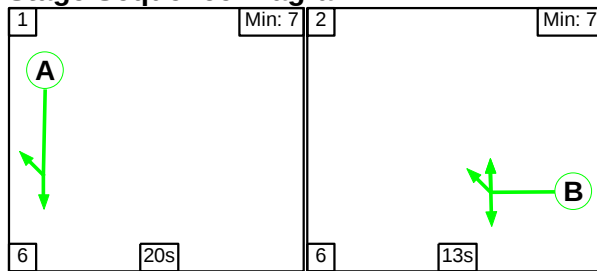
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	86.4%
A2 / A227 Southern Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	-	86.4%
1/1	A227 Wrotham Road North Ahead	U	N/A	N/A	A		1	22	-	-	488	2005	1025	47.6%
1/2	A227 Wrotham Road North U-Turn	U	N/A	N/A	A		1	22	-	-	824	1865	953	86.4%
2/2+2/1	A2 Westbound off slip Ahead Right Left	U	N/A	N/A	B		1	11	-	-	775	1892:1948	442+455	86.4 : 86.4%
3/2+3/1	A227 Wrotham Road South Ahead Ahead2	O	N/A	N/A	-		-	-	-	-	817	2040:2040	643+643	63.5 : 63.6%
4/1	Westbound On Slip	U	N/A	N/A	-		-	-	-	-	1095	Inf	Inf	0.0%
5/1	A227 Wrotham Road North	U	N/A	N/A	-		-	-	-	-	339	Inf	Inf	0.0%
5/2	A227 Wrotham Road North	U	N/A	N/A	-		-	-	-	-	790	Inf	Inf	0.0%
6/1	A227 Wrotham Road South	U	N/A	N/A	-		-	-	-	-	680	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	-	-	1263	371	0	6.6	7.4	0.0	14.0	-	-	-	-	
A2 / A227 Southern Roundabout	-	-	1263	371	0	6.6	7.4	0.0	14.0	-	-	-	-	
1/1	488	488	-	-	-	1.0	0.5	-	1.4	10.5	3.9	0.5	4.4	
1/2	824	824	-	-	-	2.2	3.0	-	5.3	22.9	8.9	3.0	12.0	
2/2+2/1	775	775	-	-	-	3.3	3.0	-	6.3	29.2	4.5	3.0	7.5	
3/2+3/1	817	817	1263	371	0	0.1	0.9	-	1.0	4.4	1.4	0.9	2.2	
4/1	1095	1095	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	339	339	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	790	790	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	680	680	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 4.1 PRC Over All Lanes (%): 4.1 Total Delay for Signalled Lanes (pcuHr): 12.96 Total Delay Over All Lanes(pcuHr): 13.97 Cycle Time (s): 45														

Stage Sequence Diagram



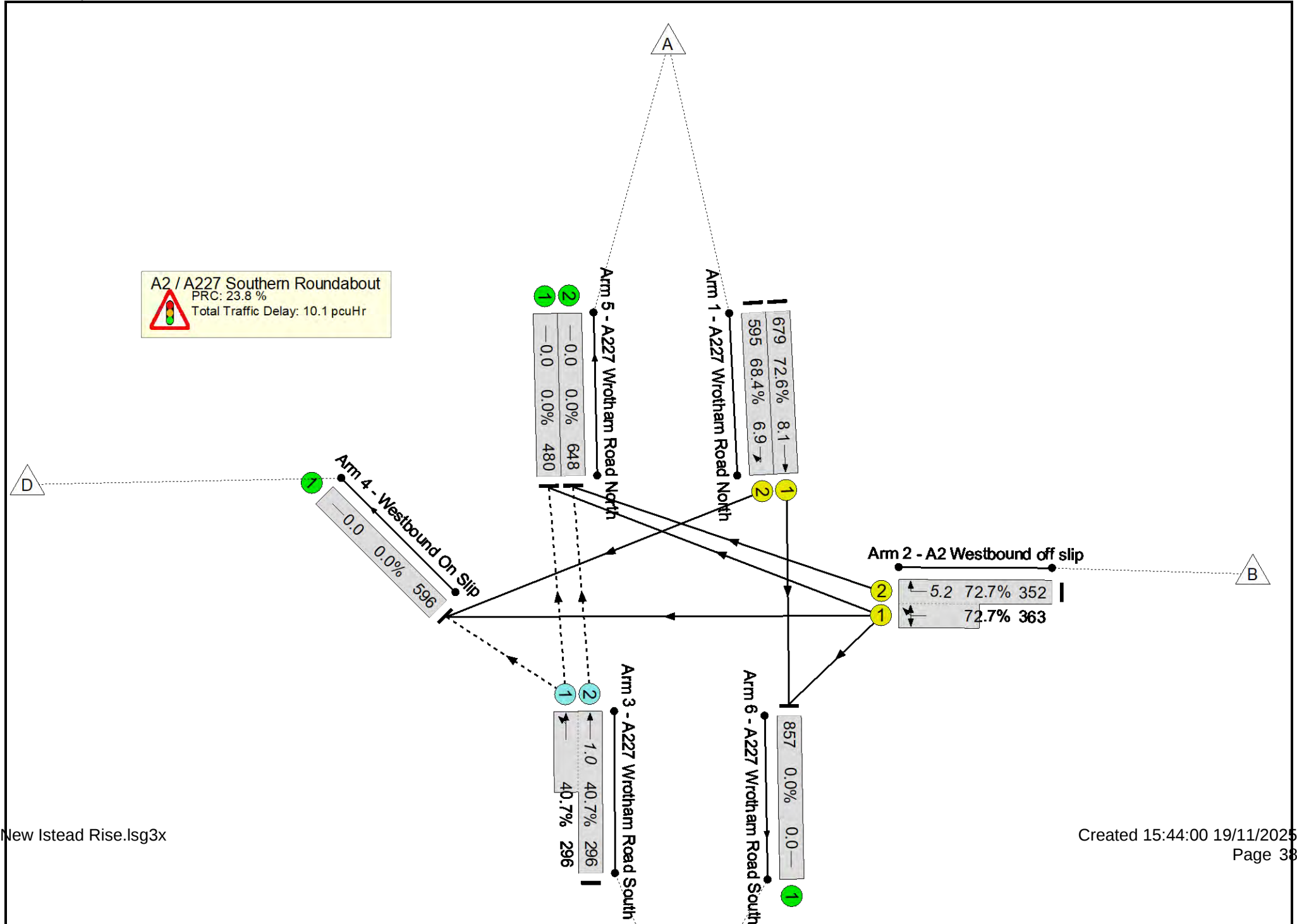
Stage	1	2
Duration	20	13
Change Point	0	26

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A227 Wrotham Road North U-Turn Ahead	Traffic	20	6	26
B	A2 Westbound off slip Ahead Right Left	Traffic	13	32	0

The diagram shows a 40-second cycle with two phases, A and B. Phase 1 (blue) starts at 0s and ends at 6s. Phase 2 (blue) starts at 26s and ends at 32s. Red text indicates durations: 6:20 and 6:13. Black bars represent active periods for A and B. Green lines connect points on the A and B bars.

Lane Green Times

Junction: A2 / A227 Southern Roundabout					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A227 Wrotham Road North Ahead	U	A	6	26
1/2	A227 Wrotham Road North U-Turn	U	A	6	26
2/1	A2 Westbound off slip Ahead Right Left	U	B	32	0
2/2	A2 Westbound off slip Right	U	B	32	0



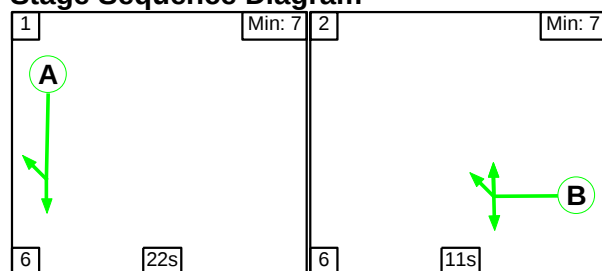
Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	72.7%
A2 / A227 Southern Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	-	72.7%
1/1	A227 Wrotham Road North Ahead	U	N/A	N/A	A		1	20	-	-	679	2005	936	72.6%
1/2	A227 Wrotham Road North U-Turn	U	N/A	N/A	A		1	20	-	-	595	1865	870	68.4%
2/2+2/1	A2 Westbound off slip Ahead Right Left	U	N/A	N/A	B		1	13	-	-	715	1892:1948	484+499	72.7 : 72.7%
3/2+3/1	A227 Wrotham Road South Ahead Ahead2	O	N/A	N/A	-		-	-	-	-	592	2040:2040	728+728	40.7 : 40.7%
4/1	Westbound On Slip	U	N/A	N/A	-		-	-	-	-	596	Inf	Inf	0.0%
5/1	A227 Wrotham Road North	U	N/A	N/A	-		-	-	-	-	480	Inf	Inf	0.0%
5/2	A227 Wrotham Road North	U	N/A	N/A	-		-	-	-	-	648	Inf	Inf	0.0%
6/1	A227 Wrotham Road South	U	N/A	N/A	-		-	-	-	-	857	Inf	Inf	0.0%

Detailed Input Data And Results

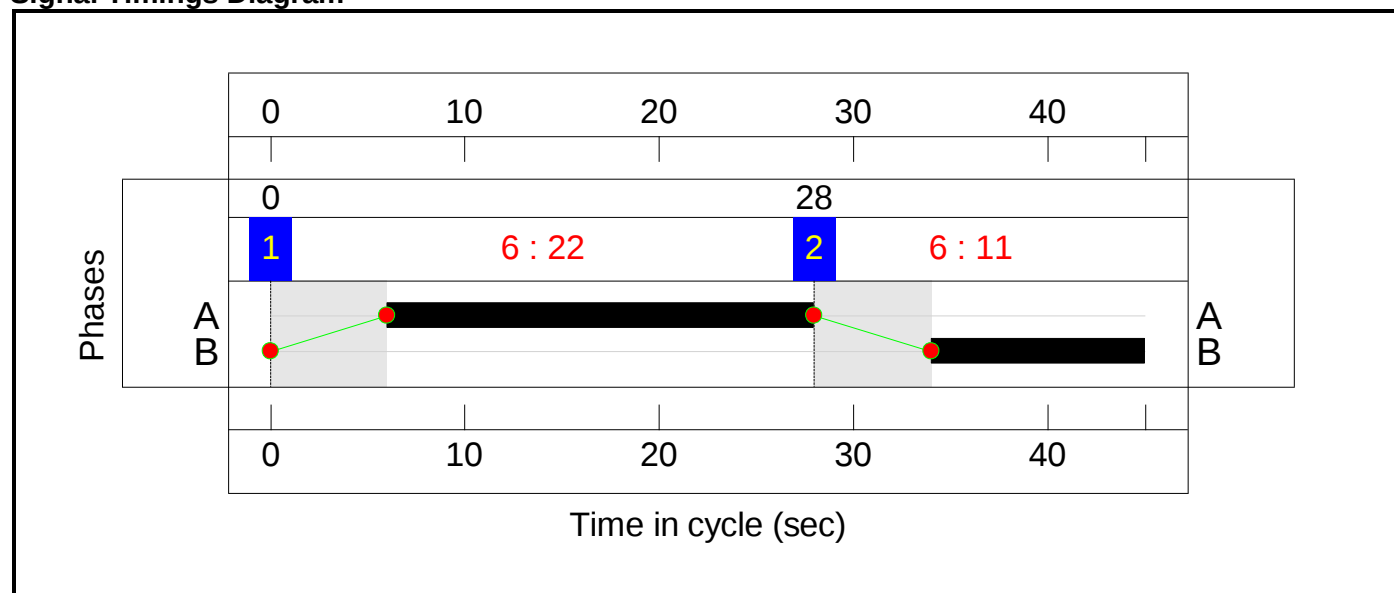
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	-	-	921	263	0	6.0	4.0	0.0	10.1	-	-	-	-	
A2 / A227 Southern Roundabout	-	-	921	263	0	6.0	4.0	0.0	10.1	-	-	-	-	
1/1	679	679	-	-	-	1.8	1.3	-	3.1	16.6	6.8	1.3	8.1	
1/2	595	595	-	-	-	1.6	1.1	-	2.6	15.9	5.8	1.1	6.9	
2/2+2/1	715	715	-	-	-	2.6	1.3	-	3.9	19.8	3.8	1.3	5.2	
3/2+3/1	592	592	921	263	0	0.0	0.3	-	0.4	2.3	0.7	0.3	1.0	
4/1	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	648	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	857	857	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 23.8 PRC Over All Lanes (%): 23.8 Total Delay for Signalled Lanes (pcuHr): 9.69 Total Delay Over All Lanes(pcuHr): 10.07 Cycle Time (s): 45														

Stage Sequence Diagram**Stage Timings**

Stage	1	2
Duration	22	11
Change Point	0	28

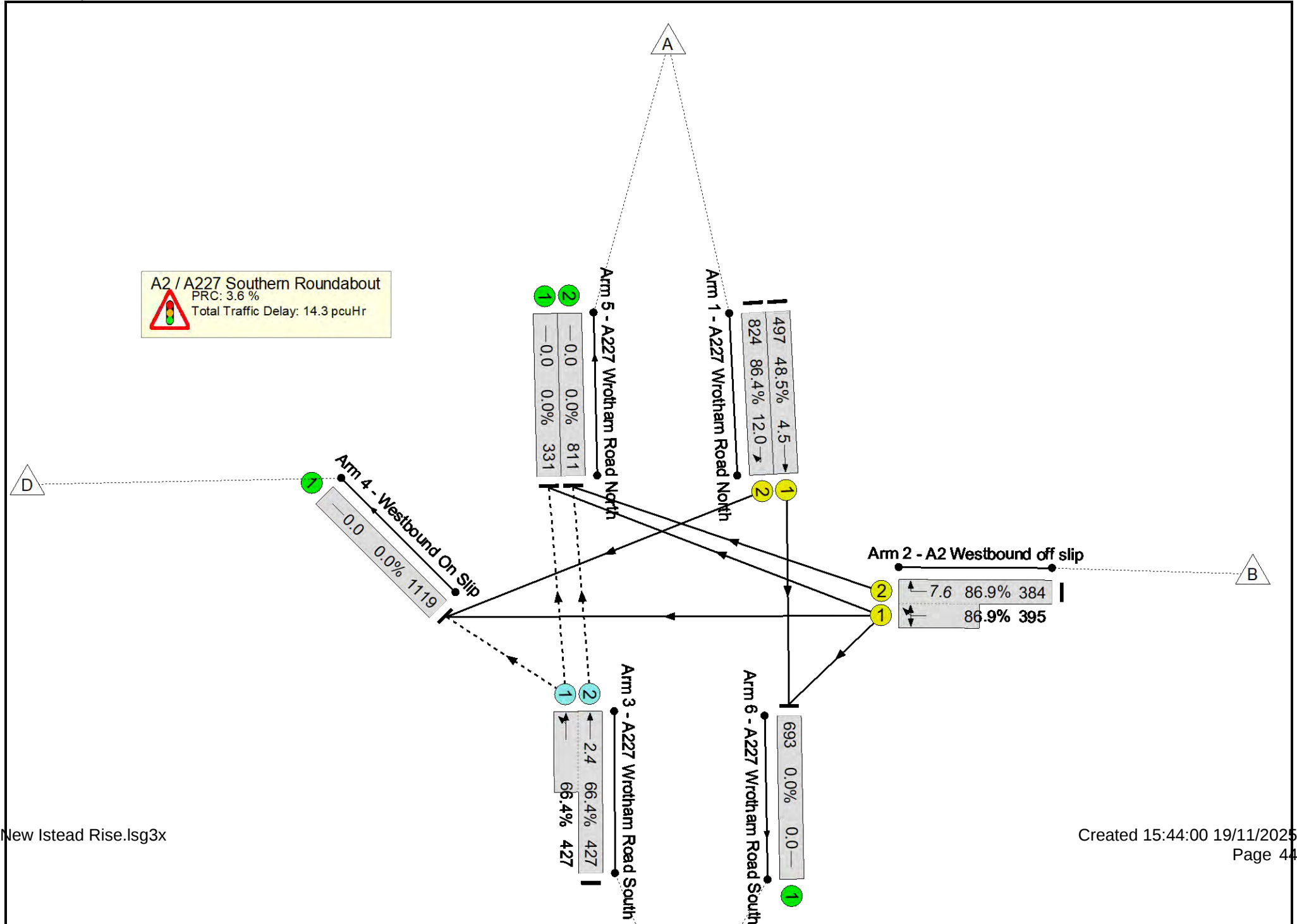
Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A227 Wrotham Road North U-Turn Ahead	Traffic	22	6	28
B	A2 Westbound off slip Ahead Right Left	Traffic	11	34	0

Signal Timings Diagram

Lane Green Times

Junction: A2 / A227 Southern Roundabout					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A227 Wrotham Road North Ahead	U	A	6	28
1/2	A227 Wrotham Road North U-Turn	U	A	6	28
2/1	A2 Westbound off slip Ahead Right Left	U	B	34	0
2/2	A2 Westbound off slip Right	U	B	34	0



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	86.9%
A2 / A227 Southern Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	-	86.9%
1/1	A227 Wrotham Road North Ahead	U	N/A	N/A	A		1	22	-	-	497	2005	1025	48.5%
1/2	A227 Wrotham Road North U-Turn	U	N/A	N/A	A		1	22	-	-	824	1865	953	86.4%
2/2+2/1	A2 Westbound off slip Ahead Right Left	U	N/A	N/A	B		1	11	-	-	779	1892:1947	442+455	86.9 : 86.9%
3/2+3/1	A227 Wrotham Road South Ahead Ahead2	O	N/A	N/A	-		-	-	-	-	854	2040:2040	643+643	66.4 : 66.4%
4/1	Westbound On Slip	U	N/A	N/A	-		-	-	-	-	1119	Inf	Inf	0.0%
5/1	A227 Wrotham Road North	U	N/A	N/A	-		-	-	-	-	331	Inf	Inf	0.0%
5/2	A227 Wrotham Road North	U	N/A	N/A	-		-	-	-	-	811	Inf	Inf	0.0%
6/1	A227 Wrotham Road South	U	N/A	N/A	-		-	-	-	-	693	Inf	Inf	0.0%

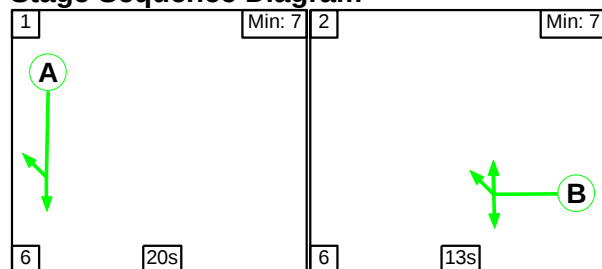
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	-	-	1301	407	0	6.6	7.6	0.0	14.3	-	-	-	-	
A2 / A227 Southern Roundabout	-	-	1301	407	0	6.6	7.6	0.0	14.3	-	-	-	-	
1/1	497	497	-	-	-	1.0	0.5	-	1.5	10.6	4.0	0.5	4.5	
1/2	824	824	-	-	-	2.2	3.0	-	5.3	22.9	8.9	3.0	12.0	
2/2+2/1	779	779	-	-	-	3.3	3.1	-	6.4	29.7	4.5	3.1	7.6	
3/2+3/1	854	854	1301	407	0	0.2	1.0	-	1.1	4.8	1.4	1.0	2.4	
4/1	1119	1119	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	331	331	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	811	811	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	693	693	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 3.6 PRC Over All Lanes (%): 3.6 Total Delay for Signalled Lanes (pcuHr): 13.14 Total Delay Over All Lanes(pcuHr): 14.28 Cycle Time (s): 45														

Detailed Input Data And Results

Scenario 6: '2030 DM PM' (FG6: 'PM DM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



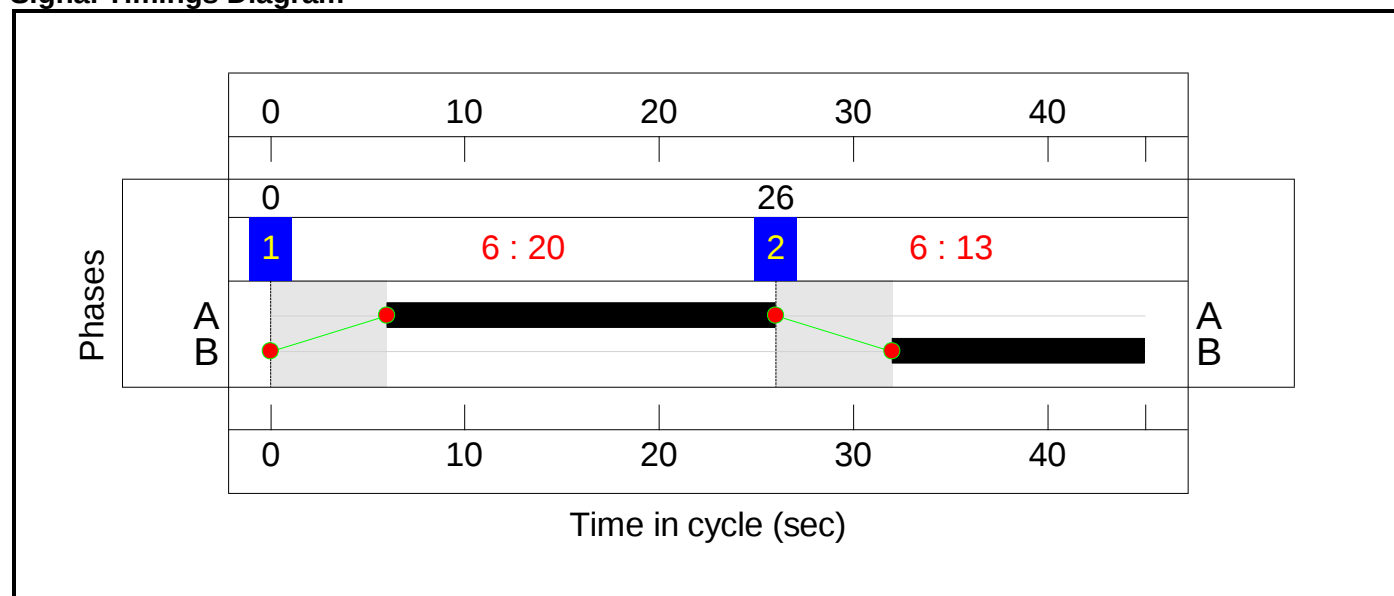
Stage Timings

Stage	1	2
Duration	20	13
Change Point	0	26

Phase Timings

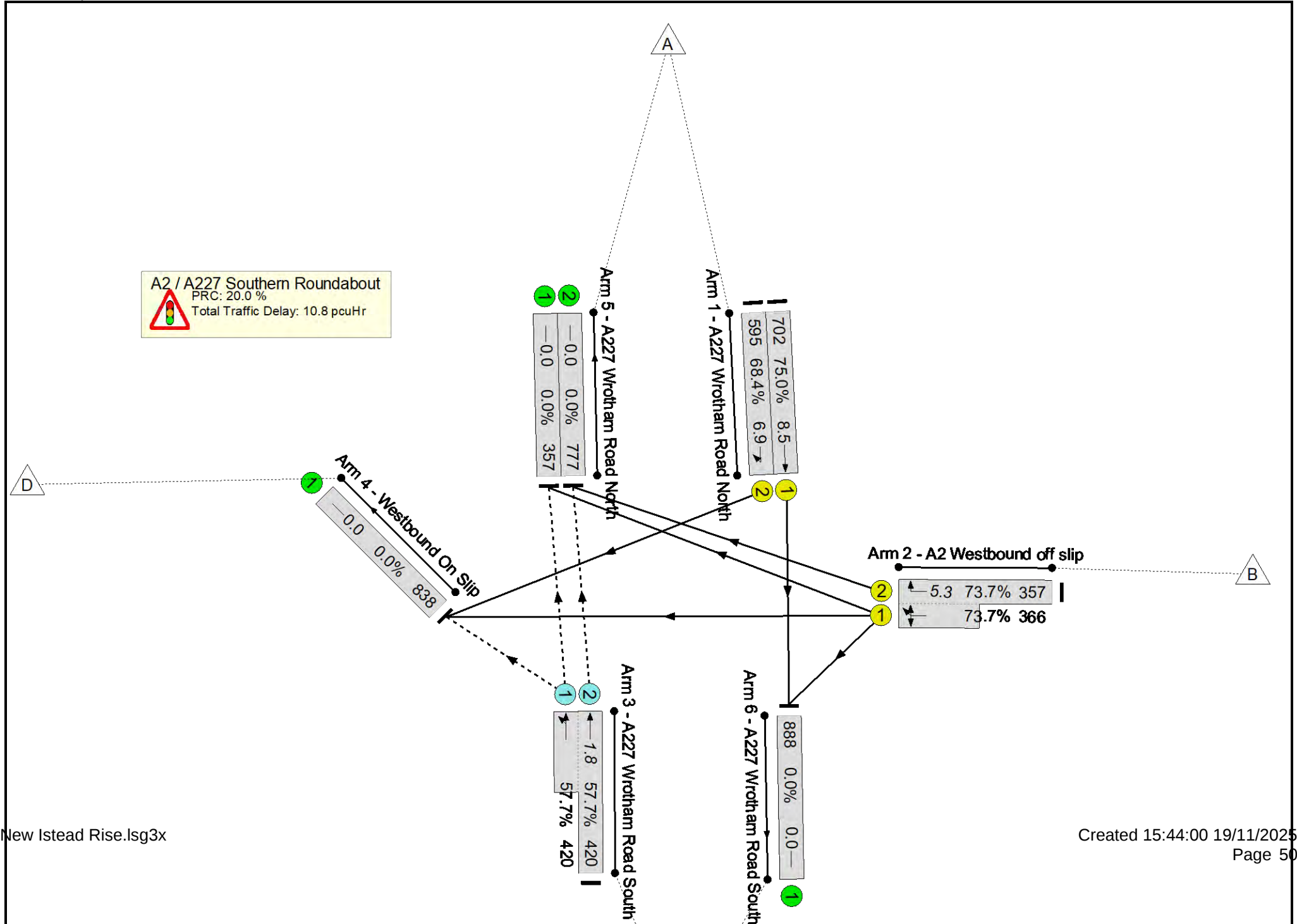
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A227 Wrotham Road North U-Turn Ahead	Traffic	20	6	26
B	A2 Westbound off slip Ahead Right Left	Traffic	13	32	0

Signal Timings Diagram



Lane Green Times

Junction: A2 / A227 Southern Roundabout					
Lane	Description	Type	Phases	Start Green	End Green
1/1	A227 Wrotham Road North Ahead	U	A	6	26
1/2	A227 Wrotham Road North U-Turn	U	A	6	26
2/1	A2 Westbound off slip Ahead Right Left	U	B	32	0
2/2	A2 Westbound off slip Right	U	B	32	0



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	75.0%
A2 / A227 Southern Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	-	75.0%
1/1	A227 Wrotham Road North Ahead	U	N/A	N/A	A		1	20	-	-	702	2005	936	75.0%
1/2	A227 Wrotham Road North U-Turn	U	N/A	N/A	A		1	20	-	-	595	1865	870	68.4%
2/2+2/1	A2 Westbound off slip Ahead Right Left	U	N/A	N/A	B		1	13	-	-	723	1892:1946	484+496	73.7 : 73.7%
3/2+3/1	A227 Wrotham Road South Ahead Ahead2	O	N/A	N/A	-		-	-	-	-	840	2040:2040	728+728	57.7 : 57.7%
4/1	Westbound On Slip	U	N/A	N/A	-		-	-	-	-	838	Inf	Inf	0.0%
5/1	A227 Wrotham Road North	U	N/A	N/A	-		-	-	-	-	357	Inf	Inf	0.0%
5/2	A227 Wrotham Road North	U	N/A	N/A	-		-	-	-	-	777	Inf	Inf	0.0%
6/1	A227 Wrotham Road South	U	N/A	N/A	-		-	-	-	-	888	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	-	-	1307	373	0	6.2	4.6	0.0	10.8	-	-	-	-	
A2 / A227 Southern Roundabout	-	-	1307	373	0	6.2	4.6	0.0	10.8	-	-	-	-	
1/1	702	702	-	-	-	1.9	1.5	-	3.4	17.5	7.0	1.5	8.5	
1/2	595	595	-	-	-	1.6	1.1	-	2.6	15.9	5.8	1.1	6.9	
2/2+2/1	723	723	-	-	-	2.6	1.4	-	4.0	20.1	3.9	1.4	5.3	
3/2+3/1	840	840	1307	373	0	0.1	0.7	-	0.8	3.4	1.2	0.7	1.8	
4/1	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	357	357	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	777	777	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	888	888	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 20.0 PRC Over All Lanes (%): 20.0 Total Delay for Signalled Lanes (pcuHr): 10.06 Total Delay Over All Lanes(pcuHr): 10.85 Cycle Time (s): 45														