

Junctions 11

PICADY 11 - Priority Intersection Module

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

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Filename: Junction 12 - Main Road_Nurstead Lane East.j11

Path: C:\Users\MatthewJohnson\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25512
Wrotham Road, Meopham\Modelling\Picady

Report generation date: 27/05/2026 11:10:44

»D1 - 2032 | Reference Case | AM
»D2 - 2032 | Reference Case | PM
»D3 - 2032 | Reference Case + Site 1 | AM
»D4 - 2032 | Reference Case + Site 1 | PM
»D7 - 2032 | Reference Case + Site 1 + Site 2 | AM
»D8 - 2032 | Reference Case + Site 1 + Site 2 | PM
»D9 - 2042 | Local Plan | AM
»D10 - 2042 | Local Plan | PM
»D11 - 2042 | Local Plan + Site 1 | AM
»D12 - 2042 | Local Plan + Site 1 | PM
»D15 - 2042 | Local Plan + Site 1 + Site 2 | AM
»D16 - 2042 | Local Plan + Site 1 + Site 2 | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
	2032 - Reference Case							
Stream B-AC	D1	0.0	6.11	0.03	D2	0.0	5.60	0.01
Stream C-AB		0.1	5.77	0.07		0.1	5.55	0.05
	2032 - Reference Case + Site 1							
Stream B-AC	D3	0.0	6.12	0.03	D4	0.0	5.61	0.01
Stream C-AB		0.1	5.80	0.09		0.1	5.53	0.05
	2032 - Reference Case + Site 1 + Site 2							
Stream B-AC	D7	0.0	6.12	0.03	D8	0.0	5.62	0.01
Stream C-AB		0.2	5.78	0.10		0.1	5.53	0.05
	2042 - Local Plan							
Stream B-AC	D9	0.1	6.20	0.05	D10	0.0	5.68	0.01
Stream C-AB		0.1	5.01	0.08		0.1	5.47	0.07
	2042 - Local Plan + Site 1							
Stream B-AC	D11	0.1	6.21	0.05	D12	0.0	5.73	0.01
Stream C-AB		0.2	5.00	0.08		0.1	5.52	0.08
	2042 - Local Plan + Site 1 + Site 2							
Stream B-AC	D15	0.1	6.22	0.05	D16	0.0	5.75	0.01
Stream C-AB		0.2	4.97	0.08		0.1	5.53	0.08

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

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

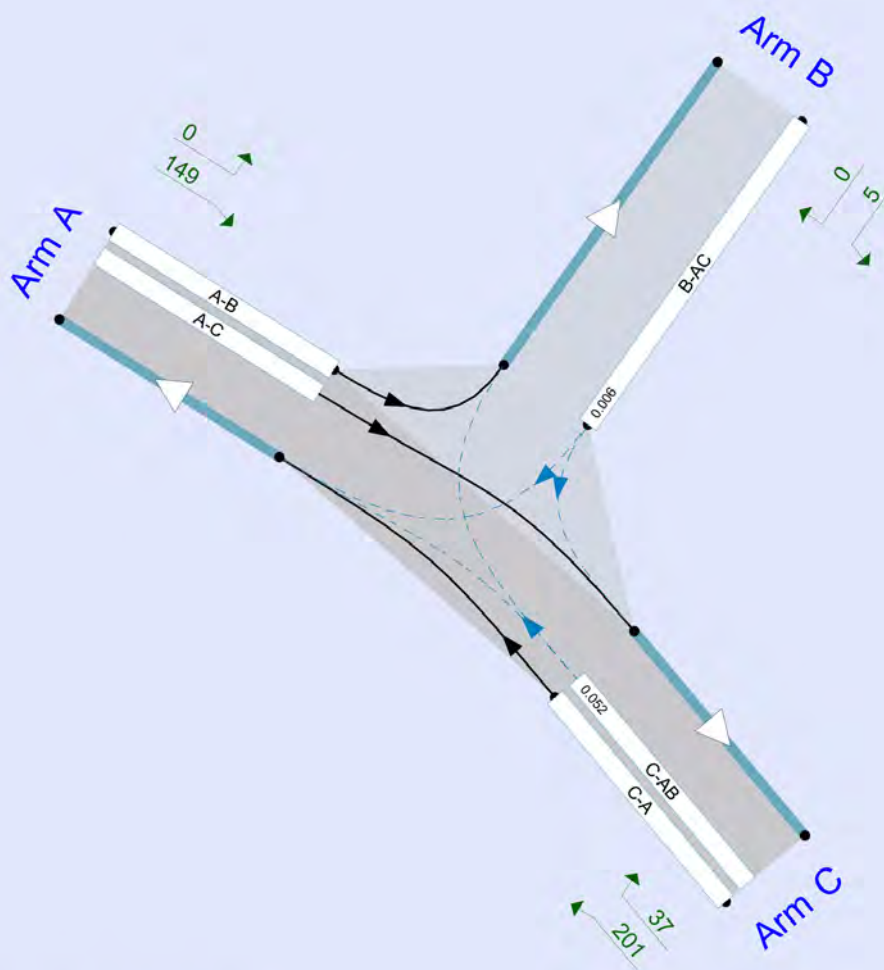
File summary

File Description

Title	
Location	Main Road/Nurstead Lane East
Site number	14
Date	08/04/2026
Version	
Status	(new file)
Identifier	MJ
Client	Richborough
Jobnumber	T25512
Enumerator	AzureAD\MatthewJohnson
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

PICADY short flare model	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
PICADY 4.1	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	2032	Reference Case	AM	ONE HOUR	07:45	09:15	15	✓
D2	2032	Reference Case	PM	ONE HOUR	16:45	18:15	15	✓
D3	2032	Reference Case + Site 1	AM	ONE HOUR	07:45	09:15	15	✓
D4	2032	Reference Case + Site 1	PM	ONE HOUR	16:45	18:15	15	✓
D5	2032	Reference Case + Site 2	AM	ONE HOUR	07:45	09:15	15	✓
D6	2032	Reference Case + Site 2	PM	ONE HOUR	16:45	18:15	15	✓
D7	2032	Reference Case + Site 1 + Site 2	AM	ONE HOUR	07:45	09:15	15	✓
D8	2032	Reference Case + Site 1 + Site 2	PM	ONE HOUR	16:45	18:15	15	✓
D9	2042	Local Plan	AM	ONE HOUR	07:45	09:15	15	✓
D10	2042	Local Plan	PM	ONE HOUR	16:45	18:15	15	✓
D11	2042	Local Plan + Site 1	AM	ONE HOUR	07:45	09:15	15	✓
D12	2042	Local Plan + Site 1	PM	ONE HOUR	16:45	18:15	15	✓
D13	2042	Local Plan + Site 2	AM	ONE HOUR	07:45	09:15	15	✓
D14	2042	Local Plan + Site 2	PM	ONE HOUR	16:45	18:15	15	✓
D15	2042	Local Plan + Site 1 + Site 2	AM	ONE HOUR	07:45	09:15	15	✓
D16	2042	Local Plan + Site 1 + Site 2	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D1,D2,D3,D4,D7,D8,D9,D10,D11,D12,D15,D16	100.000	100.000

D1 - 2032 | Reference Case | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	Junction 1	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.83	A

Arms

Arms

Arm	Name	Description	Arm type
A	Main Road W		Major
B	Nurstead Lane E		Minor
C	Main Road E		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.10			67.5	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.04	23	75

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	524	0.095	0.240	0.151	0.343
B-C	674	0.103	0.260	-	-
C-B	613	0.237	0.237	-	-

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)	Run automatically
D1	2032	Reference Case	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	223	100.000
B		ONE HOUR	✓	19	100.000
C		ONE HOUR	✓	192	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	0	223
	B	0	0	19
	C	159	33	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	6.11	0.0	A	17	26
C-AB	0.07	5.77	0.1	A	39	59
C-A					137	206
A-B					0	0
A-C					205	307

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	0.00	630	0.023	14	0.0	0.0	5.844	A
C-AB	30	8	0.00	655	0.046	30	0.0	0.1	5.761	A
C-A	114	29	0.00			114				
A-B	0	0	0.00			0				
A-C	168	42	0.00			168				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	0.00	622	0.027	17	0.0	0.0	5.953	A
C-AB	38	9	0.00	664	0.057	38	0.1	0.1	5.754	A
C-A	135	34	0.00			135				
A-B	0	0	0.00			0				
A-C	200	50	0.00			200				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	610	0.034	21	0.0	0.0	6.110	A
C-AB	49	12	0.00	676	0.073	49	0.1	0.1	5.741	A
C-A	162	41	0.00			162				
A-B	0	0	0.00			0				
A-C	246	61	0.00			246				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	610	0.034	21	0.0	0.0	6.110	A
C-AB	49	12	0.00	676	0.073	49	0.1	0.1	5.745	A
C-A	162	41	0.00			162				
A-B	0	0	0.00			0				
A-C	246	61	0.00			246				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	0.00	622	0.027	17	0.0	0.0	5.953	A
C-AB	38	9	0.00	664	0.057	38	0.1	0.1	5.755	A
C-A	135	34	0.00			135				
A-B	0	0	0.00			0				
A-C	200	50	0.00			200				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	0.00	630	0.023	14	0.0	0.0	5.847	A
C-AB	30	8	0.00	655	0.047	31	0.1	0.1	5.766	A
C-A	114	29	0.00			114				
A-B	0	0	0.00			0				
A-C	168	42	0.00			168				

D2 - 2032 | Reference Case | 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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.75	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)	Run automatically
D2	2032	Reference Case	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	90	100.000
B		ONE HOUR	✓	5	100.000
C		ONE HOUR	✓	176	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0	0	90
	B	0	0	5
	C	151	25	0

Vehicle Mix

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

Heavy Vehicle %

		To		
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	5.60	0.0	A	5	7
C-AB	0.05	5.55	0.1	A	29	43
C-A					133	199
A-B					0	0
A-C					83	124

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	0.94	0.00	656	0.006	4	0.0	0.0	5.516	A
C-AB	23	6	0.00	673	0.034	22	0.0	0.0	5.541	A
C-A	110	27	0.00			110				
A-B	0	0	0.00			0				
A-C	68	17	0.00			68				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	1	0.00	653	0.007	4	0.0	0.0	5.552	A
C-AB	28	7	0.00	685	0.041	28	0.0	0.1	5.490	A
C-A	130	33	0.00			130				
A-B	0	0	0.00			0				
A-C	81	20	0.00			81				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	1	0.00	648	0.008	5	0.0	0.0	5.601	A
C-AB	36	9	0.00	701	0.052	36	0.1	0.1	5.422	A
C-A	158	39	0.00			158				
A-B	0	0	0.00			0				
A-C	99	25	0.00			99				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	1	0.00	648	0.008	6	0.0	0.0	5.601	A
C-AB	36	9	0.00	701	0.052	36	0.1	0.1	5.424	A
C-A	158	39	0.00			158				
A-B	0	0	0.00			0				
A-C	99	25	0.00			99				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	1	0.00	653	0.007	5	0.0	0.0	5.552	A
C-AB	28	7	0.00	685	0.041	28	0.1	0.1	5.496	A
C-A	130	33	0.00			130				
A-B	0	0	0.00			0				
A-C	81	20	0.00			81				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	0.94	0.00	656	0.006	4	0.0	0.0	5.517	A
C-AB	23	6	0.00	673	0.034	23	0.1	0.0	5.548	A
C-A	110	27	0.00			110				
A-B	0	0	0.00			0				
A-C	68	17	0.00			68				

D3 - 2032 | Reference Case + Site 1 | 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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.95	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)	Run automatically
D3	2032	Reference Case + Site 1	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	225	100.000
B		ONE HOUR	✓	19	100.000
C		ONE HOUR	✓	216	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0	0	225
	B	0	0	19
	C	174	42	0

Vehicle Mix

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

Heavy Vehicle %

		To		
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	6.12	0.0	A	17	26
C-AB	0.09	5.80	0.1	A	51	77
C-A					147	221
A-B					0	0
A-C					206	310

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	0.00	630	0.023	14	0.0	0.0	5.848	A
C-AB	39	10	0.00	662	0.060	39	0.0	0.1	5.785	A
C-A	123	31	0.00			123				
A-B	0	0	0.00			0				
A-C	169	42	0.00			169				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	0.00	621	0.027	17	0.0	0.0	5.957	A
C-AB	49	12	0.00	673	0.073	49	0.1	0.1	5.790	A
C-A	145	36	0.00			145				
A-B	0	0	0.00			0				
A-C	202	51	0.00			202				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	609	0.034	21	0.0	0.0	6.116	A
C-AB	64	16	0.00	687	0.094	64	0.1	0.1	5.794	A
C-A	174	43	0.00			174				
A-B	0	0	0.00			0				
A-C	248	62	0.00			248				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	609	0.034	21	0.0	0.0	6.116	A
C-AB	64	16	0.00	687	0.094	64	0.1	0.1	5.800	A
C-A	174	43	0.00			174				
A-B	0	0	0.00			0				
A-C	248	62	0.00			248				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	0.00	621	0.027	17	0.0	0.0	5.960	A
C-AB	49	12	0.00	673	0.073	49	0.1	0.1	5.797	A
C-A	145	36	0.00			145				
A-B	0	0	0.00			0				
A-C	202	51	0.00			202				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	0.00	630	0.023	14	0.0	0.0	5.848	A
C-AB	40	10	0.00	662	0.060	40	0.1	0.1	5.795	A
C-A	123	31	0.00			123				
A-B	0	0	0.00			0				
A-C	169	42	0.00			169				

D4 - 2032 | Reference Case + Site 1 | 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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.75	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)	Run automatically
D4	2032	Reference Case + Site 1	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	93	100.000
B		ONE HOUR	✓	5	100.000
C		ONE HOUR	✓	184	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0	0	93
	B	0	0	5
	C	158	26	0

Vehicle Mix

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

Heavy Vehicle %

		To		
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	5.61	0.0	A	5	7
C-AB	0.05	5.53	0.1	A	30	46
C-A					138	208
A-B					0	0
A-C					85	128

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	0.94	0.00	656	0.006	4	0.0	0.0	5.521	A
C-AB	24	6	0.00	676	0.035	24	0.0	0.0	5.526	A
C-A	115	29	0.00			115				
A-B	0	0	0.00			0				
A-C	70	18	0.00			70				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	1	0.00	652	0.007	4	0.0	0.0	5.558	A
C-AB	29	7	0.00	689	0.043	29	0.0	0.1	5.474	A
C-A	136	34	0.00			136				
A-B	0	0	0.00			0				
A-C	84	21	0.00			84				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	1	0.00	647	0.009	5	0.0	0.0	5.609	A
C-AB	38	10	0.00	706	0.054	38	0.1	0.1	5.402	A
C-A	165	41	0.00			165				
A-B	0	0	0.00			0				
A-C	102	26	0.00			102				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	1	0.00	647	0.009	6	0.0	0.0	5.609	A
C-AB	38	10	0.00	706	0.054	38	0.1	0.1	5.404	A
C-A	165	41	0.00			165				
A-B	0	0	0.00			0				
A-C	102	26	0.00			102				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	1	0.00	652	0.007	5	0.0	0.0	5.560	A
C-AB	30	7	0.00	689	0.043	30	0.1	0.1	5.476	A
C-A	136	34	0.00			136				
A-B	0	0	0.00			0				
A-C	84	21	0.00			84				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	0.94	0.00	656	0.006	4	0.0	0.0	5.524	A
C-AB	24	6	0.00	676	0.035	24	0.1	0.0	5.533	A
C-A	115	29	0.00			115				
A-B	0	0	0.00			0				
A-C	70	18	0.00			70				

D7 - 2032 | Reference Case + Site 1 + Site 2 | 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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.99	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)	Run automatically
D7	2032	Reference Case + Site 1 + Site 2	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	225	100.000
B		ONE HOUR	✓	19	100.000
C		ONE HOUR	✓	234	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0	0	225
	B	0	0	19
	C	188	46	0

Vehicle Mix

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

Heavy Vehicle %

		To		
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	6.12	0.0	A	17	26
C-AB	0.10	5.78	0.2	A	57	86
C-A					158	236
A-B					0	0
A-C					206	310

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	0.00	630	0.023	14	0.0	0.0	5.848	A
C-AB	44	11	0.00	669	0.066	44	0.0	0.1	5.761	A
C-A	132	33	0.00			132				
A-B	0	0	0.00			0				
A-C	169	42	0.00			169				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	0.00	621	0.027	17	0.0	0.0	5.957	A
C-AB	55	14	0.00	681	0.081	55	0.1	0.1	5.762	A
C-A	155	39	0.00			155				
A-B	0	0	0.00			0				
A-C	202	51	0.00			202				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	609	0.034	21	0.0	0.0	6.116	A
C-AB	72	18	0.00	698	0.103	72	0.1	0.2	5.772	A
C-A	185	46	0.00			185				
A-B	0	0	0.00			0				
A-C	248	62	0.00			248				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	609	0.034	21	0.0	0.0	6.116	A
C-AB	72	18	0.00	698	0.103	72	0.2	0.2	5.776	A
C-A	185	46	0.00			185				
A-B	0	0	0.00			0				
A-C	248	62	0.00			248				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	0.00	621	0.027	17	0.0	0.0	5.960	A
C-AB	55	14	0.00	681	0.081	55	0.2	0.1	5.770	A
C-A	155	39	0.00			155				
A-B	0	0	0.00			0				
A-C	202	51	0.00			202				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	0.00	630	0.023	14	0.0	0.0	5.848	A
C-AB	44	11	0.00	670	0.066	44	0.1	0.1	5.774	A
C-A	132	33	0.00			132				
A-B	0	0	0.00			0				
A-C	169	42	0.00			169				

D8 - 2032 | Reference Case + Site 1 + Site 2 | 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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.74	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)	Run automatically
D8	2032	Reference Case + Site 1 + Site 2	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	98	100.000
B		ONE HOUR	✓	5	100.000
C		ONE HOUR	✓	185	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0	0	98
	B	0	0	5
	C	159	26	0

Vehicle Mix

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

Heavy Vehicle %

		To		
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	5.62	0.0	A	5	7
C-AB	0.05	5.53	0.1	A	31	46
C-A					139	209
A-B					0	0
A-C					90	135

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	0.94	0.00	655	0.006	4	0.0	0.0	5.530	A
C-AB	24	6	0.00	676	0.035	24	0.0	0.0	5.529	A
C-A	115	29	0.00			115				
A-B	0	0	0.00			0				
A-C	74	18	0.00			74				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	1	0.00	651	0.007	4	0.0	0.0	5.568	A
C-AB	30	7	0.00	688	0.043	29	0.0	0.1	5.478	A
C-A	137	34	0.00			137				
A-B	0	0	0.00			0				
A-C	88	22	0.00			88				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	1	0.00	646	0.009	5	0.0	0.0	5.621	A
C-AB	38	10	0.00	705	0.054	38	0.1	0.1	5.406	A
C-A	166	41	0.00			166				
A-B	0	0	0.00			0				
A-C	108	27	0.00			108				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	1	0.00	646	0.009	6	0.0	0.0	5.621	A
C-AB	38	10	0.00	706	0.054	38	0.1	0.1	5.411	A
C-A	166	41	0.00			166				
A-B	0	0	0.00			0				
A-C	108	27	0.00			108				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	1	0.00	651	0.007	5	0.0	0.0	5.568	A
C-AB	30	7	0.00	688	0.043	30	0.1	0.1	5.480	A
C-A	137	34	0.00			137				
A-B	0	0	0.00			0				
A-C	88	22	0.00			88				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	0.94	0.00	655	0.006	4	0.0	0.0	5.532	A
C-AB	24	6	0.00	676	0.035	24	0.1	0.0	5.534	A
C-A	115	29	0.00			115				
A-B	0	0	0.00			0				
A-C	74	18	0.00			74				

D9 - 2042 | Local Plan | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	Junction 1	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.70	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.70	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)	Run automatically
D9	2042	Local Plan	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	218	100.000
B		ONE HOUR	✓	28	100.000
C		ONE HOUR	✓	384	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	0	218
	B	0	0	28
	C	353	31	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	6.20	0.1	A	26	39
C-AB	0.08	5.01	0.1	A	49	74
C-A					303	455
A-B					0	0
A-C					200	300

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	631	0.033	21	0.0	0.0	5.897	A
C-AB	36	9	0.00	755	0.048	36	0.0	0.1	5.003	A
C-A	253	63	0.00			253				
A-B	0	0	0.00			0				
A-C	164	41	0.00			164				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	623	0.040	25	0.0	0.0	6.022	A
C-AB	47	12	0.00	784	0.060	47	0.1	0.1	4.882	A
C-A	298	75	0.00			298				
A-B	0	0	0.00			0				
A-C	196	49	0.00			196				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	0.00	611	0.050	31	0.0	0.1	6.199	A
C-AB	65	16	0.00	825	0.078	65	0.1	0.1	4.735	A
C-A	358	90	0.00			358				
A-B	0	0	0.00			0				
A-C	240	60	0.00			240				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	0.00	611	0.050	31	0.1	0.1	6.199	A
C-AB	65	16	0.00	825	0.079	65	0.1	0.1	4.739	A
C-A	358	89	0.00			358				
A-B	0	0	0.00			0				
A-C	240	60	0.00			240				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	623	0.040	25	0.1	0.0	6.023	A
C-AB	47	12	0.00	784	0.060	47	0.1	0.1	4.886	A
C-A	298	75	0.00			298				
A-B	0	0	0.00			0				
A-C	196	49	0.00			196				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	631	0.033	21	0.0	0.0	5.902	A
C-AB	36	9	0.00	755	0.048	36	0.1	0.1	5.009	A
C-A	253	63	0.00			253				
A-B	0	0	0.00			0				
A-C	164	41	0.00			164				

D10 - 2042 | Local Plan | 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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.78	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)	Run automatically
D10	2042	Local Plan	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	120	100.000
B		ONE HOUR	✓	5	100.000
C		ONE HOUR	✓	235	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	0	120
	B	0	0	5
	C	201	34	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	5.68	0.0	A	5	7
C-AB	0.07	5.47	0.1	A	43	64
C-A					173	260
A-B					0	0
A-C					110	165

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	0.94	0.00	650	0.006	4	0.0	0.0	5.567	A
C-AB	33	8	0.00	693	0.047	32	0.0	0.1	5.459	A
C-A	144	36	0.00			144				
A-B	0	0	0.00			0				
A-C	90	23	0.00			90				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	1	0.00	646	0.007	4	0.0	0.0	5.612	A
C-AB	41	10	0.00	709	0.058	41	0.1	0.1	5.400	A
C-A	170	43	0.00			170				
A-B	0	0	0.00			0				
A-C	108	27	0.00			108				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	1	0.00	639	0.009	5	0.0	0.0	5.677	A
C-AB	54	13	0.00	732	0.074	54	0.1	0.1	5.327	A
C-A	205	51	0.00			205				
A-B	0	0	0.00			0				
A-C	132	33	0.00			132				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	1	0.00	639	0.009	6	0.0	0.0	5.677	A
C-AB	54	13	0.00	732	0.074	54	0.1	0.1	5.328	A
C-A	205	51	0.00			205				
A-B	0	0	0.00			0				
A-C	132	33	0.00			132				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	1	0.00	646	0.007	5	0.0	0.0	5.613	A
C-AB	41	10	0.00	709	0.058	41	0.1	0.1	5.406	A
C-A	170	43	0.00			170				
A-B	0	0	0.00			0				
A-C	108	27	0.00			108				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	0.94	0.00	650	0.006	4	0.0	0.0	5.567	A
C-AB	33	8	0.00	693	0.047	33	0.1	0.1	5.467	A
C-A	144	36	0.00			144				
A-B	0	0	0.00			0				
A-C	90	23	0.00			90				

D11 - 2042 | Local Plan + Site 1 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	Junction 1	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.72	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)	Run automatically
D11	2042	Local Plan + Site 1	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	221	100.000
B		ONE HOUR	✓	28	100.000
C		ONE HOUR	✓	394	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	0	221
	B	0	0	28
	C	361	33	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	6.21	0.1	A	26	39
C-AB	0.08	5.00	0.2	A	53	80
C-A					308	463
A-B					0	0
A-C					203	304

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	631	0.033	21	0.0	0.0	5.903	A
C-AB	39	10	0.00	759	0.051	38	0.0	0.1	4.996	A
C-A	258	64	0.00			258				
A-B	0	0	0.00			0				
A-C	166	42	0.00			166				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	622	0.040	25	0.0	0.0	6.029	A
C-AB	51	13	0.00	789	0.064	50	0.1	0.1	4.879	A
C-A	304	76	0.00			304				
A-B	0	0	0.00			0				
A-C	199	50	0.00			199				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	0.00	611	0.050	31	0.0	0.1	6.208	A
C-AB	70	17	0.00	830	0.084	70	0.1	0.2	4.734	A
C-A	364	91	0.00			364				
A-B	0	0	0.00			0				
A-C	243	61	0.00			243				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	0.00	611	0.050	31	0.1	0.1	6.208	A
C-AB	70	18	0.00	831	0.084	70	0.2	0.2	4.738	A
C-A	364	91	0.00			364				
A-B	0	0	0.00			0				
A-C	243	61	0.00			243				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	622	0.040	25	0.1	0.0	6.030	A
C-AB	51	13	0.00	789	0.064	51	0.2	0.1	4.883	A
C-A	304	76	0.00			304				
A-B	0	0	0.00			0				
A-C	199	50	0.00			199				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	631	0.033	21	0.0	0.0	5.908	A
C-AB	39	10	0.00	759	0.051	39	0.1	0.1	5.001	A
C-A	258	64	0.00			258				
A-B	0	0	0.00			0				
A-C	166	42	0.00			166				

D12 - 2042 | Local Plan + Site 1 | 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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.79	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)	Run automatically
D12	2042	Local Plan + Site 1	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	141	100.000
B		ONE HOUR	✓	5	100.000
C		ONE HOUR	✓	234	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	0	141
	B	0	0	5
	C	198	36	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	5.73	0.0	A	5	7
C-AB	0.08	5.52	0.1	A	45	67
C-A					170	255
A-B					0	0
A-C					129	194

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	0.94	0.00	646	0.006	4	0.0	0.0	5.602	A
C-AB	35	9	0.00	688	0.050	34	0.0	0.1	5.515	A
C-A	142	35	0.00			142				
A-B	0	0	0.00			0				
A-C	106	27	0.00			106				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	1	0.00	641	0.007	4	0.0	0.0	5.656	A
C-AB	43	11	0.00	703	0.062	43	0.1	0.1	5.466	A
C-A	167	42	0.00			167				
A-B	0	0	0.00			0				
A-C	127	32	0.00			127				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	1	0.00	633	0.009	5	0.0	0.0	5.732	A
C-AB	57	14	0.00	725	0.078	57	0.1	0.1	5.408	A
C-A	201	50	0.00			201				
A-B	0	0	0.00			0				
A-C	155	39	0.00			155				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	1	0.00	633	0.009	6	0.0	0.0	5.732	A
C-AB	57	14	0.00	725	0.078	57	0.1	0.1	5.409	A
C-A	201	50	0.00			201				
A-B	0	0	0.00			0				
A-C	155	39	0.00			155				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	1	0.00	641	0.007	5	0.0	0.0	5.656	A
C-AB	43	11	0.00	704	0.062	44	0.1	0.1	5.472	A
C-A	167	42	0.00			167				
A-B	0	0	0.00			0				
A-C	127	32	0.00			127				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	0.94	0.00	646	0.006	4	0.0	0.0	5.602	A
C-AB	35	9	0.00	688	0.050	35	0.1	0.1	5.524	A
C-A	141	35	0.00			141				
A-B	0	0	0.00			0				
A-C	106	27	0.00			106				

D15 - 2042 | Local Plan + Site 1 + Site 2 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	Junction 1	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.70	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.70	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)	Run automatically
D15	2042	Local Plan + Site 1 + Site 2	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	224	100.000
B		ONE HOUR	✓	28	100.000
C		ONE HOUR	✓	401	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	0	224
	B	0	0	28
	C	369	32	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	6.22	0.1	A	26	39
C-AB	0.08	4.97	0.2	A	52	78
C-A					316	474
A-B					0	0
A-C					206	308

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	630	0.033	21	0.0	0.0	5.909	A
C-AB	38	9	0.00	763	0.050	38	0.0	0.1	4.965	A
C-A	264	66	0.00			264				
A-B	0	0	0.00			0				
A-C	169	42	0.00			169				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	621	0.041	25	0.0	0.0	6.036	A
C-AB	50	12	0.00	793	0.063	49	0.1	0.1	4.844	A
C-A	311	78	0.00			311				
A-B	0	0	0.00			0				
A-C	201	50	0.00			201				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	0.00	610	0.051	31	0.0	0.1	6.217	A
C-AB	69	17	0.00	836	0.082	69	0.1	0.2	4.693	A
C-A	373	93	0.00			373				
A-B	0	0	0.00			0				
A-C	247	62	0.00			247				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	0.00	610	0.051	31	0.1	0.1	6.217	A
C-AB	69	17	0.00	836	0.082	69	0.2	0.2	4.697	A
C-A	373	93	0.00			373				
A-B	0	0	0.00			0				
A-C	247	62	0.00			247				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	621	0.041	25	0.1	0.0	6.037	A
C-AB	50	12	0.00	793	0.063	50	0.2	0.1	4.848	A
C-A	311	78	0.00			311				
A-B	0	0	0.00			0				
A-C	201	50	0.00			201				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	630	0.033	21	0.0	0.0	5.912	A
C-AB	38	10	0.00	763	0.050	38	0.1	0.1	4.972	A
C-A	264	66	0.00			264				
A-B	0	0	0.00			0				
A-C	169	42	0.00			169				

D16 - 2042 | Local Plan + Site 1 + Site 2 | 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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.79	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)	Run automatically
D16	2042	Local Plan + Site 1 + Site 2	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	149	100.000
B		ONE HOUR	✓	5	100.000
C		ONE HOUR	✓	238	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0	0	149
	B	0	0	5
	C	201	37	0

Vehicle Mix

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

Heavy Vehicle %

		To		
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	5.75	0.0	A	5	7
C-AB	0.08	5.53	0.1	A	46	70
C-A					172	258
A-B					0	0
A-C					137	205

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	0.94	0.00	645	0.006	4	0.0	0.0	5.616	A
C-AB	36	9	0.00	689	0.052	35	0.0	0.1	5.523	A
C-A	143	36	0.00			143				
A-B	0	0	0.00			0				
A-C	112	28	0.00			112				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	1	0.00	639	0.007	4	0.0	0.0	5.672	A
C-AB	45	11	0.00	704	0.064	45	0.1	0.1	5.478	A
C-A	169	42	0.00			169				
A-B	0	0	0.00			0				
A-C	134	33	0.00			134				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	1	0.00	631	0.009	5	0.0	0.0	5.753	A
C-AB	59	15	0.00	725	0.081	59	0.1	0.1	5.418	A
C-A	203	51	0.00			203				
A-B	0	0	0.00			0				
A-C	164	41	0.00			164				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	1	0.00	631	0.009	6	0.0	0.0	5.753	A
C-AB	59	15	0.00	725	0.081	59	0.1	0.1	5.424	A
C-A	203	51	0.00			203				
A-B	0	0	0.00			0				
A-C	164	41	0.00			164				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	1	0.00	639	0.007	5	0.0	0.0	5.673	A
C-AB	45	11	0.00	704	0.064	45	0.1	0.1	5.482	A
C-A	169	42	0.00			169				
A-B	0	0	0.00			0				
A-C	134	33	0.00			134				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	0.94	0.00	645	0.006	4	0.0	0.0	5.618	A
C-AB	36	9	0.00	689	0.052	36	0.1	0.1	5.530	A
C-A	143	36	0.00			143				
A-B	0	0	0.00			0				
A-C	112	28	0.00			112				

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.1.2424
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

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Filename: Junction 12 - Main Road_Nurstead Lane West.j11

Path: C:\Users\MatthewJohnson\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25512
Wrotham Road, Meopham\Modelling\Picady

Report generation date: 27/05/2026 11:23:55

»D1 - 2032 | Reference Case | AM
»D2 - 2032 | Reference Case | PM
»D3 - 2032 | Reference Case + Site 1 | AM
»D4 - 2032 | Reference Case + Site 1 | PM
»D7 - 2032 | Reference Case + Site 1 + Site 2 | AM
»D8 - 2032 | Reference Case + Site 1 + Site 2 | PM
»D9 - 2042 | Local Plan | AM
»D10 - 2042 | Local Plan | PM
»D11 - 2042 | Local Plan + Site 1 | AM
»D12 - 2042 | Local Plan + Site 1 | PM
»D15 - 2042 | Local Plan + Site 1 + Site 2 | AM
»D16 - 2042 | Local Plan + Site 1 + Site 2 | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
	2032 - Reference Case							
Stream B-C	D1	0.0	0.00	0.00	D2	0.0	0.00	0.00
Stream B-A		0.0	7.97	0.04		0.0	7.40	0.04
Stream C-AB		0.0	0.00	0.00		0.0	0.00	0.00
	2032 - Reference Case + Site 1							
Stream B-C	D3	0.0	0.00	0.00	D4	0.0	0.00	0.00
Stream B-A		0.0	8.00	0.04		0.0	7.38	0.03
Stream C-AB		0.0	0.00	0.00		0.0	0.00	0.00
	2032 - Reference Case + Site 1 + Site 2							
Stream B-C	D7	0.0	0.00	0.00	D8	0.0	0.00	0.00
Stream B-A		0.0	8.07	0.04		0.0	7.41	0.04
Stream C-AB		0.0	0.00	0.00		0.0	0.00	0.00
	2042 - Local Plan							
Stream B-C	D9	0.0	0.00	0.00	D10	0.0	0.00	0.00
Stream B-A		0.1	8.79	0.06		0.0	7.71	0.05
Stream C-AB		0.0	0.00	0.00		0.0	0.00	0.00
	2042 - Local Plan + Site 1							
Stream B-C	D11	0.0	0.00	0.00	D12	0.0	0.00	0.00
Stream B-A		0.1	8.84	0.06		0.0	7.80	0.05
Stream C-AB		0.0	0.00	0.00		0.0	0.00	0.00
	2042 - Local Plan + Site 1 + Site 2							
Stream B-C	D15	0.0	0.00	0.00	D16	0.0	0.00	0.00
Stream B-A		0.1	8.89	0.06		0.1	7.85	0.05
Stream C-AB		0.0	0.00	0.00		0.0	0.00	0.00

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

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

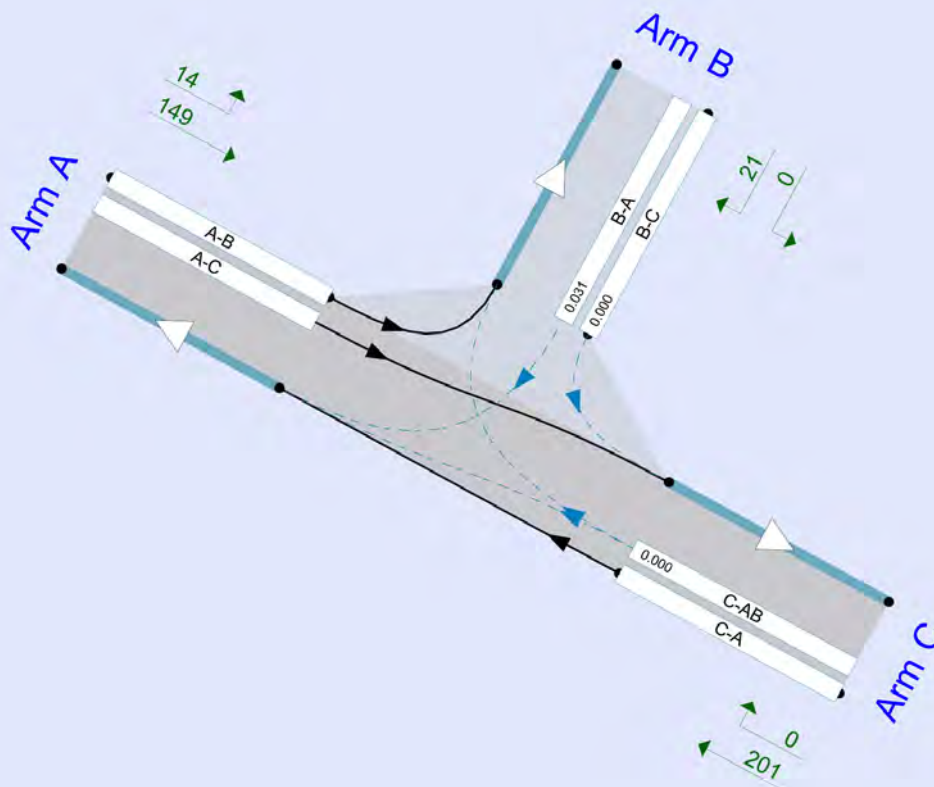
File summary

File Description

Title	
Location	Main Road/Nurstead Lane West
Site number	14
Date	08/04/2026
Version	
Status	(new file)
Identifier	MJ
Client	Richborough
Jobnumber	T25512
Enumerator	AzureAD\MatthewJohnson
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

PICADY short flare model	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
JUNCTIONS 11.1	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	2032	Reference Case	AM	ONE HOUR	07:45	09:15	15	✓
D2	2032	Reference Case	PM	ONE HOUR	16:45	18:15	15	✓
D3	2032	Reference Case + Site 1	AM	ONE HOUR	07:45	09:15	15	✓
D4	2032	Reference Case + Site 1	PM	ONE HOUR	16:45	18:15	15	✓
D5	2032	Reference Case + Site 2	AM	ONE HOUR	07:45	09:15	15	✓
D6	2032	Reference Case + Site 2	PM	ONE HOUR	16:45	18:15	15	✓
D7	2032	Reference Case + Site 1 + Site 2	AM	ONE HOUR	07:45	09:15	15	✓
D8	2032	Reference Case + Site 1 + Site 2	PM	ONE HOUR	16:45	18:15	15	✓
D9	2042	Local Plan	AM	ONE HOUR	07:45	09:15	15	✓
D10	2042	Local Plan	PM	ONE HOUR	16:45	18:15	15	✓
D11	2042	Local Plan + Site 1	AM	ONE HOUR	07:45	09:15	15	✓
D12	2042	Local Plan + Site 1	PM	ONE HOUR	16:45	18:15	15	✓
D13	2042	Local Plan + Site 2	AM	ONE HOUR	07:45	09:15	15	✓
D14	2042	Local Plan + Site 2	PM	ONE HOUR	16:45	18:15	15	✓
D15	2042	Local Plan + Site 1 + Site 2	AM	ONE HOUR	07:45	09:15	15	✓
D16	2042	Local Plan + Site 1 + Site 2	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D1,D2,D3,D4,D7,D8,D9,D10,D11,D12,D15,D16	100.000	100.000

D1 - 2032 | Reference Case | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	Junction 1	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.29	A

Arms

Arms

Arm	Name	Description	Arm type
A	Main Road W		Major
B	Nurstead Lane W		Minor
C	Main Road E		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.20			114.7	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	8.00	5.20	3.20	2.40	2.40	✓	1.00	107	34

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	561	0.101	0.255	0.160	0.364
B-C	555	0.085	0.214	-	-
C-B	640	0.246	0.246	-	-

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)	Run automatically
D1	2032	Reference Case	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	241	100.000
B		ONE HOUR	✓	15	100.000
C		ONE HOUR	✓	159	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	18	223
	B	15	0	0
From	C	159	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
From	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.04	7.97	0.0	A	14	21
C-AB	0.00	0.00	0.0	A	0	0
C-A					146	219
A-B					17	25
A-C					205	307

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	515	0.000	0	0.0	0.0	0.000	A
B-A	11	3	0.00	497	0.023	11	0.0	0.0	7.404	A
C-AB	0	0	0.00	596	0.000	0	0.0	0.0	0.000	A
C-A	120	30	0.00			120				
A-B	14	3	0.00			14				
A-C	168	42	0.00			168				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	507	0.000	0	0.0	0.0	0.000	A
B-A	13	3	0.00	485	0.028	13	0.0	0.0	7.631	A
C-AB	0	0	0.00	587	0.000	0	0.0	0.0	0.000	A
C-A	143	36	0.00			143				
A-B	16	4	0.00			16				
A-C	200	50	0.00			200				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	496	0.000	0	0.0	0.0	0.000	A
B-A	17	4	0.00	468	0.035	16	0.0	0.0	7.971	A
C-AB	0	0	0.00	575	0.000	0	0.0	0.0	0.000	A
C-A	175	44	0.00			175				
A-B	20	5	0.00			20				
A-C	246	61	0.00			246				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	496	0.000	0	0.0	0.0	0.000	A
B-A	17	4	0.00	468	0.035	17	0.0	0.0	7.971	A
C-AB	0	0	0.00	575	0.000	0	0.0	0.0	0.000	A
C-A	175	44	0.00			175				
A-B	20	5	0.00			20				
A-C	246	61	0.00			246				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	507	0.000	0	0.0	0.0	0.000	A
B-A	13	3	0.00	485	0.028	14	0.0	0.0	7.635	A
C-AB	0	0	0.00	587	0.000	0	0.0	0.0	0.000	A
C-A	143	36	0.00			143				
A-B	16	4	0.00			16				
A-C	200	50	0.00			200				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	515	0.000	0	0.0	0.0	0.000	A
B-A	11	3	0.00	497	0.023	11	0.0	0.0	7.408	A
C-AB	0	0	0.00	596	0.000	0	0.0	0.0	0.000	A
C-A	120	30	0.00			120				
A-B	14	3	0.00			14				
A-C	168	42	0.00			168				

D2 - 2032 | Reference Case | 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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.47	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.47	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)	Run automatically
D2	2032	Reference Case	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	114	100.000
B		ONE HOUR	✓	18	100.000
C		ONE HOUR	✓	151	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0	24	90
	B	18	0	0
	C	151	0	0

Vehicle Mix

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

Heavy Vehicle %

		To		
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.04	7.40	0.0	A	17	25
C-AB	0.00	0.00	0.0	A	0	0
C-A					139	208
A-B					22	33
A-C					83	124

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	535	0.000	0	0.0	0.0	0.000	A
B-A	14	3	0.00	523	0.026	13	0.0	0.0	7.056	A
C-AB	0	0	0.00	619	0.000	0	0.0	0.0	0.000	A
C-A	114	28	0.00			114				
A-B	18	5	0.00			18				
A-C	68	17	0.00			68				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	531	0.000	0	0.0	0.0	0.000	A
B-A	16	4	0.00	516	0.031	16	0.0	0.0	7.198	A
C-AB	0	0	0.00	615	0.000	0	0.0	0.0	0.000	A
C-A	136	34	0.00			136				
A-B	22	5	0.00			22				
A-C	81	20	0.00			81				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	526	0.000	0	0.0	0.0	0.000	A
B-A	20	5	0.00	506	0.039	20	0.0	0.0	7.400	A
C-AB	0	0	0.00	610	0.000	0	0.0	0.0	0.000	A
C-A	166	42	0.00			166				
A-B	26	7	0.00			26				
A-C	99	25	0.00			99				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	526	0.000	0	0.0	0.0	0.000	A
B-A	20	5	0.00	506	0.039	20	0.0	0.0	7.400	A
C-AB	0	0	0.00	610	0.000	0	0.0	0.0	0.000	A
C-A	166	42	0.00			166				
A-B	26	7	0.00			26				
A-C	99	25	0.00			99				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	531	0.000	0	0.0	0.0	0.000	A
B-A	16	4	0.00	516	0.031	16	0.0	0.0	7.202	A
C-AB	0	0	0.00	615	0.000	0	0.0	0.0	0.000	A
C-A	136	34	0.00			136				
A-B	22	5	0.00			22				
A-C	81	20	0.00			81				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	535	0.000	0	0.0	0.0	0.000	A
B-A	14	3	0.00	523	0.026	14	0.0	0.0	7.060	A
C-AB	0	0	0.00	619	0.000	0	0.0	0.0	0.000	A
C-A	114	28	0.00			114				
A-B	18	5	0.00			18				
A-C	68	17	0.00			68				

D3 - 2032 | Reference Case + Site 1 | 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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.29	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)	Run automatically
D3	2032	Reference Case + Site 1	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	230	100.000
B		ONE HOUR	✓	15	100.000
C		ONE HOUR	✓	174	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0	5	225
	B	15	0	0
	C	174	0	0

Vehicle Mix

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

Heavy Vehicle %

		To		
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.04	8.00	0.0	A	14	21
C-AB	0.00	0.00	0.0	A	0	0
C-A					160	239
A-B					5	7
A-C					206	310

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	515	0.000	0	0.0	0.0	0.000	A
B-A	11	3	0.00	496	0.023	11	0.0	0.0	7.422	A
C-AB	0	0	0.00	598	0.000	0	0.0	0.0	0.000	A
C-A	131	33	0.00			131				
A-B	4	0.94	0.00			4				
A-C	169	42	0.00			169				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	507	0.000	0	0.0	0.0	0.000	A
B-A	13	3	0.00	484	0.028	13	0.0	0.0	7.655	A
C-AB	0	0	0.00	590	0.000	0	0.0	0.0	0.000	A
C-A	156	39	0.00			156				
A-B	4	1	0.00			4				
A-C	202	51	0.00			202				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	497	0.000	0	0.0	0.0	0.000	A
B-A	17	4	0.00	466	0.035	16	0.0	0.0	8.002	A
C-AB	0	0	0.00	578	0.000	0	0.0	0.0	0.000	A
C-A	192	48	0.00			192				
A-B	6	1	0.00			6				
A-C	248	62	0.00			248				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	497	0.000	0	0.0	0.0	0.000	A
B-A	17	4	0.00	466	0.035	17	0.0	0.0	8.002	A
C-AB	0	0	0.00	578	0.000	0	0.0	0.0	0.000	A
C-A	192	48	0.00			192				
A-B	6	1	0.00			6				
A-C	248	62	0.00			248				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	507	0.000	0	0.0	0.0	0.000	A
B-A	13	3	0.00	484	0.028	14	0.0	0.0	7.659	A
C-AB	0	0	0.00	590	0.000	0	0.0	0.0	0.000	A
C-A	156	39	0.00			156				
A-B	4	1	0.00			4				
A-C	202	51	0.00			202				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	515	0.000	0	0.0	0.0	0.000	A
B-A	11	3	0.00	496	0.023	11	0.0	0.0	7.423	A
C-AB	0	0	0.00	598	0.000	0	0.0	0.0	0.000	A
C-A	131	33	0.00			131				
A-B	4	0.94	0.00			4				
A-C	169	42	0.00			169				

D4 - 2032 | Reference Case + Site 1 | 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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.39	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.39	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)	Run automatically
D4	2032	Reference Case + Site 1	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	114	100.000
B		ONE HOUR	✓	15	100.000
C		ONE HOUR	✓	158	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	21	93
	B	15	0	0
	C	158	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.03	7.38	0.0	A	14	21
C-AB	0.00	0.00	0.0	A	0	0
C-A					145	217
A-B					19	29
A-C					85	128

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	535	0.000	0	0.0	0.0	0.000	A
B-A	11	3	0.00	522	0.022	11	0.0	0.0	7.044	A
C-AB	0	0	0.00	619	0.000	0	0.0	0.0	0.000	A
C-A	119	30	0.00			119				
A-B	16	4	0.00			16				
A-C	70	18	0.00			70				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	532	0.000	0	0.0	0.0	0.000	A
B-A	13	3	0.00	515	0.026	13	0.0	0.0	7.180	A
C-AB	0	0	0.00	615	0.000	0	0.0	0.0	0.000	A
C-A	142	36	0.00			142				
A-B	19	5	0.00			19				
A-C	84	21	0.00			84				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	526	0.000	0	0.0	0.0	0.000	A
B-A	17	4	0.00	504	0.033	16	0.0	0.0	7.377	A
C-AB	0	0	0.00	610	0.000	0	0.0	0.0	0.000	A
C-A	174	43	0.00			174				
A-B	23	6	0.00			23				
A-C	102	26	0.00			102				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	526	0.000	0	0.0	0.0	0.000	A
B-A	17	4	0.00	504	0.033	17	0.0	0.0	7.377	A
C-AB	0	0	0.00	610	0.000	0	0.0	0.0	0.000	A
C-A	174	43	0.00			174				
A-B	23	6	0.00			23				
A-C	102	26	0.00			102				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	532	0.000	0	0.0	0.0	0.000	A
B-A	13	3	0.00	515	0.026	14	0.0	0.0	7.184	A
C-AB	0	0	0.00	615	0.000	0	0.0	0.0	0.000	A
C-A	142	36	0.00			142				
A-B	19	5	0.00			19				
A-C	84	21	0.00			84				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	535	0.000	0	0.0	0.0	0.000	A
B-A	11	3	0.00	522	0.022	11	0.0	0.0	7.048	A
C-AB	0	0	0.00	619	0.000	0	0.0	0.0	0.000	A
C-A	119	30	0.00			119				
A-B	16	4	0.00			16				
A-C	70	18	0.00			70				

D7 - 2032 | Reference Case + Site 1 + Site 2 | 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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.30	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)	Run automatically
D7	2032	Reference Case + Site 1 + Site 2	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	231	100.000
B		ONE HOUR	✓	16	100.000
C		ONE HOUR	✓	188	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	6	225
	B	16	0	0
	C	188	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.04	8.07	0.0	A	15	22
C-AB	0.00	0.00	0.0	A	0	0
C-A					173	259
A-B					6	8
A-C					206	310

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	515	0.000	0	0.0	0.0	0.000	A
B-A	12	3	0.00	494	0.024	12	0.0	0.0	7.458	A
C-AB	0	0	0.00	598	0.000	0	0.0	0.0	0.000	A
C-A	142	35	0.00			142				
A-B	5	1	0.00			5				
A-C	169	42	0.00			169				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	507	0.000	0	0.0	0.0	0.000	A
B-A	14	4	0.00	482	0.030	14	0.0	0.0	7.705	A
C-AB	0	0	0.00	589	0.000	0	0.0	0.0	0.000	A
C-A	169	42	0.00			169				
A-B	5	1	0.00			5				
A-C	202	51	0.00			202				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	496	0.000	0	0.0	0.0	0.000	A
B-A	18	4	0.00	464	0.038	18	0.0	0.0	8.068	A
C-AB	0	0	0.00	578	0.000	0	0.0	0.0	0.000	A
C-A	207	52	0.00			207				
A-B	7	2	0.00			7				
A-C	248	62	0.00			248				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	496	0.000	0	0.0	0.0	0.000	A
B-A	18	4	0.00	464	0.038	18	0.0	0.0	8.068	A
C-AB	0	0	0.00	578	0.000	0	0.0	0.0	0.000	A
C-A	207	52	0.00			207				
A-B	7	2	0.00			7				
A-C	248	62	0.00			248				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	507	0.000	0	0.0	0.0	0.000	A
B-A	14	4	0.00	482	0.030	14	0.0	0.0	7.706	A
C-AB	0	0	0.00	589	0.000	0	0.0	0.0	0.000	A
C-A	169	42	0.00			169				
A-B	5	1	0.00			5				
A-C	202	51	0.00			202				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	515	0.000	0	0.0	0.0	0.000	A
B-A	12	3	0.00	494	0.024	12	0.0	0.0	7.462	A
C-AB	0	0	0.00	598	0.000	0	0.0	0.0	0.000	A
C-A	142	35	0.00			142				
A-B	5	1	0.00			5				
A-C	169	42	0.00			169				

D8 - 2032 | Reference Case + Site 1 + Site 2 | 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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.41	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)	Run automatically
D8	2032	Reference Case + Site 1 + Site 2	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	115	100.000
B		ONE HOUR	✓	16	100.000
C		ONE HOUR	✓	159	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0	17	98
	B	16	0	0
	C	159	0	0

Vehicle Mix

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

Heavy Vehicle %

		To		
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.04	7.41	0.0	A	15	22
C-AB	0.00	0.00	0.0	A	0	0
C-A					146	219
A-B					16	23
A-C					90	135

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	535	0.000	0	0.0	0.0	0.000	A
B-A	12	3	0.00	521	0.023	12	0.0	0.0	7.065	A
C-AB	0	0	0.00	619	0.000	0	0.0	0.0	0.000	A
C-A	120	30	0.00			120				
A-B	13	3	0.00			13				
A-C	74	18	0.00			74				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	531	0.000	0	0.0	0.0	0.000	A
B-A	14	4	0.00	514	0.028	14	0.0	0.0	7.206	A
C-AB	0	0	0.00	615	0.000	0	0.0	0.0	0.000	A
C-A	143	36	0.00			143				
A-B	15	4	0.00			15				
A-C	88	22	0.00			88				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	525	0.000	0	0.0	0.0	0.000	A
B-A	18	4	0.00	503	0.035	18	0.0	0.0	7.411	A
C-AB	0	0	0.00	609	0.000	0	0.0	0.0	0.000	A
C-A	175	44	0.00			175				
A-B	19	5	0.00			19				
A-C	108	27	0.00			108				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	525	0.000	0	0.0	0.0	0.000	A
B-A	18	4	0.00	503	0.035	18	0.0	0.0	7.411	A
C-AB	0	0	0.00	609	0.000	0	0.0	0.0	0.000	A
C-A	175	44	0.00			175				
A-B	19	5	0.00			19				
A-C	108	27	0.00			108				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	531	0.000	0	0.0	0.0	0.000	A
B-A	14	4	0.00	514	0.028	14	0.0	0.0	7.210	A
C-AB	0	0	0.00	615	0.000	0	0.0	0.0	0.000	A
C-A	143	36	0.00			143				
A-B	15	4	0.00			15				
A-C	88	22	0.00			88				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	535	0.000	0	0.0	0.0	0.000	A
B-A	12	3	0.00	521	0.023	12	0.0	0.0	7.066	A
C-AB	0	0	0.00	619	0.000	0	0.0	0.0	0.000	A
C-A	120	30	0.00			120				
A-B	13	3	0.00			13				
A-C	74	18	0.00			74				

D9 - 2042 | Local Plan | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	Junction 1	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.35	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)	Run automatically
D9	2042	Local Plan	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	230	100.000
B		ONE HOUR	✓	24	100.000
C		ONE HOUR	✓	353	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	12	218
	B	24	0	0
	C	353	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.06	8.79	0.1	A	22	33
C-AB	0.00	0.00	0.0	A	0	0
C-A					324	486
A-B					11	17
A-C					200	300

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	514	0.000	0	0.0	0.0	0.000	A
B-A	18	5	0.00	475	0.038	18	0.0	0.0	7.866	A
C-AB	0	0	0.00	598	0.000	0	0.0	0.0	0.000	A
C-A	266	66	0.00			266				
A-B	9	2	0.00			9				
A-C	164	41	0.00			164				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	506	0.000	0	0.0	0.0	0.000	A
B-A	22	5	0.00	459	0.047	22	0.0	0.0	8.232	A
C-AB	0	0	0.00	590	0.000	0	0.0	0.0	0.000	A
C-A	317	79	0.00			317				
A-B	11	3	0.00			11				
A-C	196	49	0.00			196				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	495	0.000	0	0.0	0.0	0.000	A
B-A	26	7	0.00	436	0.061	26	0.0	0.1	8.788	A
C-AB	0	0	0.00	578	0.000	0	0.0	0.0	0.000	A
C-A	389	97	0.00			389				
A-B	13	3	0.00			13				
A-C	240	60	0.00			240				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	495	0.000	0	0.0	0.0	0.000	A
B-A	26	7	0.00	436	0.061	26	0.1	0.1	8.790	A
C-AB	0	0	0.00	578	0.000	0	0.0	0.0	0.000	A
C-A	389	97	0.00			389				
A-B	13	3	0.00			13				
A-C	240	60	0.00			240				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	506	0.000	0	0.0	0.0	0.000	A
B-A	22	5	0.00	459	0.047	22	0.1	0.0	8.236	A
C-AB	0	0	0.00	590	0.000	0	0.0	0.0	0.000	A
C-A	317	79	0.00			317				
A-B	11	3	0.00			11				
A-C	196	49	0.00			196				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	514	0.000	0	0.0	0.0	0.000	A
B-A	18	5	0.00	475	0.038	18	0.0	0.0	7.872	A
C-AB	0	0	0.00	598	0.000	0	0.0	0.0	0.000	A
C-A	266	66	0.00			266				
A-B	9	2	0.00			9				
A-C	164	41	0.00			164				

D10 - 2042 | Local Plan | 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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.42	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)	Run automatically
D10	2042	Local Plan	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	143	100.000
B		ONE HOUR	✓	20	100.000
C		ONE HOUR	✓	201	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	23	120
	B	20	0	0
	C	201	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.05	7.71	0.0	A	18	28
C-AB	0.00	0.00	0.0	A	0	0
C-A					184	277
A-B					21	32
A-C					110	165

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	530	0.000	0	0.0	0.0	0.000	A
B-A	15	4	0.00	512	0.029	15	0.0	0.0	7.244	A
C-AB	0	0	0.00	614	0.000	0	0.0	0.0	0.000	A
C-A	151	38	0.00			151				
A-B	17	4	0.00			17				
A-C	90	23	0.00			90				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	525	0.000	0	0.0	0.0	0.000	A
B-A	18	4	0.00	502	0.036	18	0.0	0.0	7.433	A
C-AB	0	0	0.00	609	0.000	0	0.0	0.0	0.000	A
C-A	181	45	0.00			181				
A-B	21	5	0.00			21				
A-C	108	27	0.00			108				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	518	0.000	0	0.0	0.0	0.000	A
B-A	22	6	0.00	489	0.045	22	0.0	0.0	7.707	A
C-AB	0	0	0.00	602	0.000	0	0.0	0.0	0.000	A
C-A	221	55	0.00			221				
A-B	25	6	0.00			25				
A-C	132	33	0.00			132				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	518	0.000	0	0.0	0.0	0.000	A
B-A	22	6	0.00	489	0.045	22	0.0	0.0	7.707	A
C-AB	0	0	0.00	602	0.000	0	0.0	0.0	0.000	A
C-A	221	55	0.00			221				
A-B	25	6	0.00			25				
A-C	132	33	0.00			132				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	525	0.000	0	0.0	0.0	0.000	A
B-A	18	4	0.00	502	0.036	18	0.0	0.0	7.437	A
C-AB	0	0	0.00	609	0.000	0	0.0	0.0	0.000	A
C-A	181	45	0.00			181				
A-B	21	5	0.00			21				
A-C	108	27	0.00			108				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	530	0.000	0	0.0	0.0	0.000	A
B-A	15	4	0.00	512	0.029	15	0.0	0.0	7.248	A
C-AB	0	0	0.00	614	0.000	0	0.0	0.0	0.000	A
C-A	151	38	0.00			151				
A-B	17	4	0.00			17				
A-C	90	23	0.00			90				

D11 - 2042 | Local Plan + Site 1 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	Junction 1	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.34	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)	Run automatically
D11	2042	Local Plan + Site 1	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	233	100.000
B		ONE HOUR	✓	24	100.000
C		ONE HOUR	✓	361	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	12	221
	B	24	0	0
	C	361	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.06	8.84	0.1	A	22	33
C-AB	0.00	0.00	0.0	A	0	0
C-A					331	497
A-B					11	17
A-C					203	304

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	513	0.000	0	0.0	0.0	0.000	A
B-A	18	5	0.00	474	0.038	18	0.0	0.0	7.893	A
C-AB	0	0	0.00	597	0.000	0	0.0	0.0	0.000	A
C-A	272	68	0.00			272				
A-B	9	2	0.00			9				
A-C	166	42	0.00			166				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	505	0.000	0	0.0	0.0	0.000	A
B-A	22	5	0.00	457	0.047	22	0.0	0.0	8.267	A
C-AB	0	0	0.00	589	0.000	0	0.0	0.0	0.000	A
C-A	325	81	0.00			325				
A-B	11	3	0.00			11				
A-C	199	50	0.00			199				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	494	0.000	0	0.0	0.0	0.000	A
B-A	26	7	0.00	434	0.061	26	0.0	0.1	8.836	A
C-AB	0	0	0.00	577	0.000	0	0.0	0.0	0.000	A
C-A	397	99	0.00			397				
A-B	13	3	0.00			13				
A-C	243	61	0.00			243				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	494	0.000	0	0.0	0.0	0.000	A
B-A	26	7	0.00	434	0.061	26	0.1	0.1	8.838	A
C-AB	0	0	0.00	577	0.000	0	0.0	0.0	0.000	A
C-A	397	99	0.00			397				
A-B	13	3	0.00			13				
A-C	243	61	0.00			243				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	505	0.000	0	0.0	0.0	0.000	A
B-A	22	5	0.00	457	0.047	22	0.1	0.1	8.269	A
C-AB	0	0	0.00	589	0.000	0	0.0	0.0	0.000	A
C-A	325	81	0.00			325				
A-B	11	3	0.00			11				
A-C	199	50	0.00			199				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	513	0.000	0	0.0	0.0	0.000	A
B-A	18	5	0.00	474	0.038	18	0.1	0.0	7.900	A
C-AB	0	0	0.00	597	0.000	0	0.0	0.0	0.000	A
C-A	272	68	0.00			272				
A-B	9	2	0.00			9				
A-C	166	42	0.00			166				

D12 - 2042 | Local Plan + Site 1 | 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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.43	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)	Run automatically
D12	2042	Local Plan + Site 1	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	158	100.000
B		ONE HOUR	✓	21	100.000
C		ONE HOUR	✓	198	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A	B	C
	A	0	17	141
	B	21	0	0
	C	198	0	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.05	7.80	0.0	A	19	29
C-AB	0.00	0.00	0.0	A	0	0
C-A					182	273
A-B					16	23
A-C					129	194

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	527	0.000	0	0.0	0.0	0.000	A
B-A	16	4	0.00	509	0.031	16	0.0	0.0	7.302	A
C-AB	0	0	0.00	611	0.000	0	0.0	0.0	0.000	A
C-A	149	37	0.00			149				
A-B	13	3	0.00			13				
A-C	106	27	0.00			106				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	521	0.000	0	0.0	0.0	0.000	A
B-A	19	5	0.00	498	0.038	19	0.0	0.0	7.506	A
C-AB	0	0	0.00	605	0.000	0	0.0	0.0	0.000	A
C-A	178	44	0.00			178				
A-B	15	4	0.00			15				
A-C	127	32	0.00			127				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	514	0.000	0	0.0	0.0	0.000	A
B-A	23	6	0.00	484	0.048	23	0.0	0.0	7.804	A
C-AB	0	0	0.00	598	0.000	0	0.0	0.0	0.000	A
C-A	218	55	0.00			218				
A-B	19	5	0.00			19				
A-C	155	39	0.00			155				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	514	0.000	0	0.0	0.0	0.000	A
B-A	23	6	0.00	484	0.048	23	0.0	0.0	7.804	A
C-AB	0	0	0.00	598	0.000	0	0.0	0.0	0.000	A
C-A	218	55	0.00			218				
A-B	19	5	0.00			19				
A-C	155	39	0.00			155				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	521	0.000	0	0.0	0.0	0.000	A
B-A	19	5	0.00	498	0.038	19	0.0	0.0	7.508	A
C-AB	0	0	0.00	605	0.000	0	0.0	0.0	0.000	A
C-A	178	44	0.00			178				
A-B	15	4	0.00			15				
A-C	127	32	0.00			127				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	527	0.000	0	0.0	0.0	0.000	A
B-A	16	4	0.00	509	0.031	16	0.0	0.0	7.309	A
C-AB	0	0	0.00	611	0.000	0	0.0	0.0	0.000	A
C-A	149	37	0.00			149				
A-B	13	3	0.00			13				
A-C	106	27	0.00			106				

D15 - 2042 | Local Plan + Site 1 + Site 2 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	Junction 1	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.34	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)	Run automatically
D15	2042	Local Plan + Site 1 + Site 2	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	236	100.000
B		ONE HOUR	✓	24	100.000
C		ONE HOUR	✓	369	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	12	224
	B	24	0	0
	C	369	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.06	8.89	0.1	A	22	33
C-AB	0.00	0.00	0.0	A	0	0
C-A					339	508
A-B					11	17
A-C					206	308

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	513	0.000	0	0.0	0.0	0.000	A
B-A	18	5	0.00	472	0.038	18	0.0	0.0	7.919	A
C-AB	0	0	0.00	597	0.000	0	0.0	0.0	0.000	A
C-A	278	69	0.00			278				
A-B	9	2	0.00			9				
A-C	169	42	0.00			169				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	505	0.000	0	0.0	0.0	0.000	A
B-A	22	5	0.00	455	0.047	22	0.0	0.0	8.302	A
C-AB	0	0	0.00	588	0.000	0	0.0	0.0	0.000	A
C-A	332	83	0.00			332				
A-B	11	3	0.00			11				
A-C	201	50	0.00			201				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	493	0.000	0	0.0	0.0	0.000	A
B-A	26	7	0.00	431	0.061	26	0.0	0.1	8.886	A
C-AB	0	0	0.00	576	0.000	0	0.0	0.0	0.000	A
C-A	406	102	0.00			406				
A-B	13	3	0.00			13				
A-C	247	62	0.00			247				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	493	0.000	0	0.0	0.0	0.000	A
B-A	26	7	0.00	431	0.061	26	0.1	0.1	8.887	A
C-AB	0	0	0.00	576	0.000	0	0.0	0.0	0.000	A
C-A	406	102	0.00			406				
A-B	13	3	0.00			13				
A-C	247	62	0.00			247				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	505	0.000	0	0.0	0.0	0.000	A
B-A	22	5	0.00	455	0.047	22	0.1	0.1	8.306	A
C-AB	0	0	0.00	588	0.000	0	0.0	0.0	0.000	A
C-A	332	83	0.00			332				
A-B	11	3	0.00			11				
A-C	201	50	0.00			201				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	513	0.000	0	0.0	0.0	0.000	A
B-A	18	5	0.00	472	0.038	18	0.1	0.0	7.927	A
C-AB	0	0	0.00	597	0.000	0	0.0	0.0	0.000	A
C-A	278	69	0.00			278				
A-B	9	2	0.00			9				
A-C	169	42	0.00			169				

D16 - 2042 | Local Plan + Site 1 + Site 2 | 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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.43	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)	Run automatically
D16	2042	Local Plan + Site 1 + Site 2	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	163	100.000
B		ONE HOUR	✓	21	100.000
C		ONE HOUR	✓	201	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0	14	149
	B	21	0	0
	C	201	0	0

Vehicle Mix

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

Heavy Vehicle %

		To		
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.05	7.85	0.1	A	19	29
C-AB	0.00	0.00	0.0	A	0	0
C-A					184	277
A-B					13	19
A-C					137	205

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	526	0.000	0	0.0	0.0	0.000	A
B-A	16	4	0.00	507	0.031	16	0.0	0.0	7.327	A
C-AB	0	0	0.00	610	0.000	0	0.0	0.0	0.000	A
C-A	151	38	0.00			151				
A-B	11	3	0.00			11				
A-C	112	28	0.00			112				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	520	0.000	0	0.0	0.0	0.000	A
B-A	19	5	0.00	496	0.038	19	0.0	0.0	7.538	A
C-AB	0	0	0.00	604	0.000	0	0.0	0.0	0.000	A
C-A	181	45	0.00			181				
A-B	13	3	0.00			13				
A-C	134	33	0.00			134				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	512	0.000	0	0.0	0.0	0.000	A
B-A	23	6	0.00	482	0.048	23	0.0	0.0	7.846	A
C-AB	0	0	0.00	596	0.000	0	0.0	0.0	0.000	A
C-A	221	55	0.00			221				
A-B	15	4	0.00			15				
A-C	164	41	0.00			164				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	512	0.000	0	0.0	0.0	0.000	A
B-A	23	6	0.00	482	0.048	23	0.0	0.1	7.846	A
C-AB	0	0	0.00	596	0.000	0	0.0	0.0	0.000	A
C-A	221	55	0.00			221				
A-B	15	4	0.00			15				
A-C	164	41	0.00			164				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	520	0.000	0	0.0	0.0	0.000	A
B-A	19	5	0.00	496	0.038	19	0.1	0.0	7.539	A
C-AB	0	0	0.00	604	0.000	0	0.0	0.0	0.000	A
C-A	181	45	0.00			181				
A-B	13	3	0.00			13				
A-C	134	33	0.00			134				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	526	0.000	0	0.0	0.0	0.000	A
B-A	16	4	0.00	507	0.031	16	0.0	0.0	7.331	A
C-AB	0	0	0.00	610	0.000	0	0.0	0.0	0.000	A
C-A	151	38	0.00			151				
A-B	11	3	0.00			11				
A-C	112	28	0.00			112				

Appendix Q

A2/Wrotham Road Junction Mitigation Model Results

Basic Results Summary

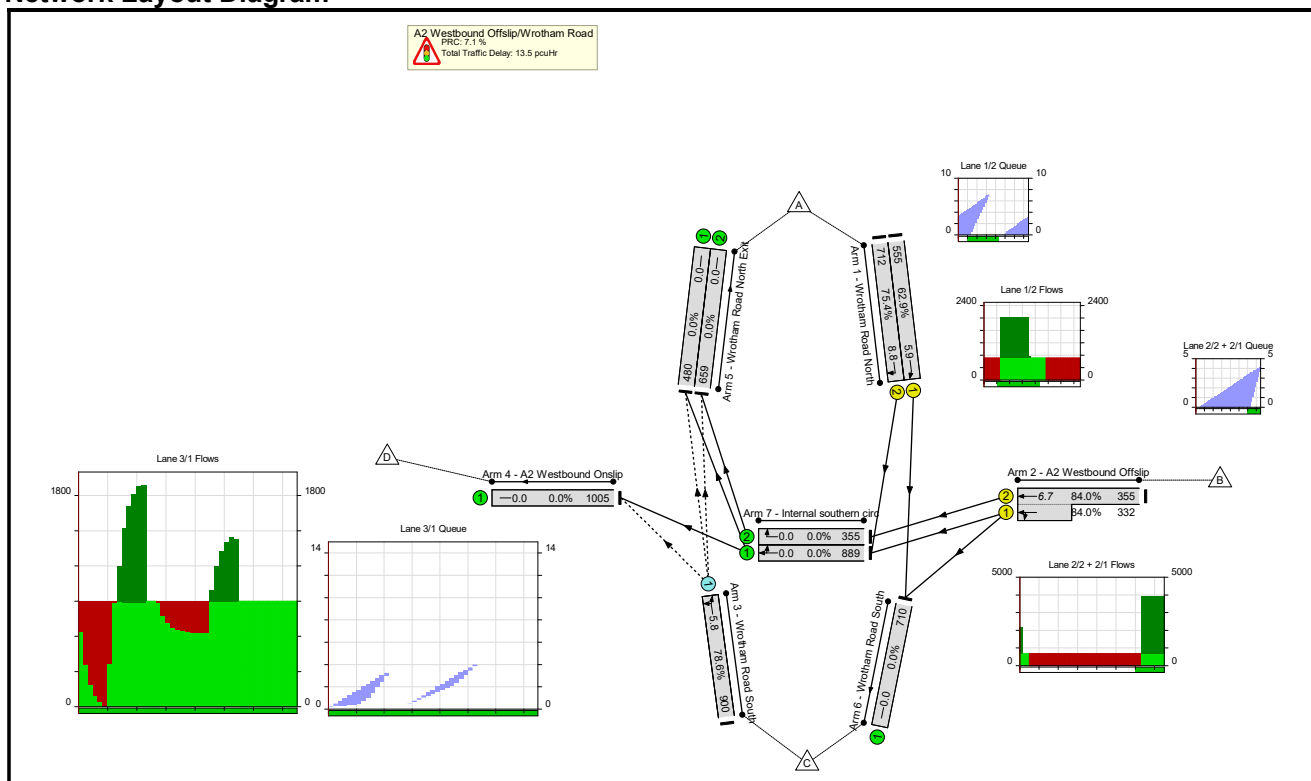
Basic Results Summary

User and Project Details

Project:	Land south of Longfield Road
Title:	A2/Wrotham Road Southern Rbt Signalisation
Location:	
Client:	Richborough
Design Layout Ref:	Mayer Brown Drawing PHCOLDHARBOURRD.1/01
Additional detail:	
File name:	T25526 A2_Wrotham Road - Southern Rbt Signalisation_Pre Adjustments.lsg3x
Author:	
Company:	
Address:	

Scenario 1: '2032 Reference Case AM' (FG1: '2032 Reference Case AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



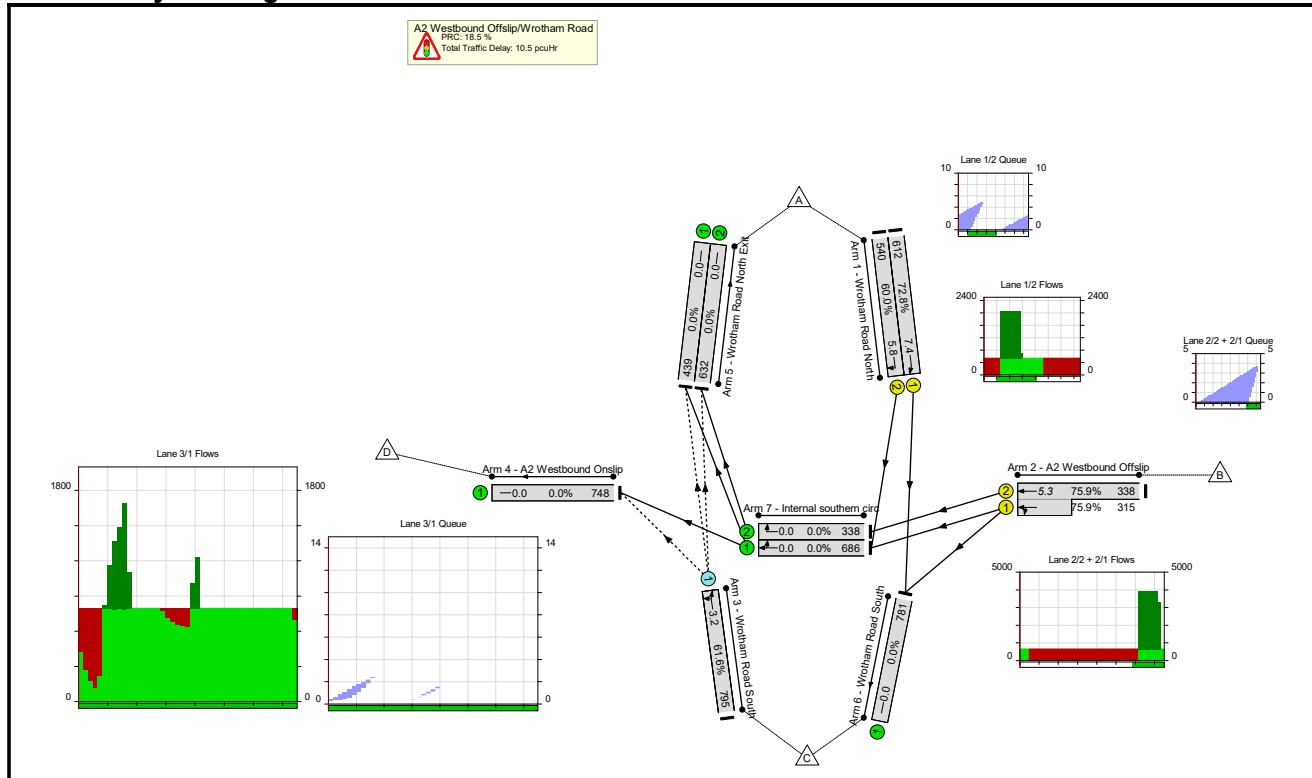
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A2/Wrotham Road Southern Rbt Signalisation	-	-	-		-	-	-	-	-	-	84.0%	900	0	0	13.5	-	-
A2 Westbound Offslip/Wrotham Road	-	-	-		-	-	-	-	-	-	84.0%	900	0	0	13.5	-	-
1/1	Wrotham Road North Ahead	U	A		1	20	-	555	1892	883	62.9%	-	-	-	2.2	14.5	5.9
1/2	Wrotham Road North Right	U	A		1	20	-	712	2024	945	75.4%	-	-	-	3.5	17.5	8.8
2/2+2/1	A2 Westbound Offslip Left Ahead	U	B		1	9	-	687	2024:1892	422+395	84.0 : 84.0%	-	-	-	5.7	29.8	6.7
3/1	Wrotham Road South Left Ahead	O	-		-	-	-	900	1966	1145	78.6%	900	0	0	2.1	8.6	5.8
C1 PRC for Signalled Lanes (%): 7.1 Total Delay for Signalled Lanes (pcuHr): 11.39 Cycle Time (s): 45 PRC Over All Lanes (%): 7.1 Total Delay Over All Lanes(pcuHr): 13.53																	

Basic Results Summary

Scenario 2: '2032 Reference Case PM' (FG2: '2032 Reference Case PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



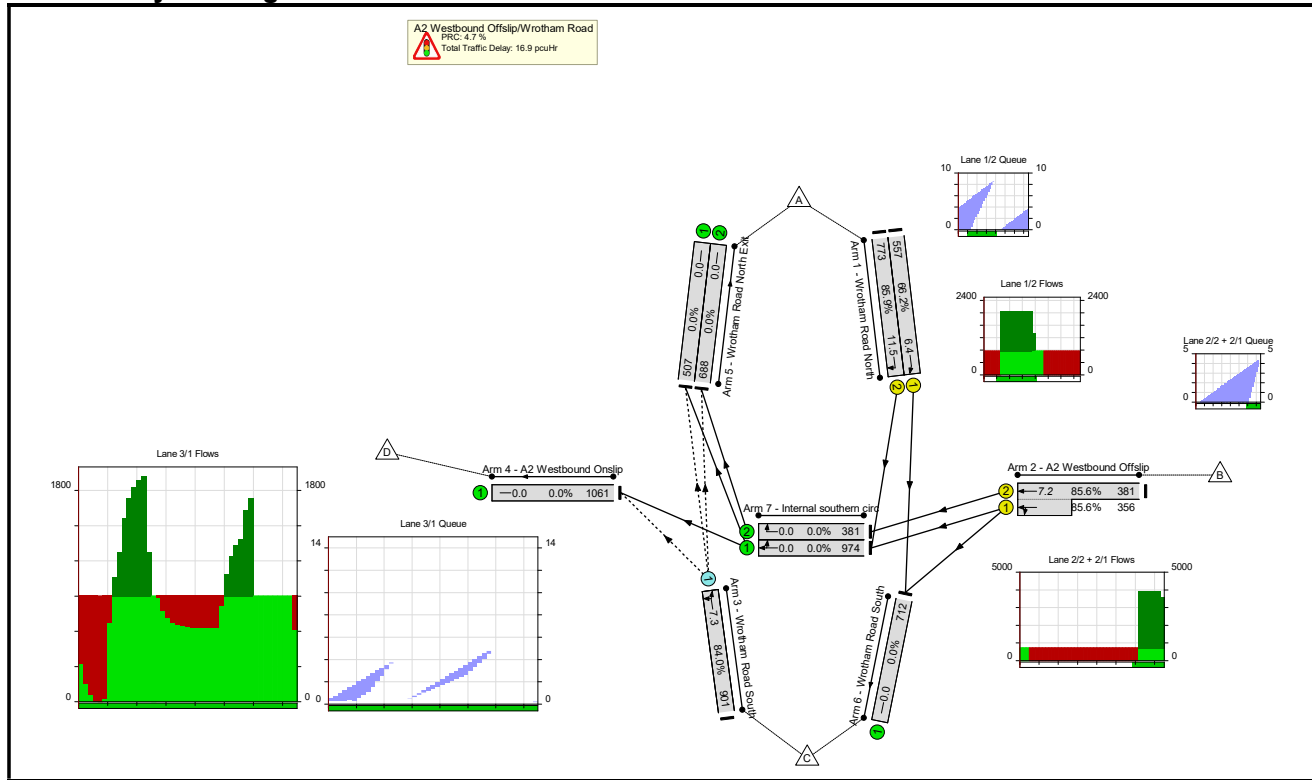
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A2/Wrotham Road Southern Rbt Signalisation	-	-	-		-	-	-	-	-	-	75.9%	795	0	0	10.5	-	-
A2 Westbound Offslip/Wrotham Road	-	-	-		-	-	-	-	-	-	75.9%	795	0	0	10.5	-	-
1/1	Wrotham Road North Ahead	U	A		1	19	-	612	1892	841	72.8%	-	-	-	3.1	18.0	7.4
1/2	Wrotham Road North Right	U	A		1	19	-	540	2024	900	60.0%	-	-	-	2.2	14.5	5.8
2/2+2/1	A2 Westbound Offslip Left Ahead	U	B		1	10	-	653	2024:1892	445+415	75.9 : 75.9%	-	-	-	4.4	24.0	5.3
3/1	Wrotham Road South Left Ahead	O	-		-	-	-	795	1966	1290	61.6%	795	0	0	0.9	4.2	3.2
C1 PRC for Signalled Lanes (%): 18.5 Total Delay for Signalled Lanes (pcuHr): 9.59 Cycle Time (s): 45 PRC Over All Lanes (%): 18.5 Total Delay Over All Lanes(pcuHr): 10.51																	

Basic Results Summary

Scenario 3: '2032 Reference Case + Committed AM' (FG3: '2032 Reference Case + Committed AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



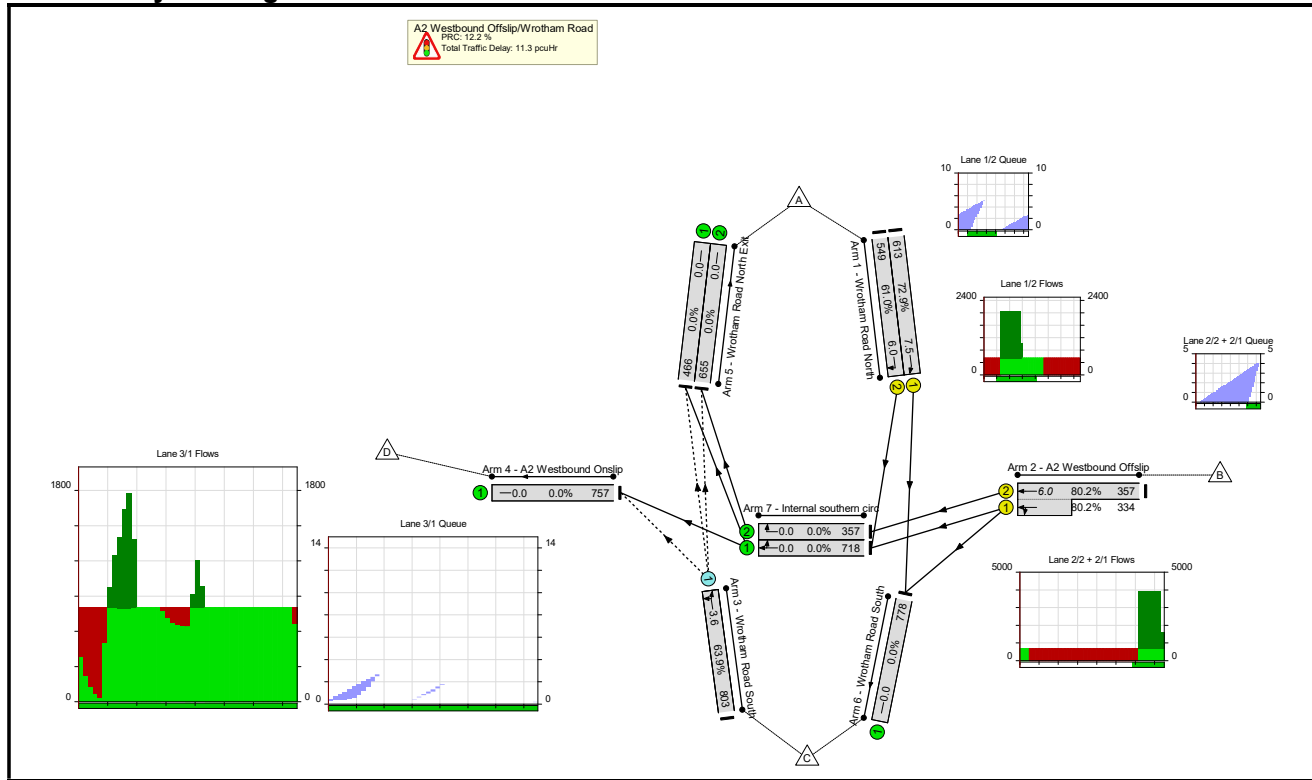
Network Results

[illegible]

Basic Results Summary

Scenario 4: '2032 Reference Case + Committed PM' (FG4: '2032 Reference Case + Committed PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

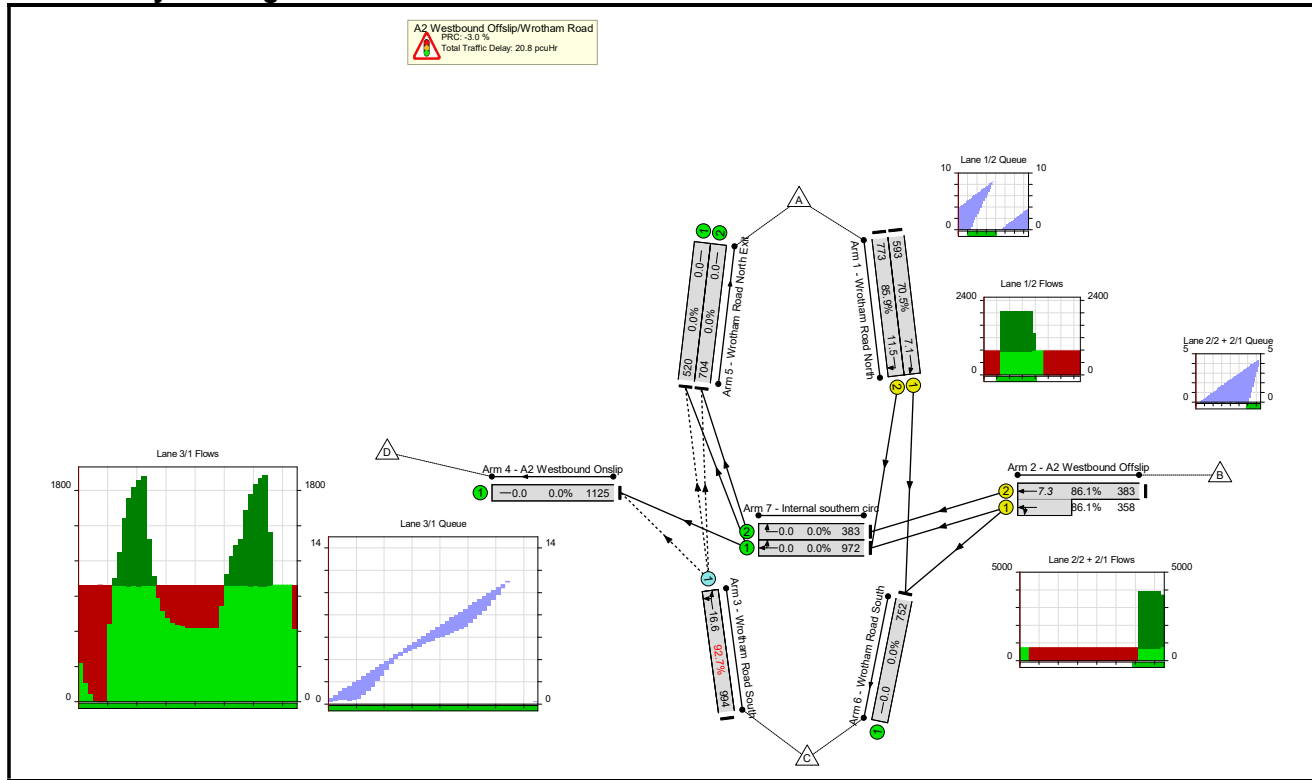


Network Results

Basic Results Summary

Scenario 5: '2032 Reference Case + Committed + Site 1 AM' (FG5: '2032 Reference Case + Committed + Site 1 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



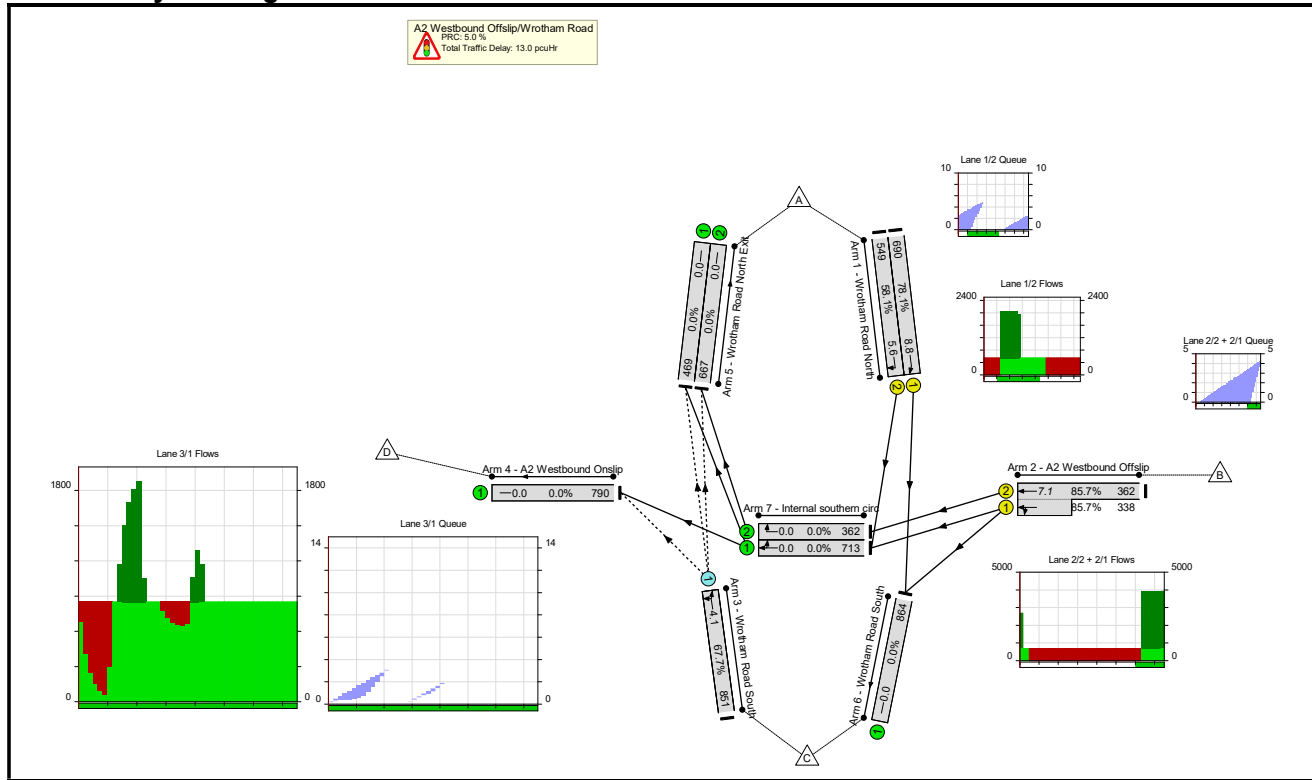
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A2/Wrotham Road Southern Rbt Signalisation	-	-	-		-	-	-	-	-	-	92.7%	994	0	0	20.8	-	-
A2 Westbound Offslip/Wrotham Road	-	-	-		-	-	-	-	-	-	92.7%	994	0	0	20.8	-	-
1/1	Wrotham Road North Ahead	U	A		1	19	-	593	1892	841	70.5%	-	-	-	2.9	17.3	7.1
1/2	Wrotham Road North Right	U	A		1	19	-	773	2024	900	85.9%	-	-	-	5.3	24.8	11.5
2/2+2/1	A2 Westbound Offslip Left Ahead	U	B		1	10	-	741	2024:1892	445+416	86.1 : 86.1%	-	-	-	6.2	30.2	7.3
3/1	Wrotham Road South Left Ahead	O	-		-	-	-	994	1966	1072	92.7%	994	0	0	6.4	23.3	16.6
C1 PRC for Signalled Lanes (%): 4.6 Total Delay for Signalled Lanes (pcuHr): 14.39 Cycle Time (s): 45 PRC Over All Lanes (%): -3.0 Total Delay Over All Lanes(pcuHr): 20.82																	

Basic Results Summary

Scenario 6: '2032 Reference Case + Committed + Site 1 PM' (FG6: '2032 Reference Case + Committed + Site 1 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



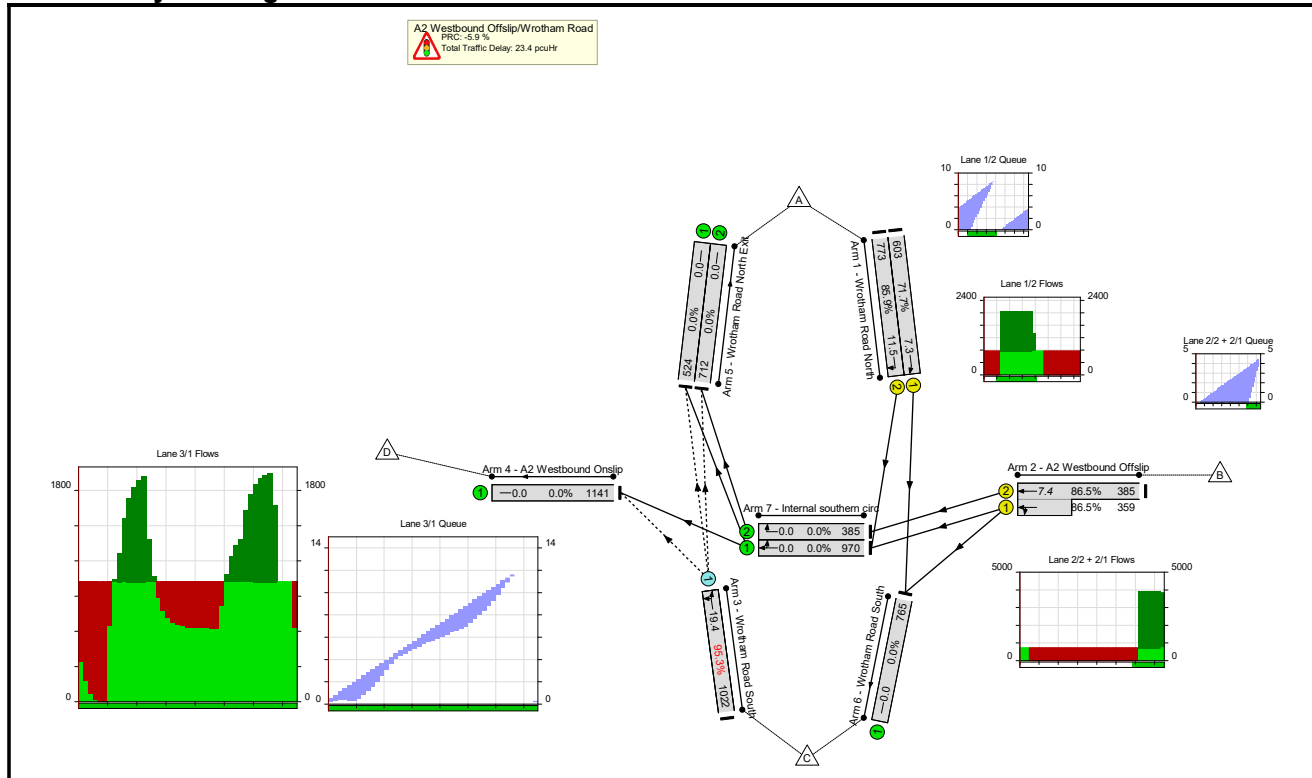
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A2/Wrotham Road Southern Rbt Signalisation	-	-	-		-	-	-	-	-	-	85.7%	851	0	0	13.0	-	-
A2 Westbound Offslip/Wrotham Road	-	-	-		-	-	-	-	-	-	85.7%	851	0	0	13.0	-	-
1/1	Wrotham Road North Ahead	U	A		1	20	-	690	1892	883	78.1%	-	-	-	3.7	19.2	8.8
1/2	Wrotham Road North Right	U	A		1	20	-	549	2024	945	58.1%	-	-	-	2.0	13.3	5.6
2/2+2/1	A2 Westbound Offslip Left Ahead	U	B		1	9	-	700	2024:1892	423+394	85.7 : 85.7%	-	-	-	6.1	31.3	7.1
3/1	Wrotham Road South Left Ahead	O	-		-	-	-	851	1966	1256	67.7%	851	0	0	1.2	5.3	4.1
C1 PRC for Signalled Lanes (%): 5.0 Total Delay for Signalled Lanes (pcuHr): 11.80 Cycle Time (s): 45 PRC Over All Lanes (%): 5.0 Total Delay Over All Lanes(pcuHr): 13.04																	

Basic Results Summary

Scenario 7: '2032 Reference Case + Committed + Site 1 + Site 2 AM' (FG7: '2032 Reference Case + Committed + Site 1 + Site 2 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



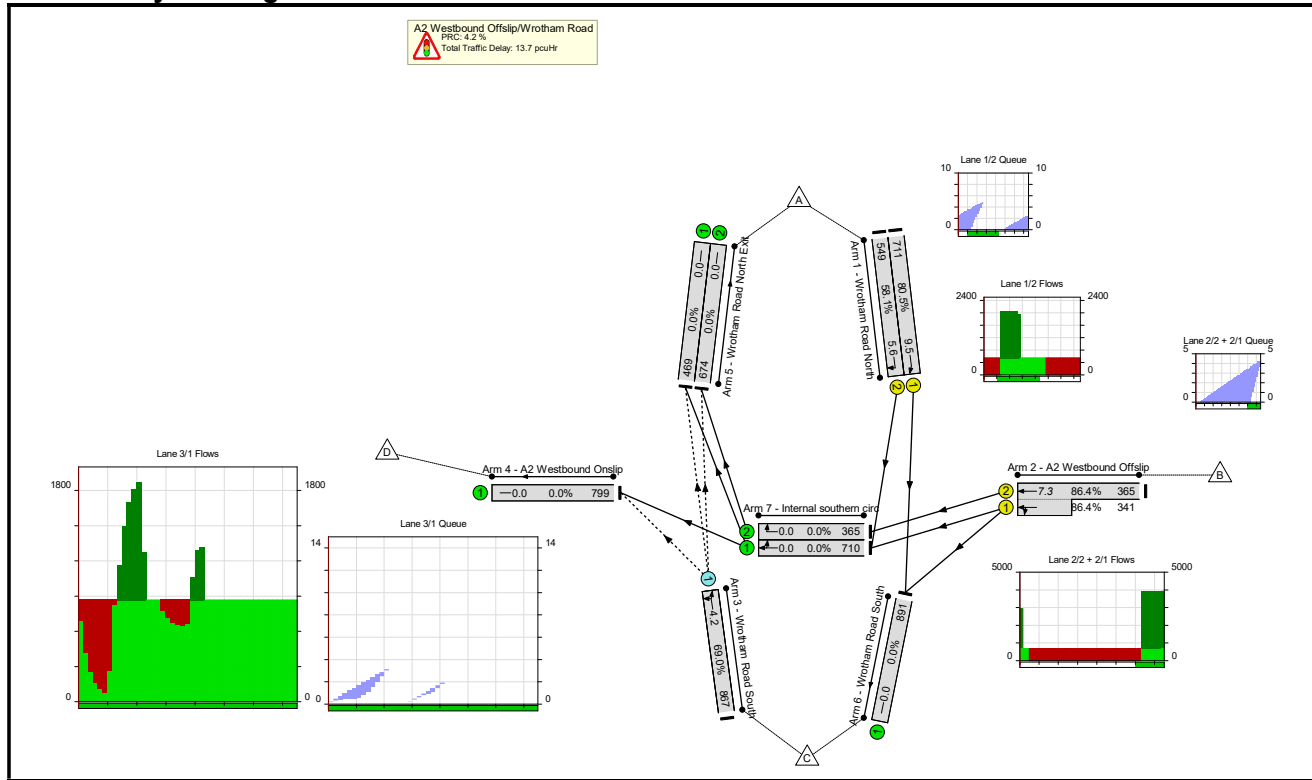
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A2/Wrotham Road Southern Rbt Signalisation	-	-	-		-	-	-	-	-	-	95.3%	1022	0	0	23.4	-	-
A2 Westbound Offslip/Wrotham Road	-	-	-		-	-	-	-	-	-	95.3%	1022	0	0	23.4	-	-
1/1	Wrotham Road North Ahead	U	A		1	19	-	603	1892	841	71.7%	-	-	-	3.0	17.7	7.3
1/2	Wrotham Road North Right	U	A		1	19	-	773	2024	900	85.9%	-	-	-	5.3	24.8	11.5
2/2+2/1	A2 Westbound Offslip Left Ahead	U	B		1	10	-	744	2024:1892	445+415	86.5 : 86.5%	-	-	-	6.3	30.6	7.4
3/1	Wrotham Road South Left Ahead	O	-		-	-	-	1022	1966	1072	95.3%	1022	0	0	8.8	30.9	19.4
C1 PRC for Signalled Lanes (%): 4.0 Total Delay for Signalled Lanes (pcuHr): 14.62 Cycle Time (s): 45 PRC Over All Lanes (%): -5.9 Total Delay Over All Lanes(pcuHr): 23.40																	

Basic Results Summary

Scenario 8: '2032 Reference Case + Committed + Site 1 + Site 2 PM' (FG8: '2032 Reference Case + Committed + Site 1 + Site 2 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



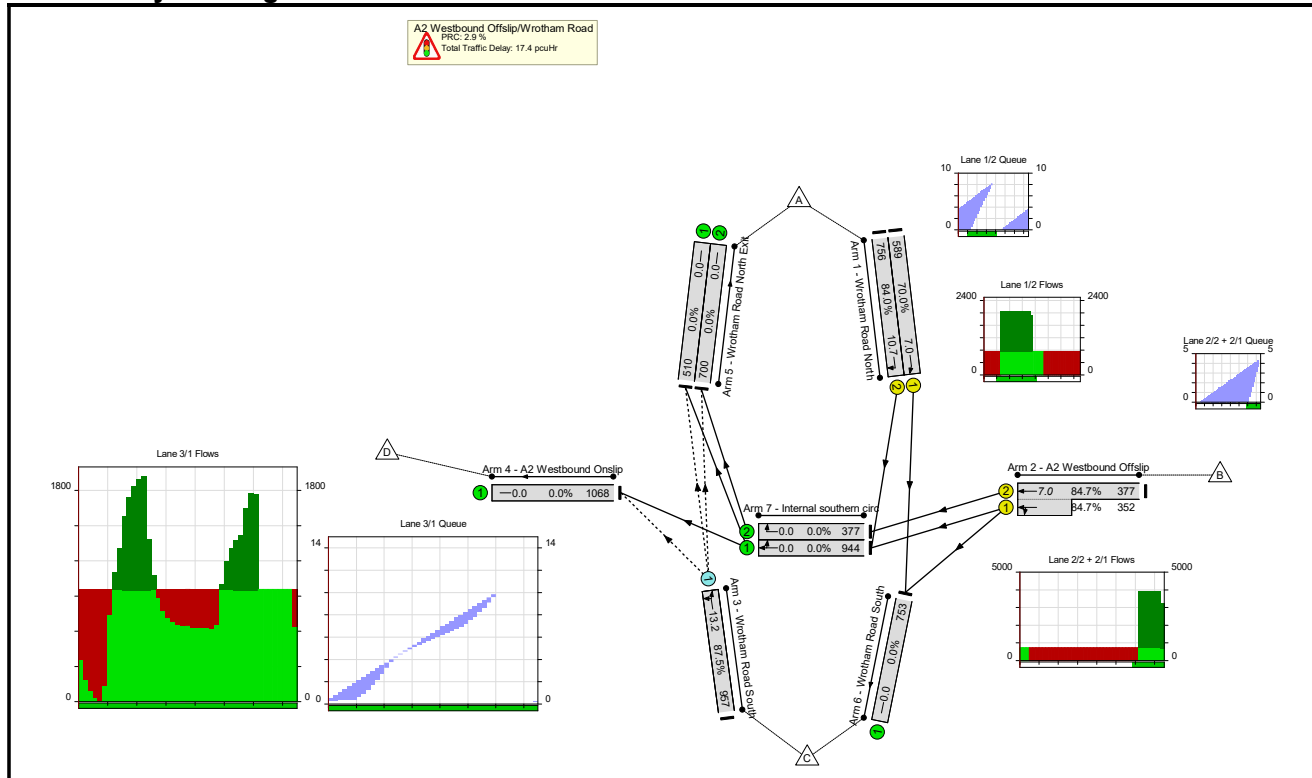
Network Results

[illegible]

Basic Results Summary

Scenario 9: '2042 Local Plan AM' (FG9: '2042 Local Plan AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



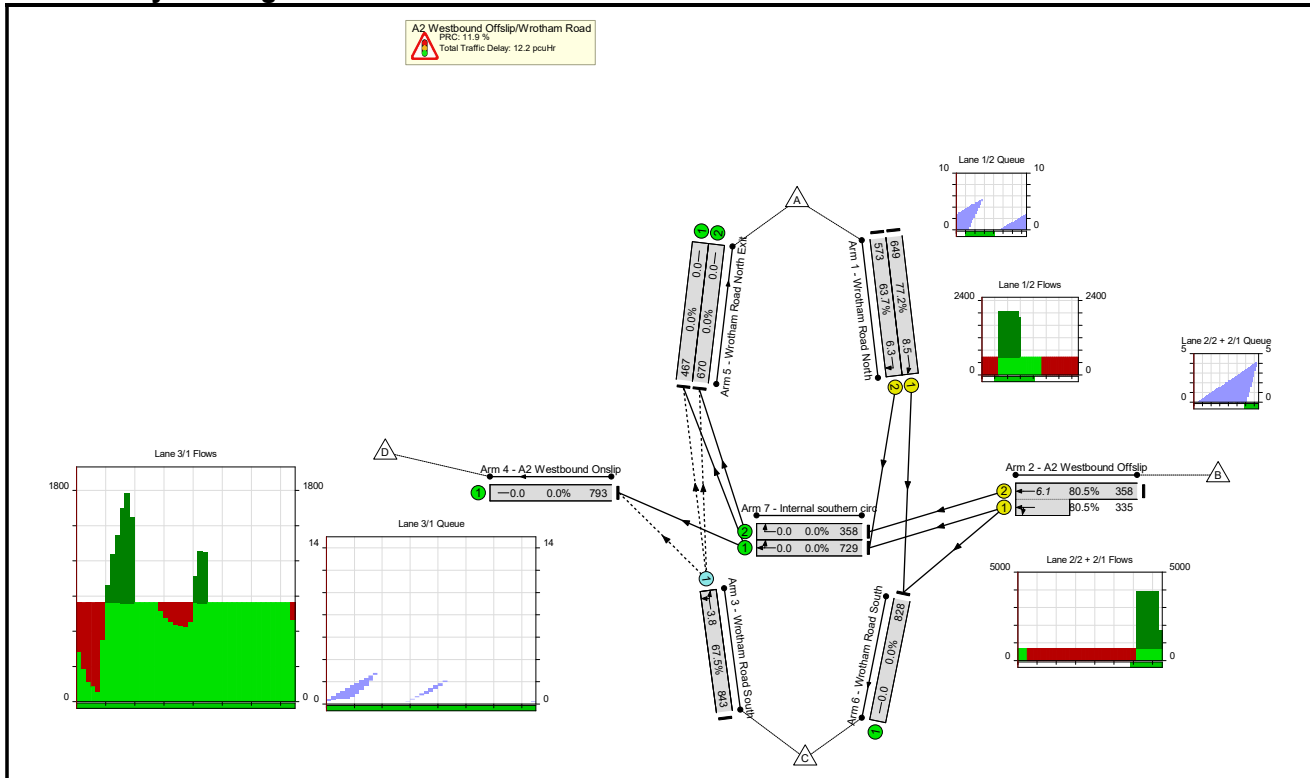
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A2/Wrotham Road Southern Rbt Signalisation	-	-	-		-	-	-	-	-	-	87.5%	957	0	0	17.4	-	-
A2 Westbound Offslip/Wrotham Road	-	-	-		-	-	-	-	-	-	87.5%	957	0	0	17.4	-	-
1/1	Wrotham Road North Ahead	U	A		1	19	-	589	1892	841	70.0%	-	-	-	2.8	17.2	7.0
1/2	Wrotham Road North Right	U	A		1	19	-	756	2024	900	84.0%	-	-	-	4.9	23.2	10.7
2/2+2/1	A2 Westbound Offslip Left Ahead	U	B		1	10	-	729	2024:1892	445+415	84.7 : 84.7%	-	-	-	5.9	28.9	7.0
3/1	Wrotham Road South Left Ahead	O	-		-	-	-	957	1966	1094	87.5%	957	0	0	3.9	14.6	13.2
C1 PRC for Signalled Lanes (%): 6.2 Total Delay for Signalled Lanes (pcuHr): 13.54 Cycle Time (s): 45 PRC Over All Lanes (%): 2.9 Total Delay Over All Lanes(pcuHr): 17.43																	

Basic Results Summary

Scenario 10: '2042 Local Plan PM' (FG10: '2042 Local Plan PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



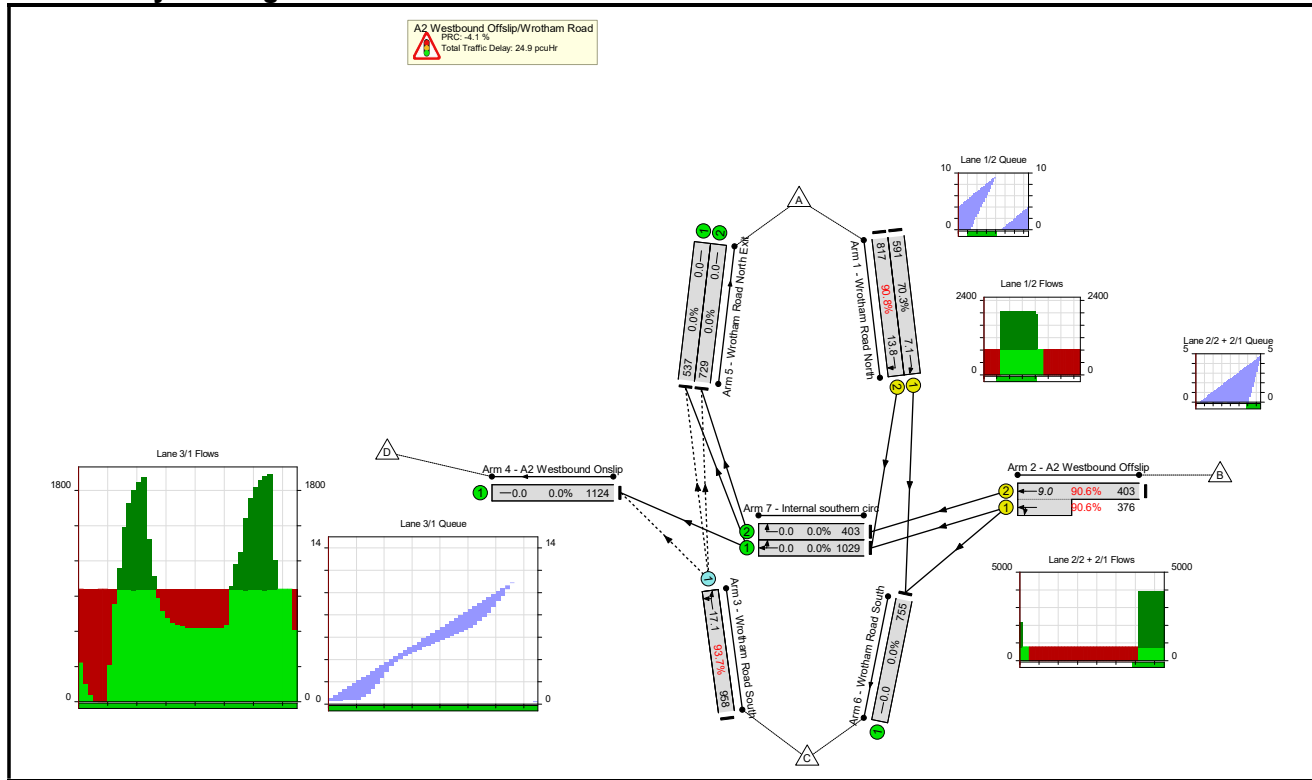
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A2/Wrotham Road Southern Rbt Signalisation	-	-	-		-	-	-	-	-	-	80.5%	843	0	0	12.2	-	-
A2 Westbound Offslip/Wrotham Road	-	-	-		-	-	-	-	-	-	80.5%	843	0	0	12.2	-	-
1/1	Wrotham Road North Ahead	U	A		1	19	-	649	1892	841	77.2%	-	-	-	3.6	19.8	8.5
1/2	Wrotham Road North Right	U	A		1	19	-	573	2024	900	63.7%	-	-	-	2.4	15.2	6.3
2/2+2/1	A2 Westbound Offslip Left Ahead	U	B		1	10	-	693	2024:1892	445+416	80.5 : 80.5%	-	-	-	5.0	26.1	6.1
3/1	Wrotham Road South Left Ahead	O	-		-	-	-	843	1966	1249	67.5%	843	0	0	1.2	5.2	3.8
C1 PRC for Signalled Lanes (%): 11.9 Total Delay for Signalled Lanes (pcuHr): 11.00 Cycle Time (s): 45 PRC Over All Lanes (%): 11.9 Total Delay Over All Lanes(pcuHr): 12.22																	

Basic Results Summary

Scenario 11: '2042 Local Plan + Committed AM' (FG11: '2042 Local Plan + Committed AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



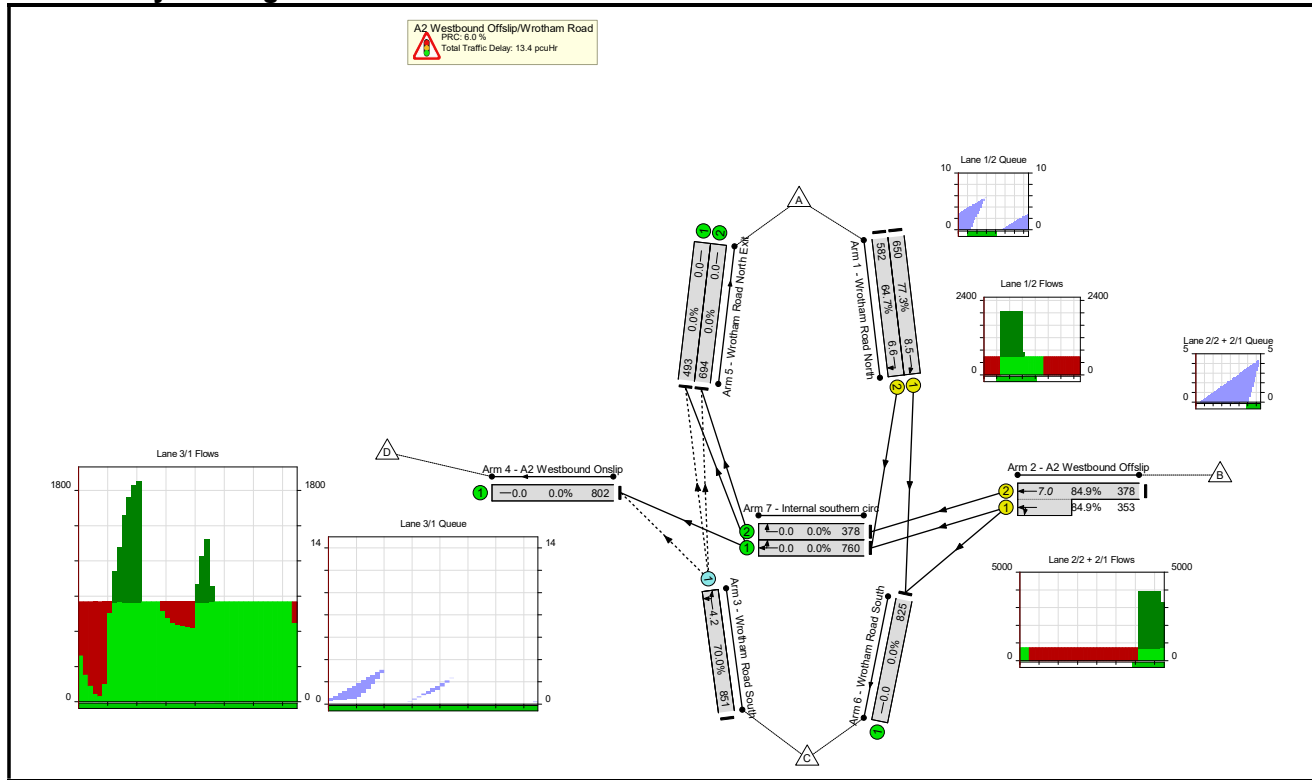
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A2/Wrotham Road Southern Rbt Signalisation	-	-	-		-	-	-	-	-	-	93.7%	958	0	0	24.9	-	-
A2 Westbound Offslip/Wrotham Road	-	-	-		-	-	-	-	-	-	93.7%	958	0	0	24.9	-	-
1/1	Wrotham Road North Ahead	U	A		1	19	-	591	1892	841	70.3%	-	-	-	2.8	17.2	7.1
1/2	Wrotham Road North Right	U	A		1	19	-	817	2024	900	90.8%	-	-	-	7.1	31.3	13.8
2/2+2/1	A2 Westbound Offslip Left Ahead	U	B		1	10	-	779	2024:1892	445+415	90.6 : 90.6%	-	-	-	7.8	36.1	9.0
3/1	Wrotham Road South Left Ahead	O	-		-	-	-	958	1966	1022	93.7%	958	0	0	7.1	26.8	17.1
C1 PRC for Signalled Lanes (%): -0.9 Total Delay for Signalled Lanes (pcuHr): 17.74 Cycle Time (s): 45 PRC Over All Lanes (%): -4.1 Total Delay Over All Lanes(pcuHr): 24.89																	

Basic Results Summary

Scenario 12: '2042 Local Plan + Committed PM' (FG12: '2042 Local Plan + Committed PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



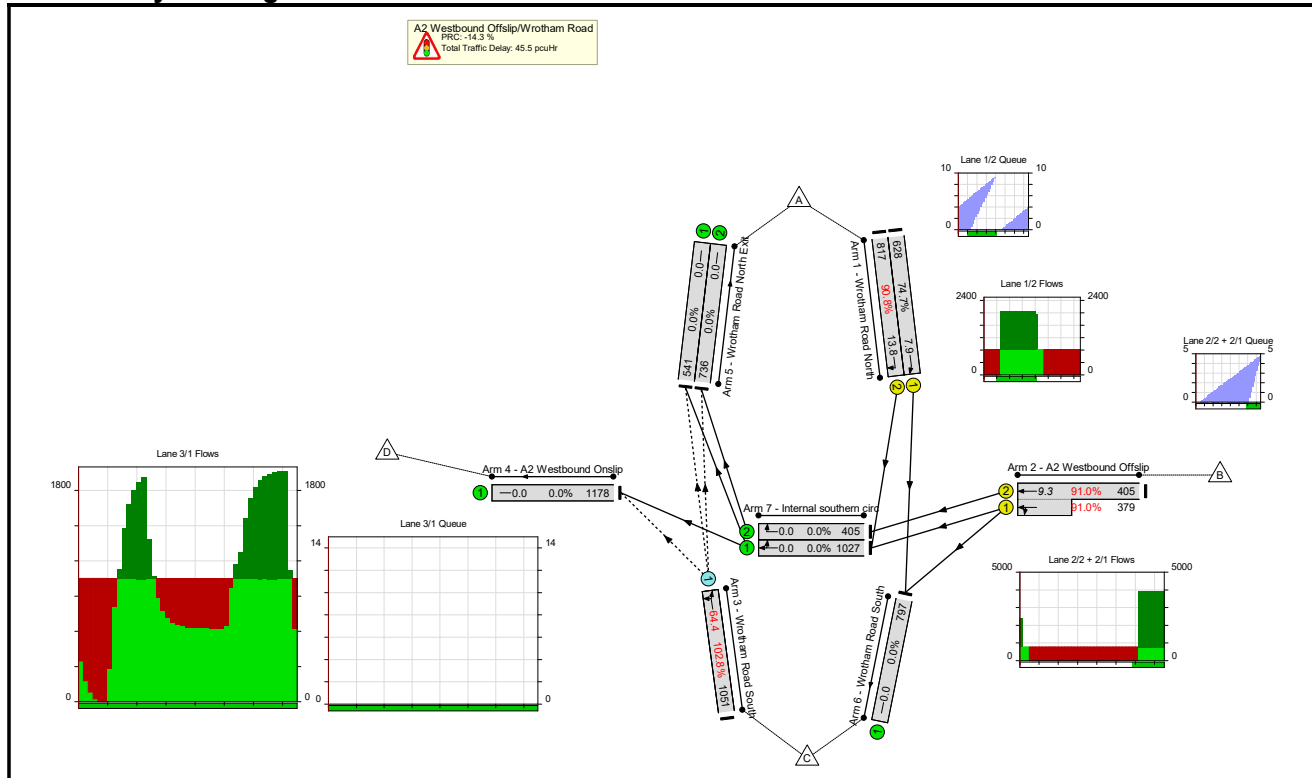
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A2/Wrotham Road Southern Rbt Signalisation	-	-	-		-	-	-	-	-	-	84.9%	851	0	0	13.4	-	-
A2 Westbound Offslip/Wrotham Road	-	-	-		-	-	-	-	-	-	84.9%	851	0	0	13.4	-	-
1/1	Wrotham Road North Ahead	U	A		1	19	-	650	1892	841	77.3%	-	-	-	3.6	19.8	8.5
1/2	Wrotham Road North Right	U	A		1	19	-	582	2024	900	64.7%	-	-	-	2.5	15.4	6.6
2/2+2/1	A2 Westbound Offslip Left Ahead	U	B		1	10	-	731	2024:1892	445+416	84.9 : 84.9%	-	-	-	5.9	29.1	7.0
3/1	Wrotham Road South Left Ahead	O	-		-	-	-	851	1966	1215	70.0%	851	0	0	1.4	5.9	4.2
C1 PRC for Signalled Lanes (%): 6.0 Total Delay for Signalled Lanes (pcuHr): 11.99 Cycle Time (s): 45 PRC Over All Lanes (%): 6.0 Total Delay Over All Lanes(pcuHr): 13.39																	

Basic Results Summary

Scenario 13: '2042 Local Plan + Committed + Site 1 AM' (FG13: '2042 Local Plan + Committed + Site 1 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



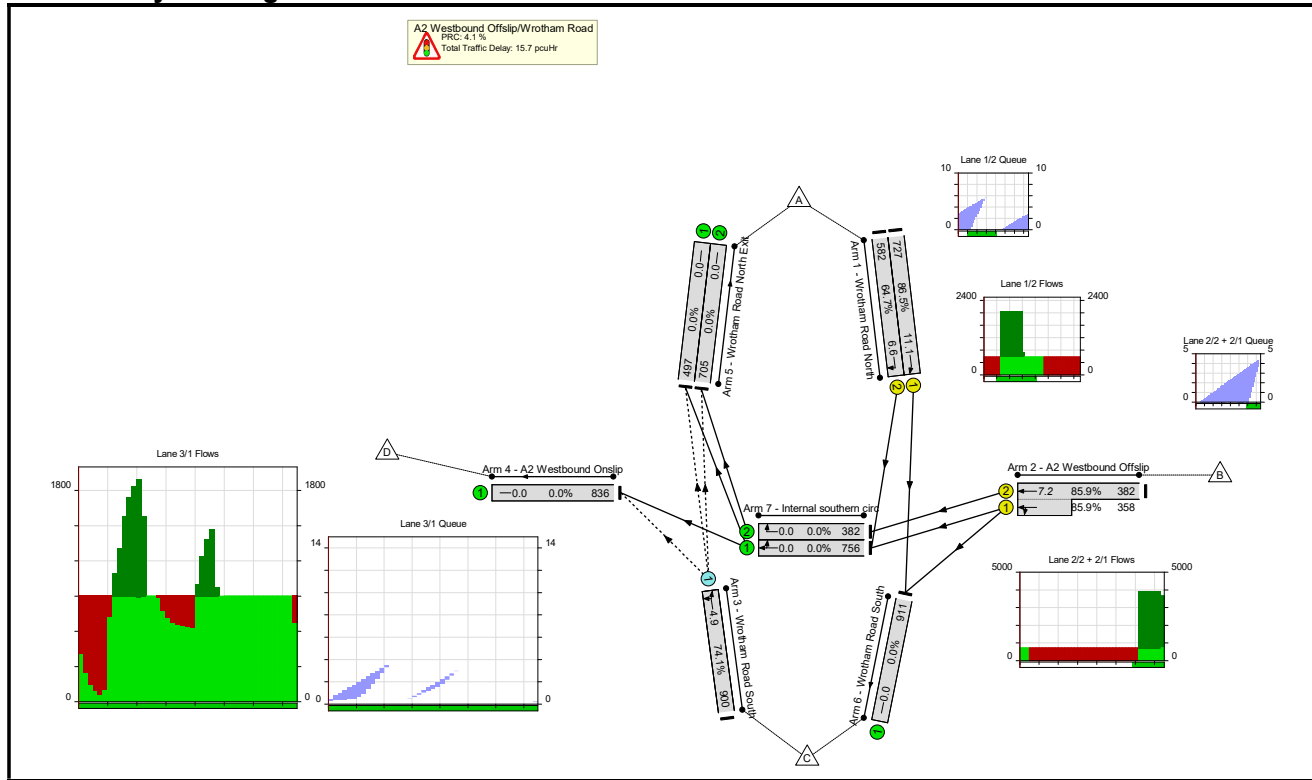
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A2/Wrotham Road Southern Rbt Signalisation	-	-	-		-	-	-	-	-	-	102.8%	1022	0	0	45.5	-	-
A2 Westbound Offslip/Wrotham Road	-	-	-		-	-	-	-	-	-	102.8%	1022	0	0	45.5	-	-
1/1	Wrotham Road North Ahead	U	A		1	19	-	628	1892	841	74.7%	-	-	-	3.3	18.7	7.9
1/2	Wrotham Road North Right	U	A		1	19	-	817	2024	900	90.8%	-	-	-	7.1	31.3	13.8
2/2+2/1	A2 Westbound Offslip Left Ahead	U	B		1	10	-	784	2024:1892	445+416	91.0 : 91.0%	-	-	-	8.0	36.9	9.3
3/1	Wrotham Road South Left Ahead	O	-		-	-	-	1051	1966	1022	102.8%	1022	0	0	27.1	92.9	64.4
C1 PRC for Signalled Lanes (%): -1.1 Total Delay for Signalled Lanes (pcuHr): 18.41 Cycle Time (s): 45 PRC Over All Lanes (%): -14.3 Total Delay Over All Lanes(pcuHr): 45.52																	

Basic Results Summary

Scenario 14: '2042 Local Plan + Committed + Site 1 PM' (FG14: '2042 Local Plan + Committed + Site 1 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



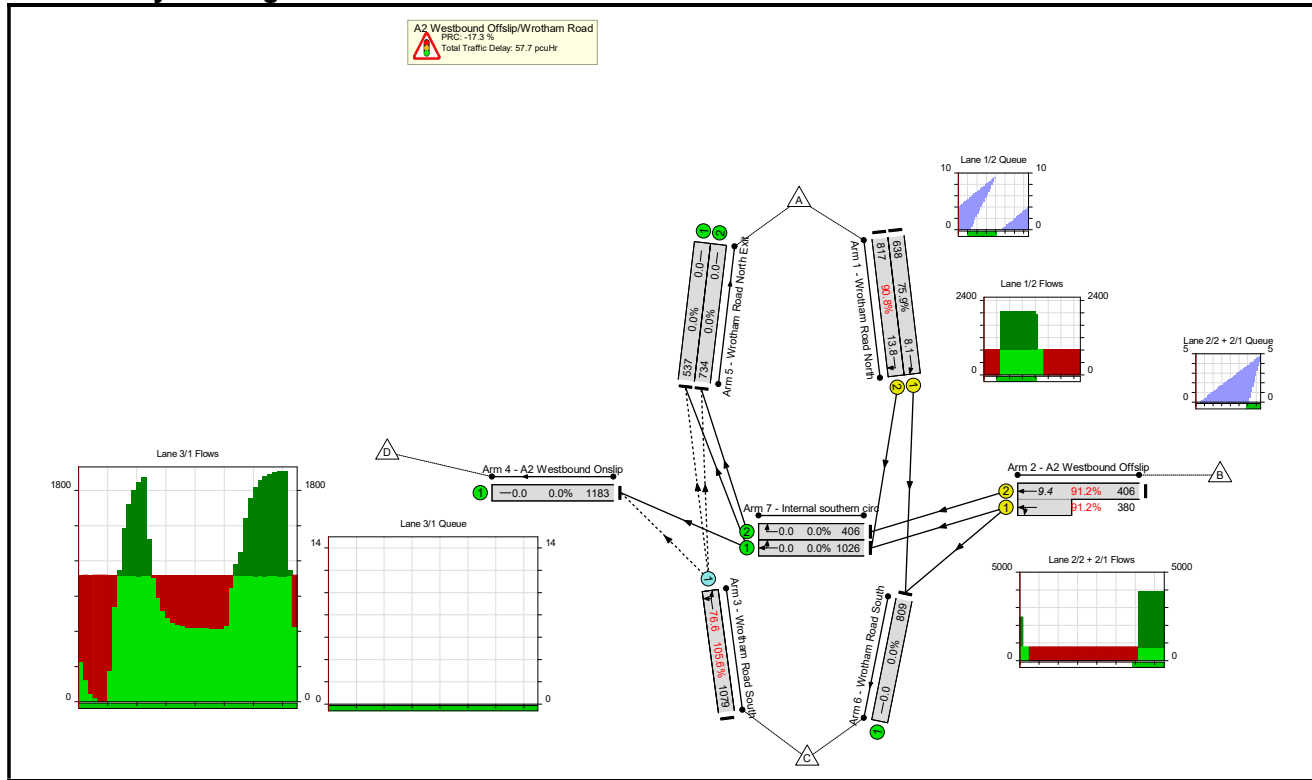
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A2/Wrotham Road Southern Rbt Signalisation	-	-	-		-	-	-	-	-	-	86.5%	900	0	0	15.7	-	-
A2 Westbound Offslip/Wrotham Road	-	-	-		-	-	-	-	-	-	86.5%	900	0	0	15.7	-	-
1/1	Wrotham Road North Ahead	U	A		1	19	-	727	1892	841	86.5%	-	-	-	5.3	26.3	11.1
1/2	Wrotham Road North Right	U	A		1	19	-	582	2024	900	64.7%	-	-	-	2.5	15.4	6.6
2/2+2/1	A2 Westbound Offslip Left Ahead	U	B		1	10	-	740	2024:1892	445+417	85.9 : 85.9%	-	-	-	6.2	29.9	7.2
3/1	Wrotham Road South Left Ahead	O	-		-	-	-	900	1966	1215	74.1%	900	0	0	1.7	6.8	4.9
C1 PRC for Signalled Lanes (%): 4.1 Total Delay for Signalled Lanes (pcuHr): 13.95 Cycle Time (s): 45 PRC Over All Lanes (%): 4.1 Total Delay Over All Lanes(pcuHr): 15.65																	

Basic Results Summary

Scenario 15: '2042 Local Plan + Committed + Site 1 + Site 2 AM' (FG15: '2042 Local Plan + Committed + Site 1 + Site 2 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



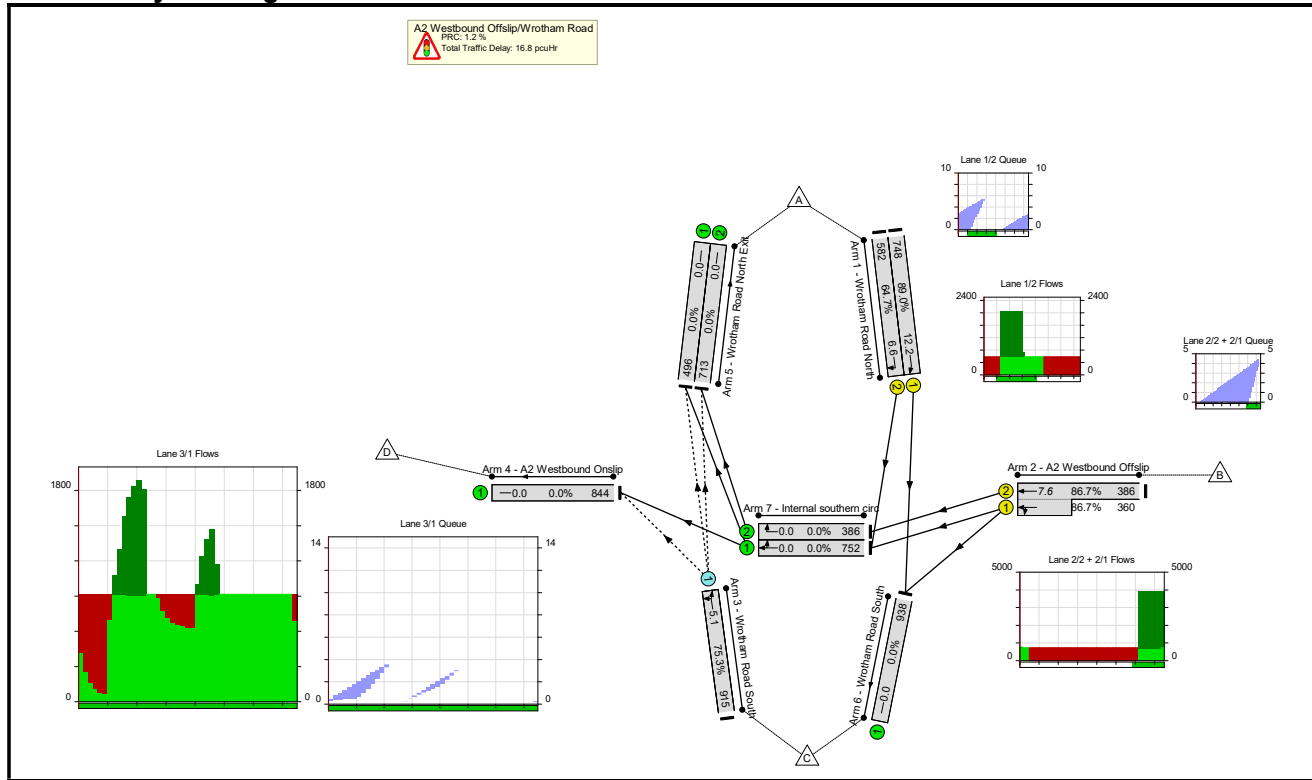
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A2/Wrotham Road Southern Rbt Signalisation	-	-	-		-	-	-	-	-	-	105.6%	1022	0	0	57.7	-	-
A2 Westbound Offslip/Wrotham Road	-	-	-		-	-	-	-	-	-	105.6%	1022	0	0	57.7	-	-
1/1	Wrotham Road North Ahead	U	A		1	19	-	638	1892	841	75.9%	-	-	-	3.4	19.2	8.1
1/2	Wrotham Road North Right	U	A		1	19	-	817	2024	900	90.8%	-	-	-	7.1	31.3	13.8
2/2+2/1	A2 Westbound Offslip Left Ahead	U	B		1	10	-	786	2024:1892	445+416	91.2 : 91.2%	-	-	-	8.2	37.3	9.4
3/1	Wrotham Road South Left Ahead	O	-		-	-	-	1079	1966	1022	105.6%	1022	0	0	39.1	130.4	76.6
C1 PRC for Signalled Lanes (%): -1.4 Total Delay for Signalled Lanes (pcuHr): 18.67 Cycle Time (s): 45 PRC Over All Lanes (%): -17.3 Total Delay Over All Lanes(pcuHr): 57.74																	

Basic Results Summary

Scenario 16: '2042 Local Plan + Committed + Site 1 + Site 2 PM' (FG16: '2042 Local Plan + Committed + Site 1 + Site 2 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

[illegible]

Basic Results Summary

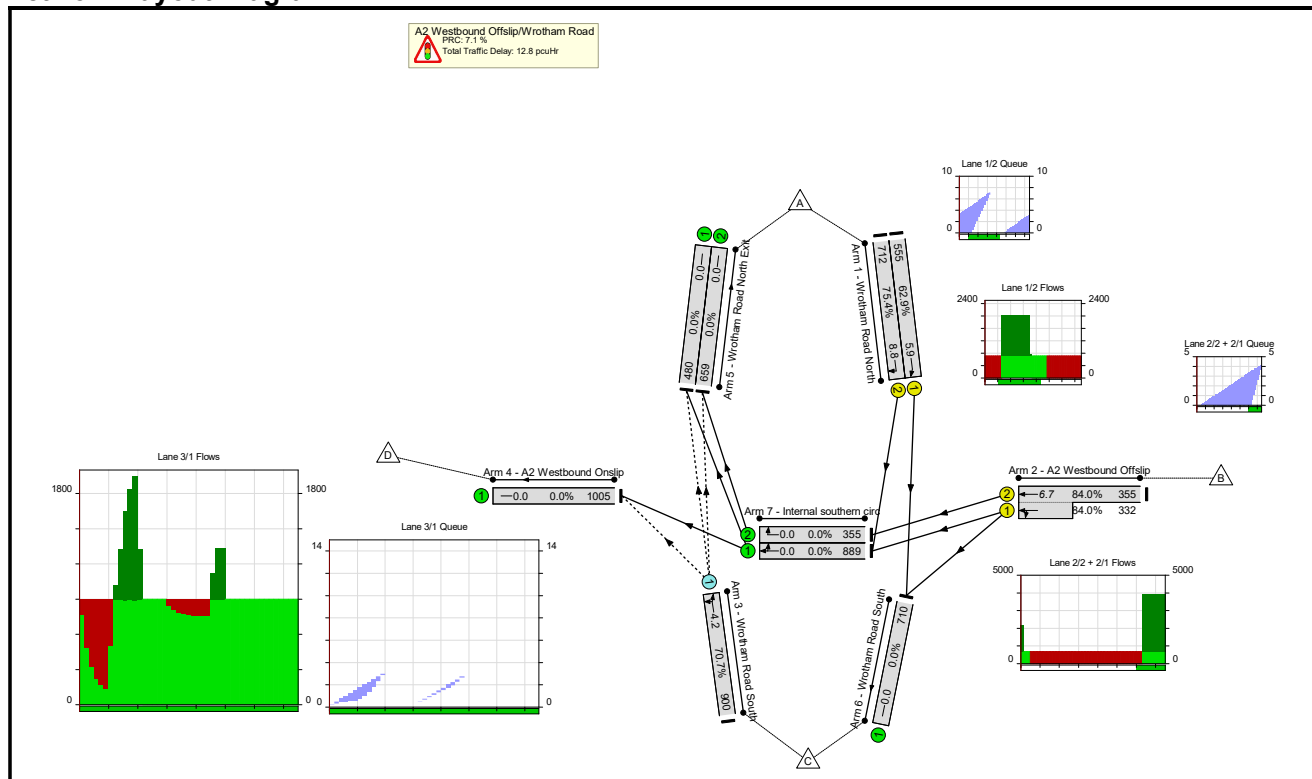
Basic Results Summary

User and Project Details

Project:	Land south of Longfield Road
Title:	A2/Wrotham Road Southern Rbt Signalisation
Location:	
Client:	Richborough
Design Layout Ref:	Mayer Brown Drawing PHCOLDHARBOURRD.1/01
Additional detail:	
File name:	T25526 A2_Wrotham Road - Southern Rbt Signalisation_Adjustments.lsg3x
Author:	
Company:	
Address:	

Scenario 1: '2032 Reference Case AM' (FG1: '2032 Reference Case AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



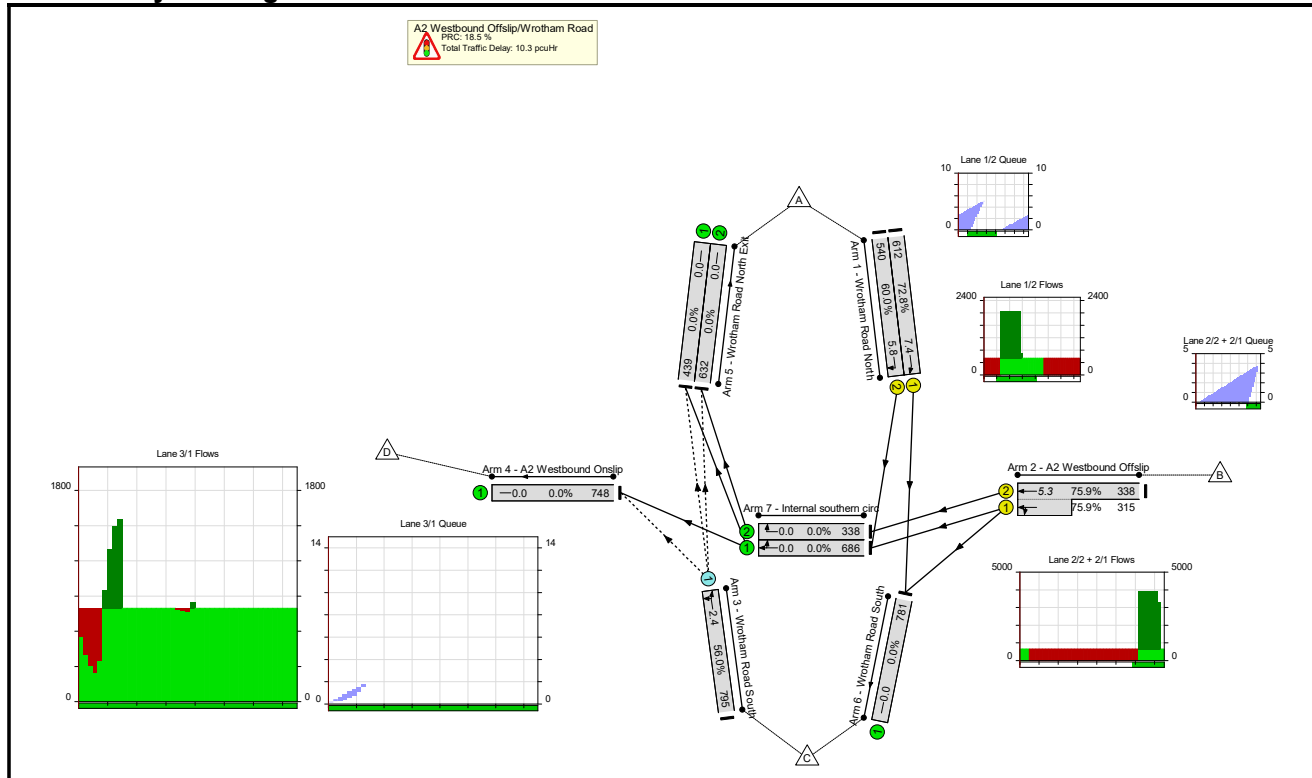
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A2/Wrotham Road Southern Rbt Signalisation	-	-	-		-	-	-	-	-	-	84.0%	900	0	0	12.8	-	-
A2 Westbound Offslip/Wrotham Road	-	-	-		-	-	-	-	-	-	84.0%	900	0	0	12.8	-	-
1/1	Wrotham Road North Ahead	U	A		1	20	-	555	1892	883	62.9%	-	-	-	2.2	14.5	5.9
1/2	Wrotham Road North Right	U	A		1	20	-	712	2024	945	75.4%	-	-	-	3.5	17.5	8.8
2/2+2/1	A2 Westbound Offslip Left Ahead	U	B		1	9	-	687	2024:1892	422+395	84.0 : 84.0%	-	-	-	5.7	29.8	6.7
3/1	Wrotham Road South Left Ahead	O	-		-	-	-	900	2095	1274	70.7%	900	0	0	1.4	5.5	4.2
C1 PRC for Signalled Lanes (%): 7.1 Total Delay for Signalled Lanes (pcuHr): 11.39 Cycle Time (s): 45 PRC Over All Lanes (%): 7.1 Total Delay Over All Lanes(pcuHr): 12.77																	

Basic Results Summary

Scenario 2: '2032 Reference Case PM' (FG2: '2032 Reference Case PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



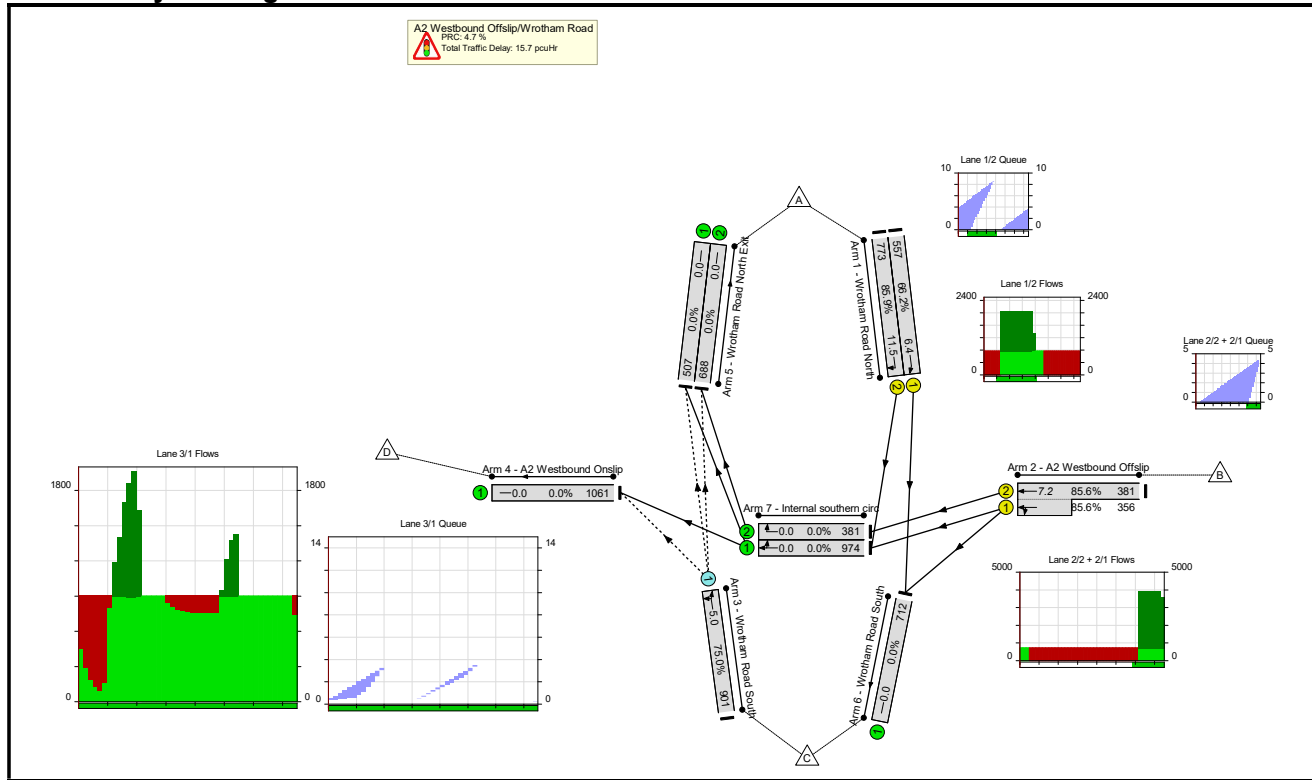
Network Results

[illegible]

Basic Results Summary

Scenario 3: '2032 Reference Case + Committed AM' (FG3: '2032 Reference Case + Committed AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

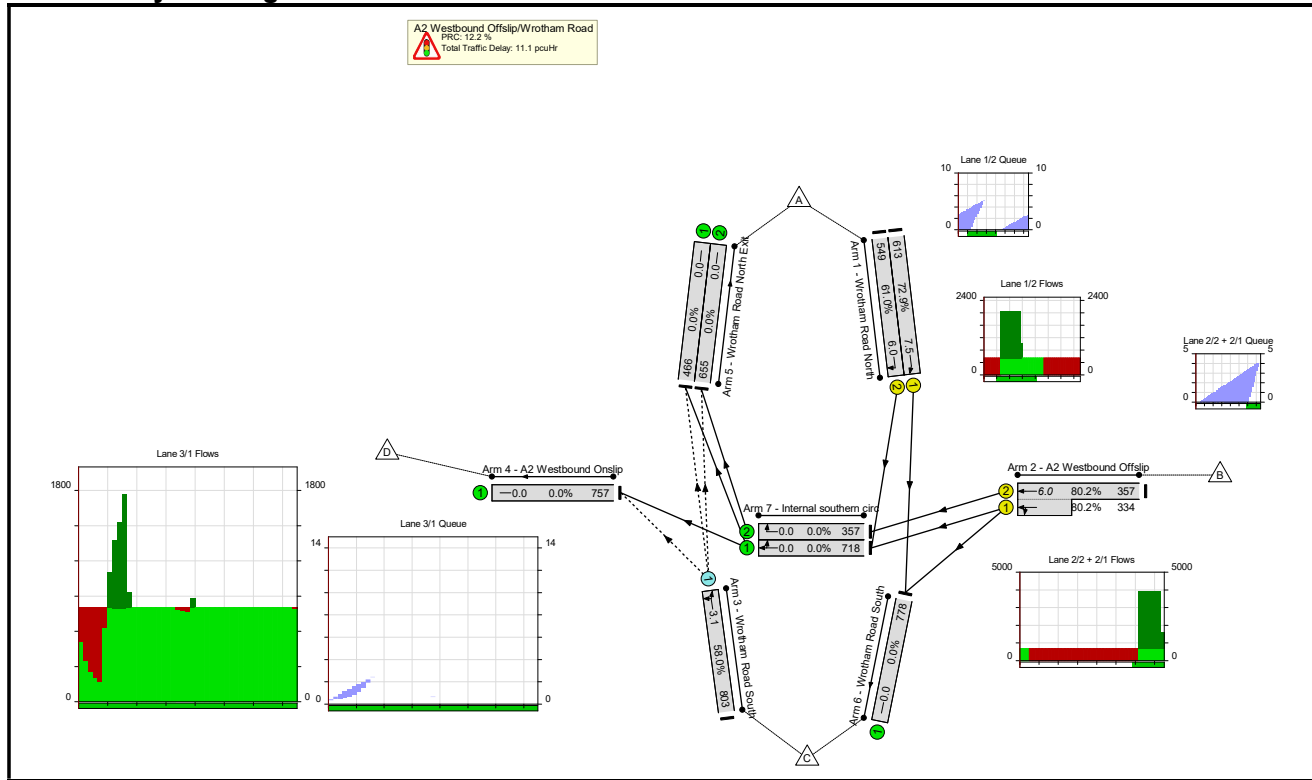
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A2/Wrotham Road Southern Rbt Signalisation	-	-	-		-	-	-	-	-	-	85.9%	901	0	0	15.7	-	-
A2 Westbound Offslip/Wrotham Road	-	-	-		-	-	-	-	-	-	85.9%	901	0	0	15.7	-	-
1/1	Wrotham Road North Ahead	U	A		1	19	-	557	1892	841	66.2%	-	-	-	2.5	16.1	6.4
1/2	Wrotham Road North Right	U	A		1	19	-	773	2024	900	85.9%	-	-	-	5.3	24.8	11.5
2/2+2/1	A2 Westbound Offslip Left Ahead	U	B		1	10	-	737	2024:1892	445+416	85.6 : 85.6%	-	-	-	6.1	29.7	7.2
3/1	Wrotham Road South Left Ahead	O	-		-	-	-	901	2095	1201	75.0%	901	0	0	1.7	7.0	5.0
C1 PRC for Signalled Lanes (%): 4.7 Total Delay for Signalled Lanes (pcuHr): 13.92 Cycle Time (s): 45 PRC Over All Lanes (%): 4.7 Total Delay Over All Lanes(pcuHr): 15.66																	

Basic Results Summary

Scenario 4: '2032 Reference Case + Committed PM' (FG4: '2032 Reference Case + Committed PM', Plan 1:

'Network Control Plan 1')

Network Layout Diagram



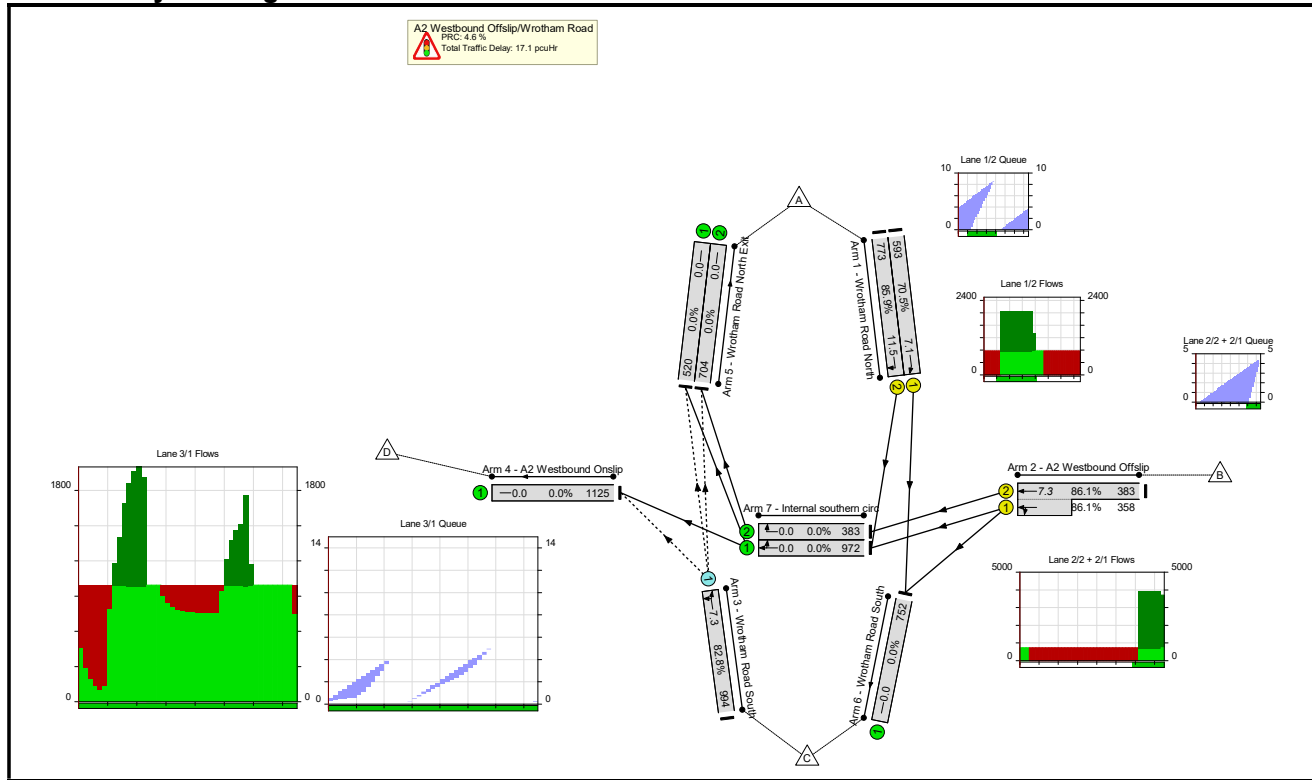
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A2/Wrotham Road Southern Rbt Signalisation	-	-	-		-	-	-	-	-	-	80.2%	803	0	0	11.1	-	-
A2 Westbound Offslip/Wrotham Road	-	-	-		-	-	-	-	-	-	80.2%	803	0	0	11.1	-	-
1/1	Wrotham Road North Ahead	U	A		1	19	-	613	1892	841	72.9%	-	-	-	3.1	18.1	7.5
1/2	Wrotham Road North Right	U	A		1	19	-	549	2024	900	61.0%	-	-	-	2.2	14.6	6.0
2/2+2/1	A2 Westbound Offslip Left Ahead	U	B		1	10	-	691	2024:1892	445+416	80.2 : 80.2%	-	-	-	5.0	25.9	6.0
3/1	Wrotham Road South Left Ahead	O	-		-	-	-	803	2095	1385	58.0%	803	0	0	0.8	3.5	3.1
C1 PRC for Signalled Lanes (%): 12.2 Total Delay for Signalled Lanes (pcuHr): 10.29 Cycle Time (s): 45 PRC Over All Lanes (%): 12.2 Total Delay Over All Lanes(pcuHr): 11.07																	

Basic Results Summary

Scenario 5: '2032 Reference Case + Committed + Site 1 AM' (FG5: '2032 Reference Case + Committed + Site 1 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



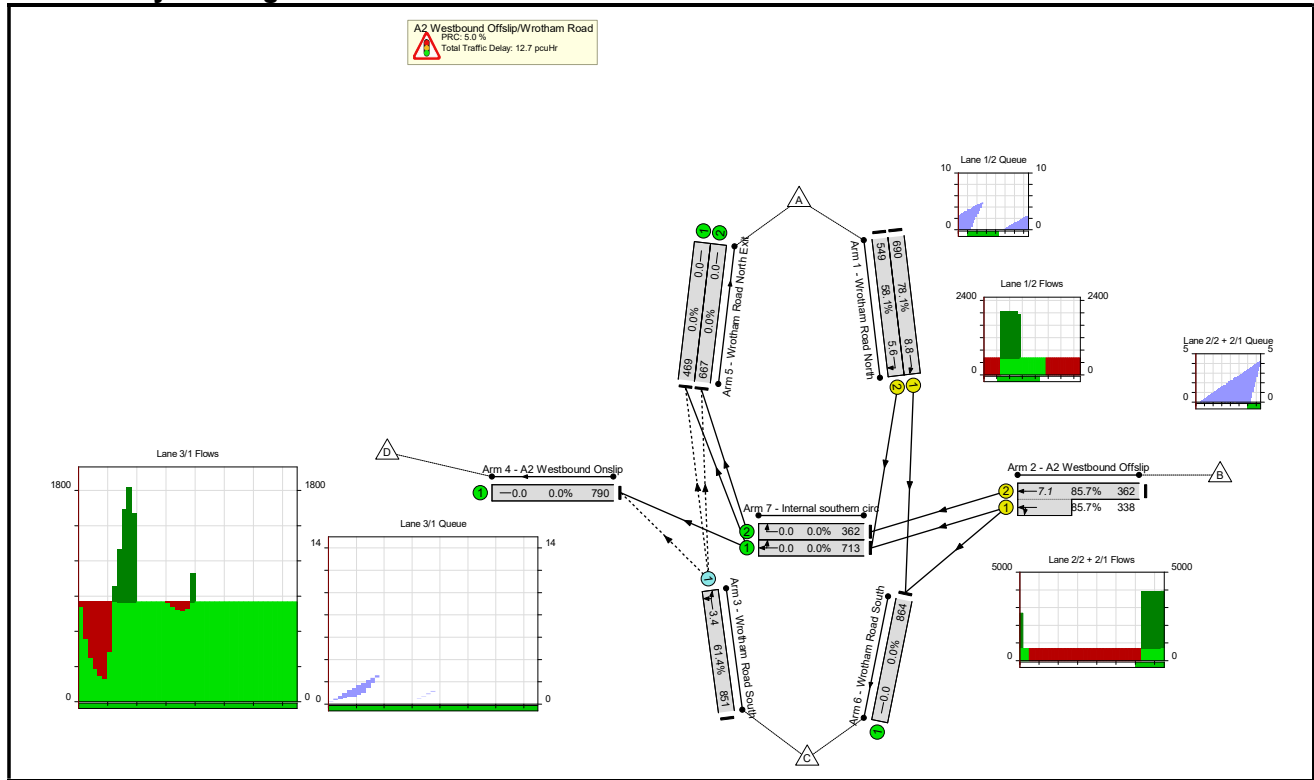
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A2/Wrotham Road Southern Rbt Signalisation	-	-	-		-	-	-	-	-	-	86.1%	994	0	0	17.1	-	-
A2 Westbound Offslip/Wrotham Road	-	-	-		-	-	-	-	-	-	86.1%	994	0	0	17.1	-	-
1/1	Wrotham Road North Ahead	U	A		1	19	-	593	1892	841	70.5%	-	-	-	2.9	17.3	7.1
1/2	Wrotham Road North Right	U	A		1	19	-	773	2024	900	85.9%	-	-	-	5.3	24.8	11.5
2/2+2/1	A2 Westbound Offslip Left Ahead	U	B		1	10	-	741	2024:1892	445+416	86.1 : 86.1%	-	-	-	6.2	30.2	7.3
3/1	Wrotham Road South Left Ahead	O	-		-	-	-	994	2095	1201	82.8%	994	0	0	2.7	10.0	7.3
C1 PRC for Signalled Lanes (%): 4.6 Total Delay for Signalled Lanes (pcuHr): 14.39 Cycle Time (s): 45 PRC Over All Lanes (%): 4.6 Total Delay Over All Lanes(pcuHr): 17.14																	

Basic Results Summary

Scenario 6: '2032 Reference Case + Committed + Site 1 PM' (FG6: '2032 Reference Case + Committed + Site 1 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



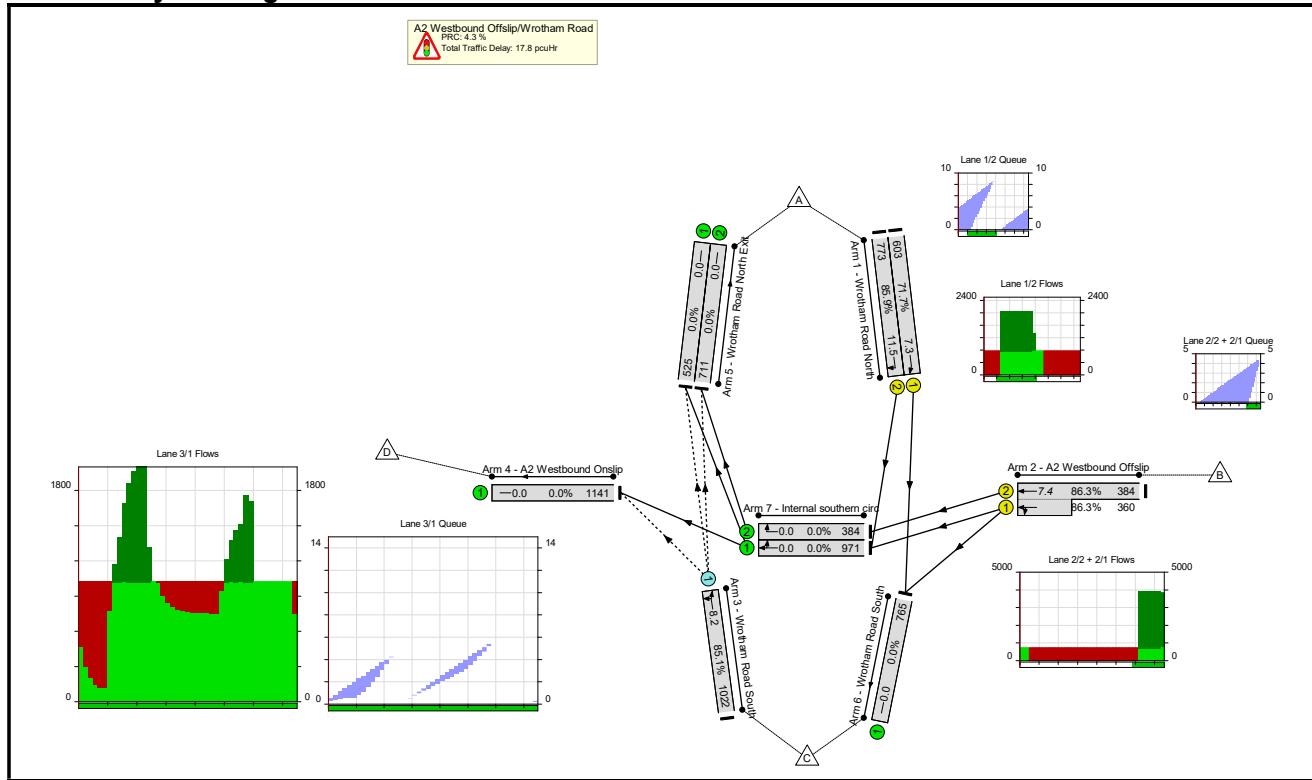
Network Results

[illegible]

Basic Results Summary

Scenario 7: '2032 Reference Case + Committed + Site 1 + Site 2 AM' (FG7: '2032 Reference Case + Committed + Site 1 + Site 2 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



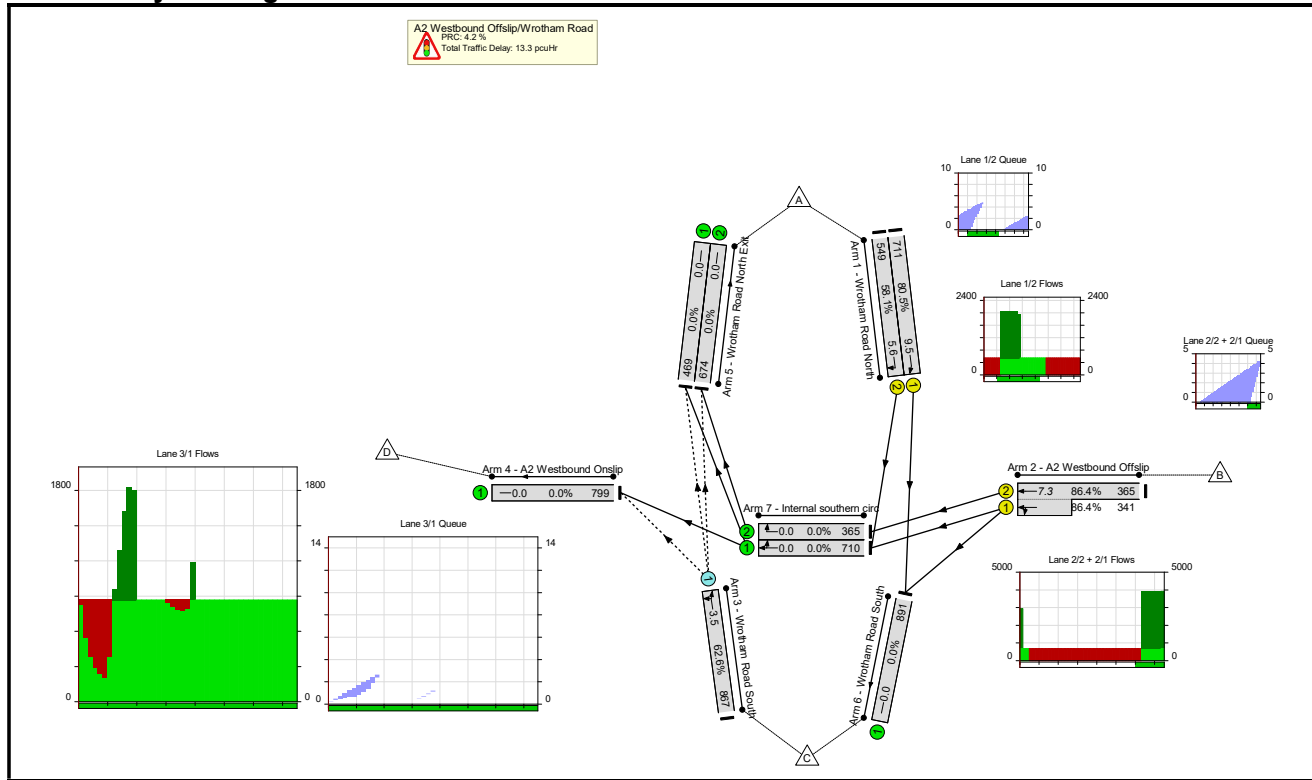
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A2/Wrotham Road Southern Rbt Signalisation	-	-	-		-	-	-	-	-	-	86.3%	1022	0	0	17.8	-	-
A2 Westbound Offslip/Wrotham Road	-	-	-		-	-	-	-	-	-	86.3%	1022	0	0	17.8	-	-
1/1	Wrotham Road North Ahead	U	A		1	19	-	603	1892	841	71.7%	-	-	-	3.0	17.7	7.3
1/2	Wrotham Road North Right	U	A		1	19	-	773	2024	900	85.9%	-	-	-	5.3	24.8	11.5
2/2+2/1	A2 Westbound Offslip Left Ahead	U	B		1	10	-	744	2024:1892	445+417	86.3 : 86.3%	-	-	-	6.3	30.4	7.4
3/1	Wrotham Road South Left Ahead	O	-		-	-	-	1022	2095	1201	85.1%	1022	0	0	3.2	11.4	8.2
C1 PRC for Signalled Lanes (%): 4.3 Total Delay for Signalled Lanes (pcuHr): 14.57 Cycle Time (s): 45 PRC Over All Lanes (%): 4.3 Total Delay Over All Lanes(pcuHr): 17.79																	

Basic Results Summary

Scenario 8: '2032 Reference Case + Committed + Site 1 + Site 2 PM' (FG8: '2032 Reference Case + Committed + Site 1 + Site 2 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



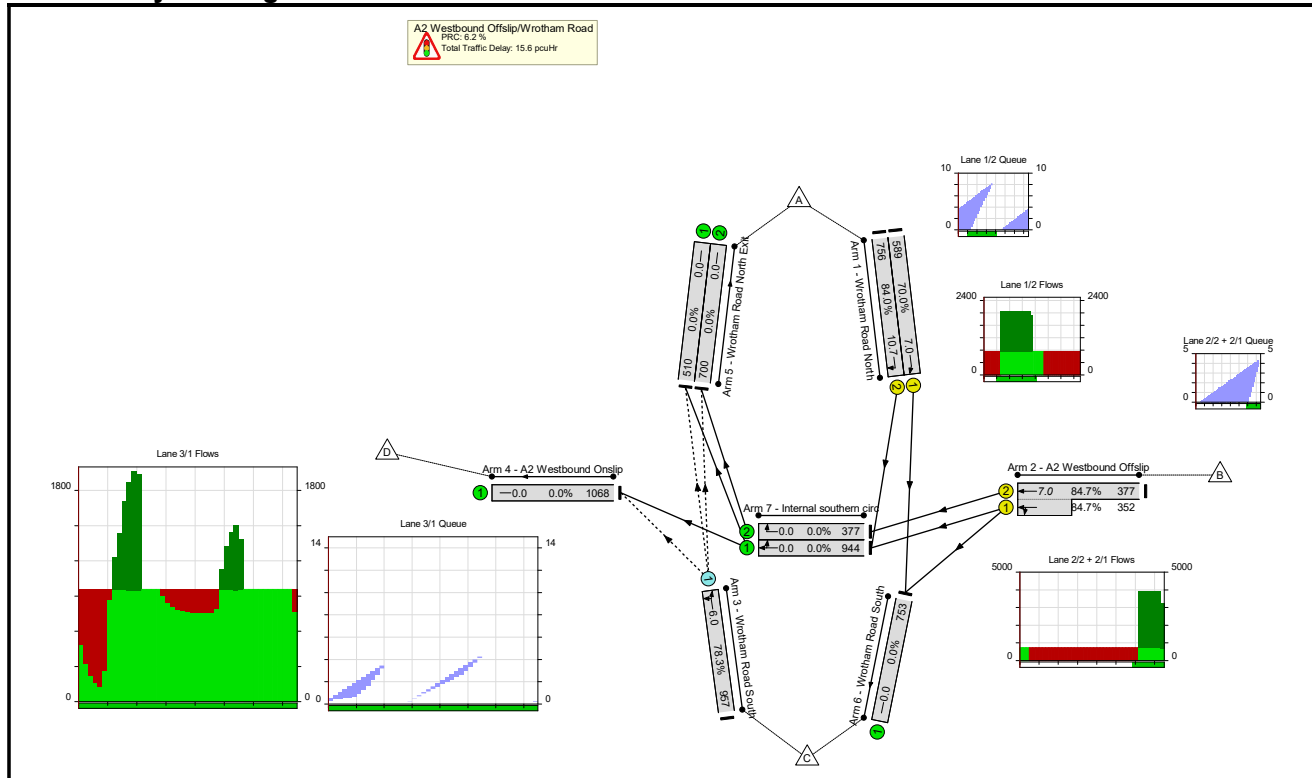
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A2/Wrotham Road Southern Rbt Signalisation	-	-	-		-	-	-	-	-	-	86.4%	867	0	0	13.3	-	-
A2 Westbound Offslip/Wrotham Road	-	-	-		-	-	-	-	-	-	86.4%	867	0	0	13.3	-	-
1/1	Wrotham Road North Ahead	U	A		1	20	-	711	1892	883	80.5%	-	-	-	4.0	20.5	9.5
1/2	Wrotham Road North Right	U	A		1	20	-	549	2024	945	58.1%	-	-	-	2.0	13.3	5.6
2/2+2/1	A2 Westbound Offslip Left Ahead	U	B		1	9	-	706	2024:1892	422+395	86.4 : 86.4%	-	-	-	6.3	32.0	7.3
3/1	Wrotham Road South Left Ahead	O	-		-	-	-	867	2095	1385	62.6%	867	0	0	1.0	4.0	3.5
C1 PRC for Signalled Lanes (%): 4.2 Total Delay for Signalled Lanes (pcuHr): 12.35 Cycle Time (s): 45 PRC Over All Lanes (%): 4.2 Total Delay Over All Lanes(pcuHr): 13.30																	

Basic Results Summary

Scenario 9: '2042 Local Plan AM' (FG9: '2042 Local Plan AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



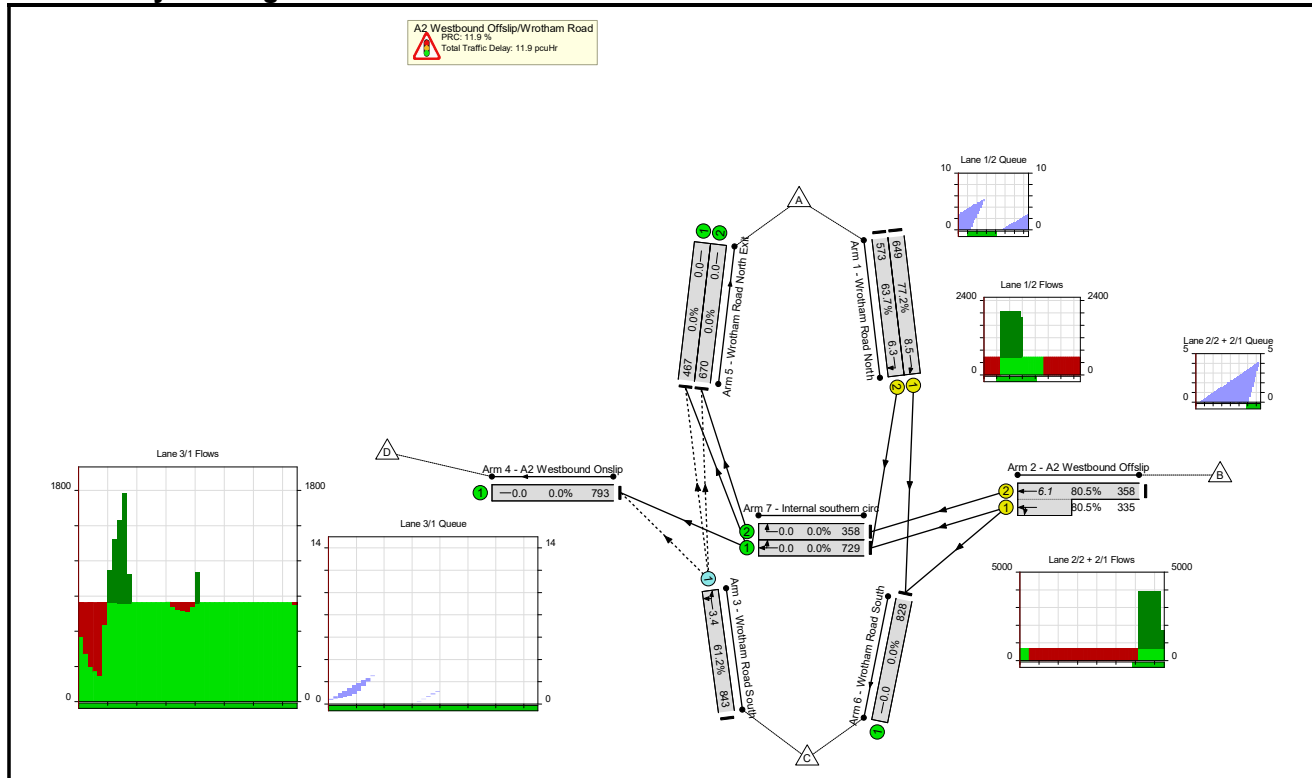
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A2/Wrotham Road Southern Rbt Signalisation	-	-	-		-	-	-	-	-	-	84.7%	957	0	0	15.6	-	-
A2 Westbound Offslip/Wrotham Road	-	-	-		-	-	-	-	-	-	84.7%	957	0	0	15.6	-	-
1/1	Wrotham Road North Ahead	U	A		1	19	-	589	1892	841	70.0%	-	-	-	2.8	17.2	7.0
1/2	Wrotham Road North Right	U	A		1	19	-	756	2024	900	84.0%	-	-	-	4.9	23.2	10.7
2/2+2/1	A2 Westbound Offslip Left Ahead	U	B		1	10	-	729	2024:1892	445+415	84.7 : 84.7%	-	-	-	5.9	28.9	7.0
3/1	Wrotham Road South Left Ahead	O	-		-	-	-	957	2095	1223	78.3%	957	0	0	2.1	7.8	6.0
C1 PRC for Signalled Lanes (%): 6.2 Total Delay for Signalled Lanes (pcuHr): 13.54 Cycle Time (s): 45 PRC Over All Lanes (%): 6.2 Total Delay Over All Lanes(pcuHr): 15.62																	

Basic Results Summary

Scenario 10: '2042 Local Plan PM' (FG10: '2042 Local Plan PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

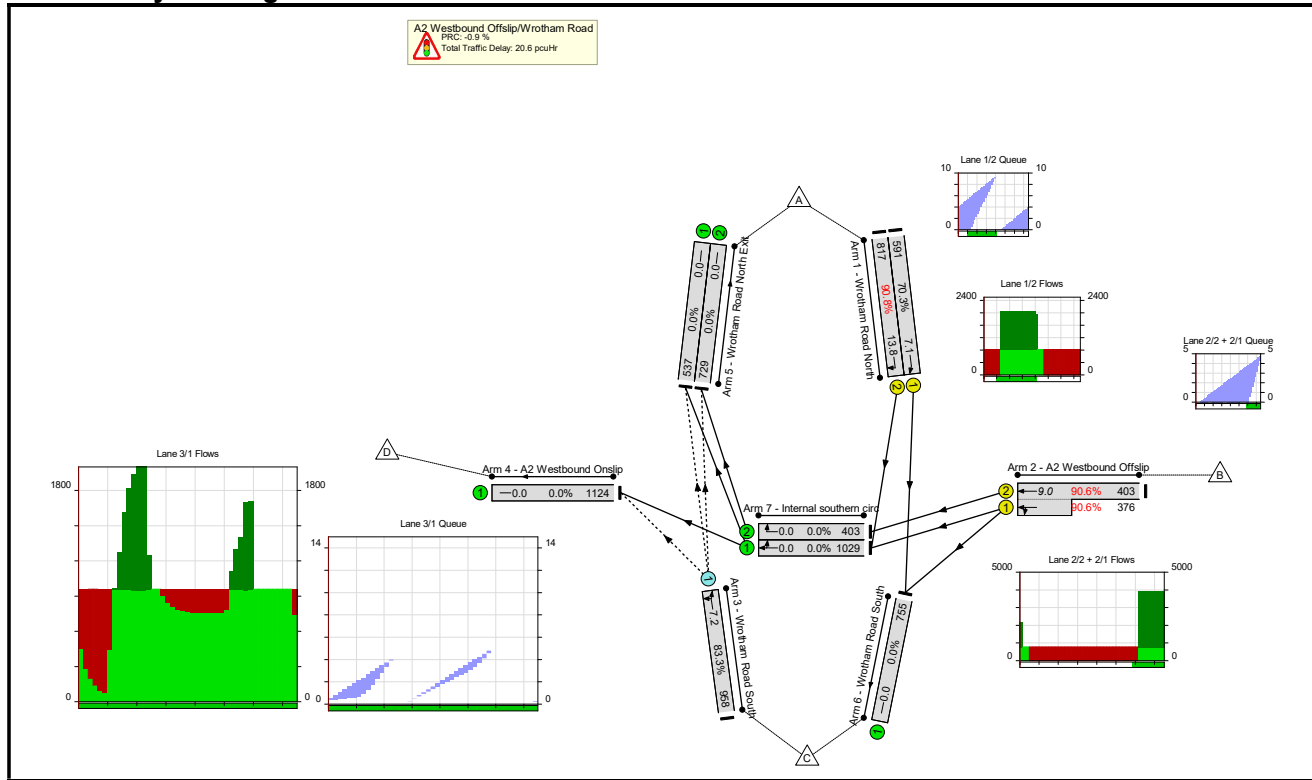


Network Results

Basic Results Summary

Scenario 11: '2042 Local Plan + Committed AM' (FG11: '2042 Local Plan + Committed AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



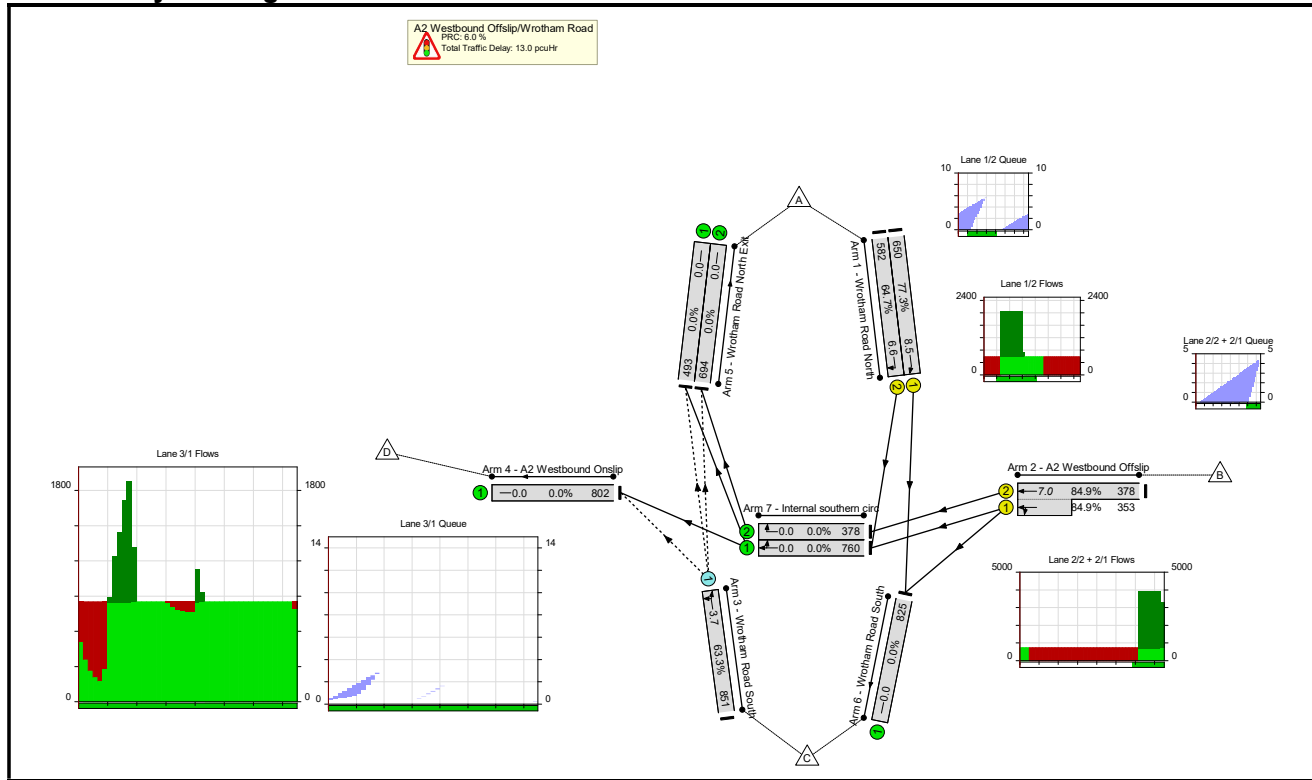
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A2/Wrotham Road Southern Rbt Signalisation	-	-	-		-	-	-	-	-	-	90.8%	958	0	0	20.6	-	-
A2 Westbound Offslip/Wrotham Road	-	-	-		-	-	-	-	-	-	90.8%	958	0	0	20.6	-	-
1/1	Wrotham Road North Ahead	U	A		1	19	-	591	1892	841	70.3%	-	-	-	2.8	17.2	7.1
1/2	Wrotham Road North Right	U	A		1	19	-	817	2024	900	90.8%	-	-	-	7.1	31.3	13.8
2/2+2/1	A2 Westbound Offslip Left Ahead	U	B		1	10	-	779	2024:1892	445+415	90.6 : 90.6%	-	-	-	7.8	36.1	9.0
3/1	Wrotham Road South Left Ahead	O	-		-	-	-	958	2095	1150	83.3%	958	0	0	2.8	10.7	7.2
C1 PRC for Signalled Lanes (%): -0.9 Total Delay for Signalled Lanes (pcuHr): 17.74 Cycle Time (s): 45 PRC Over All Lanes (%): -0.9 Total Delay Over All Lanes(pcuHr): 20.59																	

Basic Results Summary

Scenario 12: '2042 Local Plan + Committed PM' (FG12: '2042 Local Plan + Committed PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



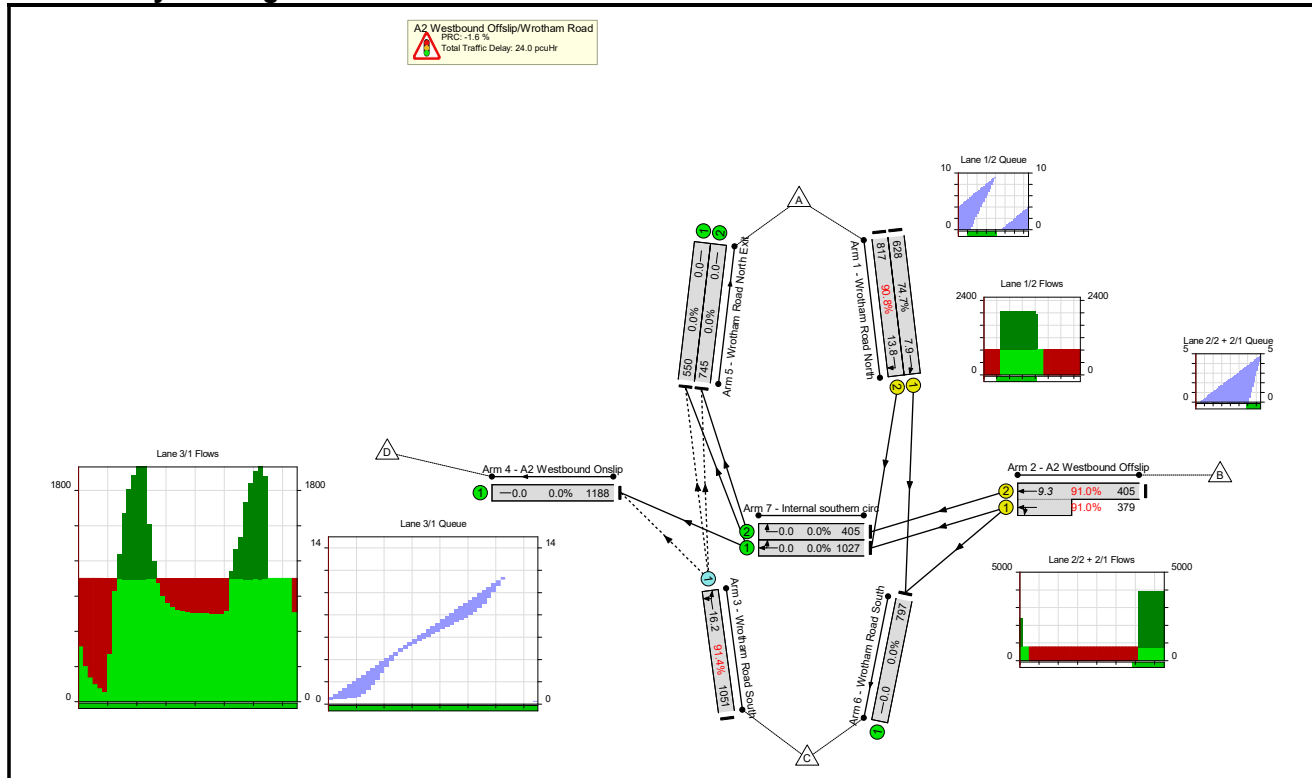
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A2/Wrotham Road Southern Rbt Signalisation	-	-	-		-	-	-	-	-	-	84.9%	851	0	0	13.0	-	-
A2 Westbound Offslip/Wrotham Road	-	-	-		-	-	-	-	-	-	84.9%	851	0	0	13.0	-	-
1/1	Wrotham Road North Ahead	U	A		1	19	-	650	1892	841	77.3%	-	-	-	3.6	19.8	8.5
1/2	Wrotham Road North Right	U	A		1	19	-	582	2024	900	64.7%	-	-	-	2.5	15.4	6.6
2/2+2/1	A2 Westbound Offslip Left Ahead	U	B		1	10	-	731	2024:1892	445+416	84.9 : 84.9%	-	-	-	5.9	29.1	7.0
3/1	Wrotham Road South Left Ahead	O	-		-	-	-	851	2095	1344	63.3%	851	0	0	1.0	4.2	3.7
C1 PRC for Signalled Lanes (%): 6.0 Total Delay for Signalled Lanes (pcuHr): 11.99 Cycle Time (s): 45 PRC Over All Lanes (%): 6.0 Total Delay Over All Lanes(pcuHr): 12.99																	

Basic Results Summary

Scenario 13: '2042 Local Plan + Committed + Site 1 AM' (FG13: '2042 Local Plan + Committed + Site 1 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



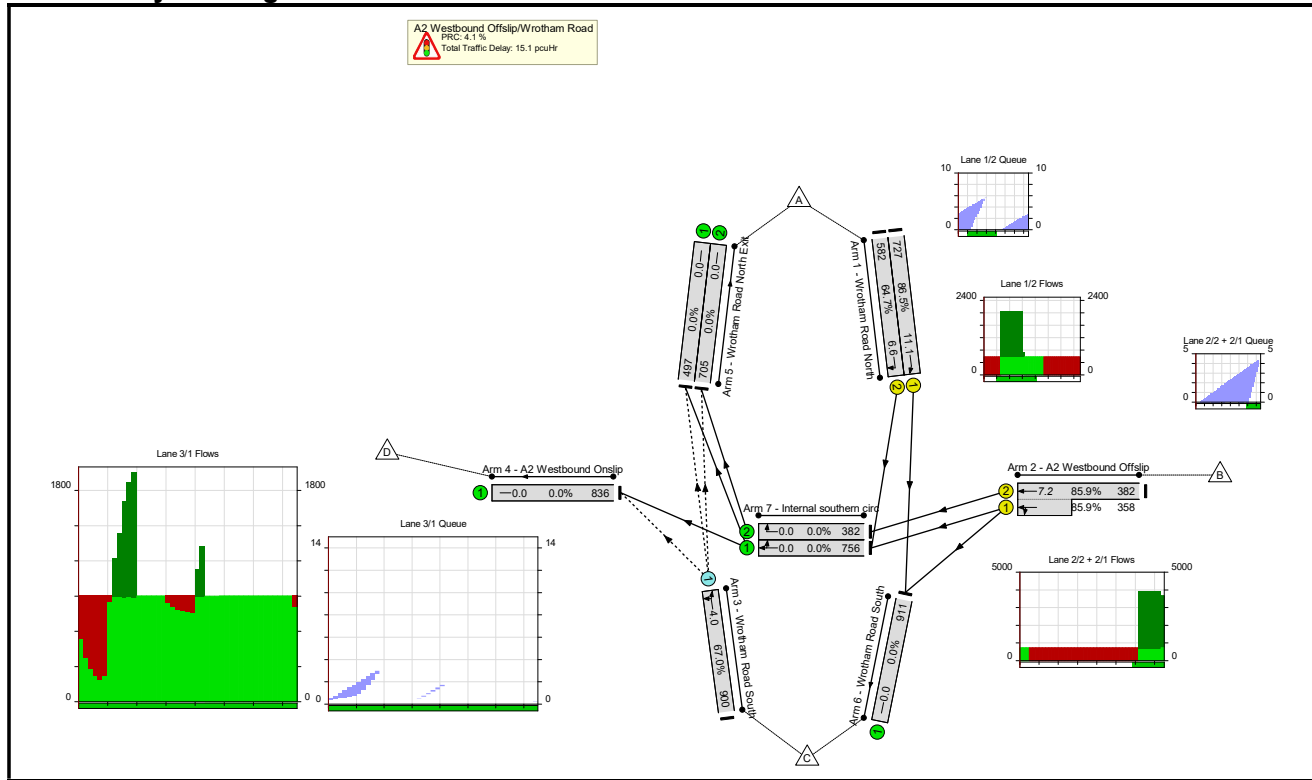
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A2/Wrotham Road Southern Rbt Signalisation	-	-	-		-	-	-	-	-	-	91.4%	1051	0	0	24.0	-	-
A2 Westbound Offslip/Wrotham Road	-	-	-		-	-	-	-	-	-	91.4%	1051	0	0	24.0	-	-
1/1	Wrotham Road North Ahead	U	A		1	19	-	628	1892	841	74.7%	-	-	-	3.3	18.7	7.9
1/2	Wrotham Road North Right	U	A		1	19	-	817	2024	900	90.8%	-	-	-	7.1	31.3	13.8
2/2+2/1	A2 Westbound Offslip Left Ahead	U	B		1	10	-	784	2024:1892	445+416	91.0 : 91.0%	-	-	-	8.0	36.9	9.3
3/1	Wrotham Road South Left Ahead	O	-		-	-	-	1051	2095	1150	91.4%	1051	0	0	5.6	19.2	16.2
C1 PRC for Signalled Lanes (%): -1.1 Total Delay for Signalled Lanes (pcuHr): 18.41 Cycle Time (s): 45 PRC Over All Lanes (%): -1.6 Total Delay Over All Lanes(pcuHr): 24.01																	

Basic Results Summary

Scenario 14: '2042 Local Plan + Committed + Site 1 PM' (FG14: '2042 Local Plan + Committed + Site 1 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



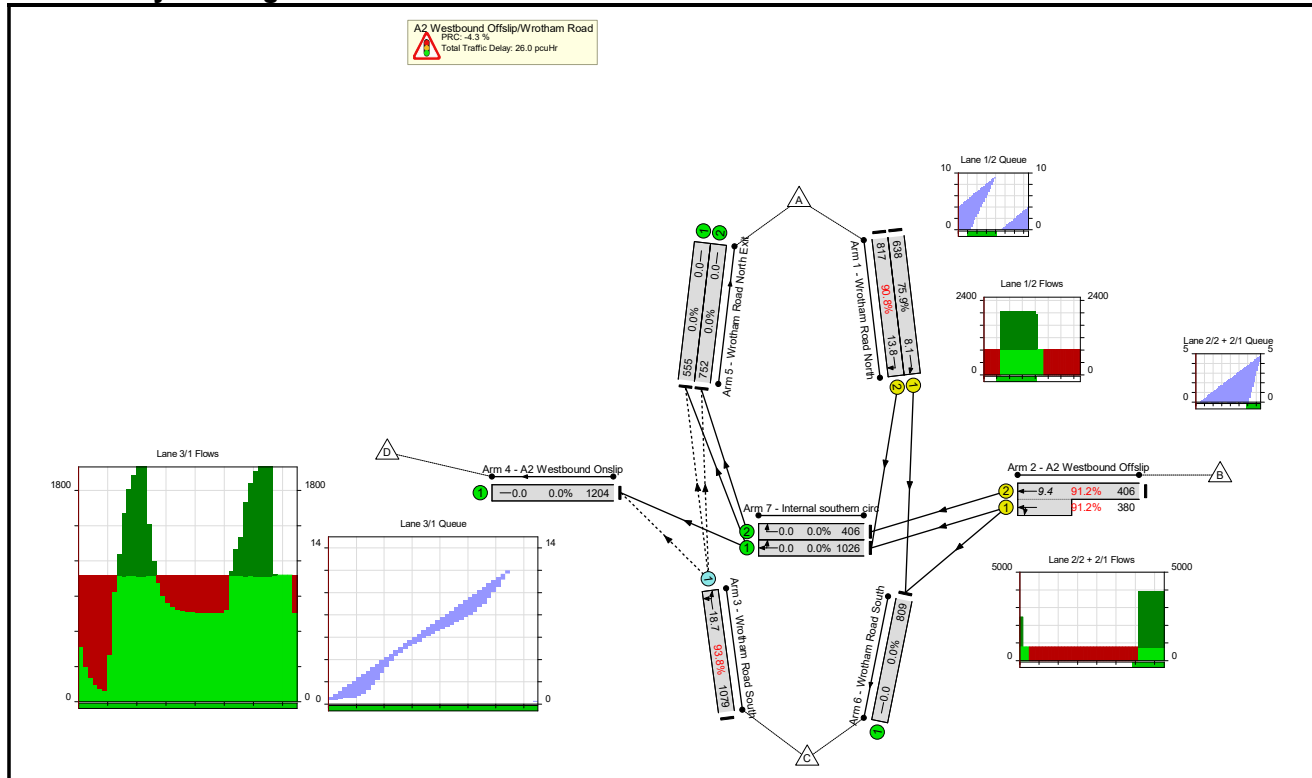
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A2/Wrotham Road Southern Rbt Signalisation	-	-	-		-	-	-	-	-	-	86.5%	900	0	0	15.1	-	-
A2 Westbound Offslip/Wrotham Road	-	-	-		-	-	-	-	-	-	86.5%	900	0	0	15.1	-	-
1/1	Wrotham Road North Ahead	U	A		1	19	-	727	1892	841	86.5%	-	-	-	5.3	26.3	11.1
1/2	Wrotham Road North Right	U	A		1	19	-	582	2024	900	64.7%	-	-	-	2.5	15.4	6.6
2/2+2/1	A2 Westbound Offslip Left Ahead	U	B		1	10	-	740	2024:1892	445+417	85.9 : 85.9%	-	-	-	6.2	29.9	7.2
3/1	Wrotham Road South Left Ahead	O	-		-	-	-	900	2095	1344	67.0%	900	0	0	1.2	4.7	4.0
C1 PRC for Signalled Lanes (%): 4.1 Total Delay for Signalled Lanes (pcuHr): 13.95 Cycle Time (s): 45 PRC Over All Lanes (%): 4.1 Total Delay Over All Lanes(pcuHr): 15.13																	

Basic Results Summary

Scenario 15: '2042 Local Plan + Committed + Site 1 + Site 2 AM' (FG15: '2042 Local Plan + Committed + Site 1 + Site 2 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



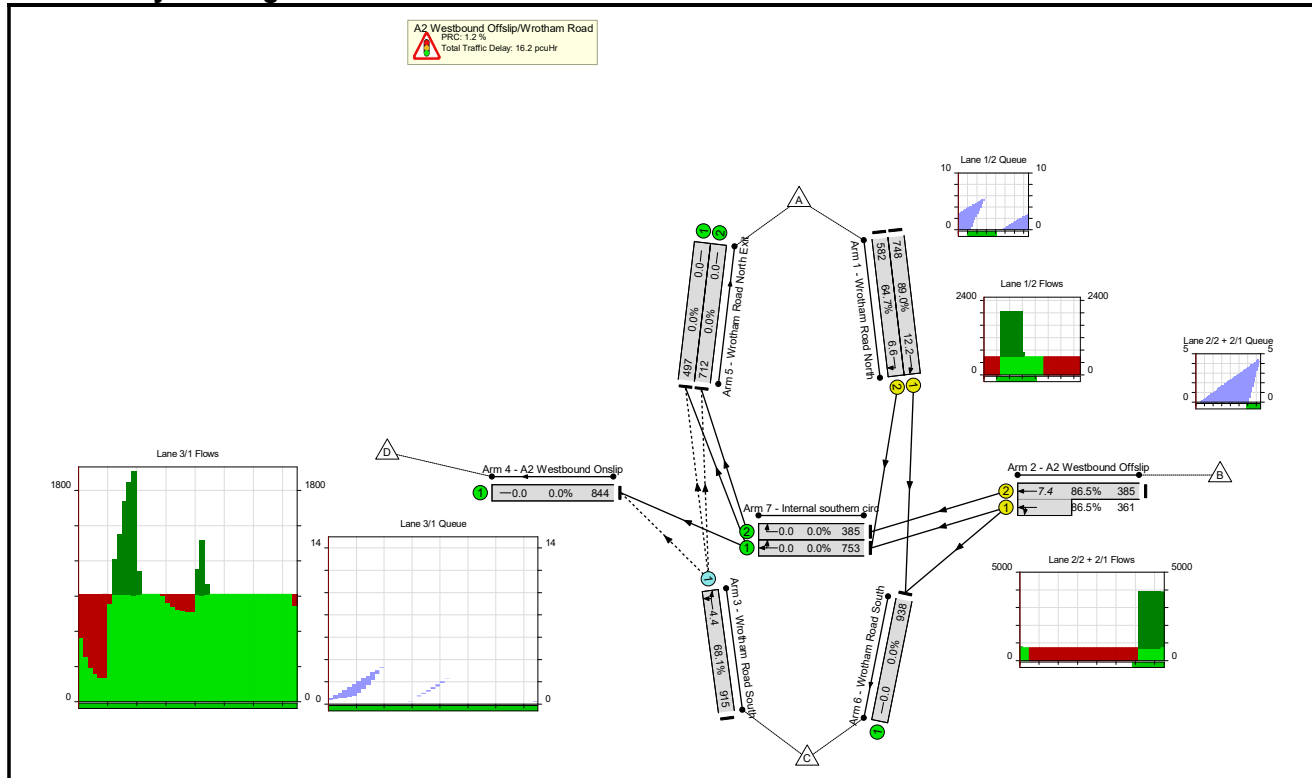
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A2/Wrotham Road Southern Rbt Signalisation	-	-	-		-	-	-	-	-	-	93.8%	1079	0	0	26.0	-	-
A2 Westbound Offslip/Wrotham Road	-	-	-		-	-	-	-	-	-	93.8%	1079	0	0	26.0	-	-
1/1	Wrotham Road North Ahead	U	A		1	19	-	638	1892	841	75.9%	-	-	-	3.4	19.2	8.1
1/2	Wrotham Road North Right	U	A		1	19	-	817	2024	900	90.8%	-	-	-	7.1	31.3	13.8
2/2+2/1	A2 Westbound Offslip Left Ahead	U	B		1	10	-	786	2024:1892	445+416	91.2 : 91.2%	-	-	-	8.2	37.3	9.4
3/1	Wrotham Road South Left Ahead	O	-		-	-	-	1079	2095	1150	93.8%	1079	0	0	7.3	24.5	18.7
C1 PRC for Signalled Lanes (%): -1.4 Total Delay for Signalled Lanes (pcuHr): 18.67 Cycle Time (s): 45 PRC Over All Lanes (%): -4.3 Total Delay Over All Lanes(pcuHr): 26.01																	

Basic Results Summary

Scenario 16: '2042 Local Plan + Committed + Site 1 + Site 2 PM' (FG16: '2042 Local Plan + Committed + Site 1 + Site 2 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A2/Wrotham Road Southern Rbt Signalisation	-	-	-		-	-	-	-	-	-	89.0%	915	0	0	16.2	-	-
A2 Westbound Offslip/Wrotham Road	-	-	-		-	-	-	-	-	-	89.0%	915	0	0	16.2	-	-
1/1	Wrotham Road North Ahead	U	A		1	19	-	748	1892	841	89.0%	-	-	-	6.1	29.4	12.2
1/2	Wrotham Road North Right	U	A		1	19	-	582	2024	900	64.7%	-	-	-	2.5	15.4	6.6
2/2+2/1	A2 Westbound Offslip Left Ahead	U	B		1	10	-	746	2024:1892	445+417	86.5 : 86.5%	-	-	-	6.3	30.6	7.4
3/1	Wrotham Road South Left Ahead	O	-		-	-	-	915	2095	1344	68.1%	915	0	0	1.2	4.9	4.4
C1 PRC for Signalled Lanes (%): 1.2 Total Delay for Signalled Lanes (pcuHr): 14.94 Cycle Time (s): 45 PRC Over All Lanes (%): 1.2 Total Delay Over All Lanes(pcuHr): 16.18																	

Appendix R

A2/Wrotham Road Flare Adjustment

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.1.2424

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Filename: Junction 7 - Wrotham Road_A2 Linked Rbt_GTM Flows_MF.j11

Path: C:\Users\MatthewJohnson\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25512
Wrotham Road, Meopham\Modelling\Arcady

Report generation date: 03/06/2026 17:04:36

»D1 - 2032 | Reference Case | AM
»D2 - 2032 | Reference Case | PM
»D3 - 2032 | Reference Case + Site 1 | AM
»D4 - 2032 | Reference Case + Site 1 | PM
»D7 - 2032 | Reference Case + Site 1 + Site 2 | AM
»D8 - 2032 | Reference Case + Site 1 + Site 2 | PM
»D9 - 2042 | Local Plan | AM
»D10 - 2042 | Local Plan | PM
»D11 - 2042 | Local Plan + Site 1 | AM
»D12 - 2042 | Local Plan + Site 1 | PM
»D15 - 2042 | Local Plan + Site 1 + Site 2 | AM
»D16 - 2042 | Local Plan + Site 1 + Site 2 | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
	2032 - Reference Case							
Junction 1 - Arm 2	D1	0.7	2.38	0.40	D2	0.9	2.66	0.46
Junction 1 - Arm 3		1.3	4.11	0.56		3.1	7.93	0.76
Junction 1 - Arm 4		116.5	170.05	1.11		105.7	161.63	1.10
Junction 2 - Arm 1		0.6	6.57	0.39		0.9	6.86	0.47
Junction 2 - Arm 2		8.0	27.10	0.90		2.3	8.24	0.70
Junction 2 - Arm 4		1.8	4.17	0.65		1.3	3.37	0.57
	2032 - Reference Case + Site 1							
Junction 1 - Arm 2	D3	0.7	2.35	0.39	D4	0.8	2.59	0.46
Junction 1 - Arm 3		1.3	4.18	0.57		3.4	8.45	0.78
Junction 1 - Arm 4		117.8	171.89	1.11		110.9	170.95	1.11
Junction 2 - Arm 1		0.6	6.52	0.38		0.9	6.80	0.46
Junction 2 - Arm 2		9.8	32.43	0.92		2.5	8.60	0.71
Junction 2 - Arm 4		1.9	4.30	0.66		1.4	3.46	0.58
	2032 - Reference Case + Site 1 + Site 2							
Junction 1 - Arm 2	D7	0.7	2.36	0.39	D8	0.9	2.65	0.46
Junction 1 - Arm 3		1.4	4.26	0.57		3.4	8.54	0.78
Junction 1 - Arm 4		117.7	172.04	1.11		111.9	172.76	1.11
Junction 2 - Arm 1		0.6	6.51	0.38		0.9	6.82	0.46
Junction 2 - Arm 2		10.5	34.52	0.93		2.4	8.36	0.70
Junction 2 - Arm 4		1.9	4.31	0.66		1.4	3.48	0.58
	2042 - Local Plan							
Junction 1 - Arm 2	D9	0.6	2.27	0.37	D10	0.8	2.57	0.44
Junction 1 - Arm 3		1.5	4.33	0.59		4.4	10.31	0.82
Junction 1 - Arm 4		109.1	163.70	1.10		102.1	167.30	1.10
Junction 2 - Arm 1		0.6	6.75	0.38		0.8	6.70	0.44
Junction 2 - Arm 2		62.4	144.03	1.08		3.4	10.68	0.77
Junction 2 - Arm 4		2.1	4.52	0.67		1.5	3.67	0.60
	2042 - Local Plan + Site 1							
Junction 1 - Arm 2	D11	0.6	2.28	0.37	D12	0.8	2.59	0.45
Junction 1 - Arm 3		1.5	4.39	0.59		4.1	9.75	0.81
Junction 1 - Arm 4		109.2	164.47	1.10		91.4	151.68	1.09
Junction 2 - Arm 1		0.6	6.75	0.38		0.8	6.78	0.45
Junction 2 - Arm 2		69.8	157.75	1.09		3.4	10.72	0.78
Junction 2 - Arm 4		2.1	4.56	0.68		1.5	3.64	0.60
	2042 - Local Plan + Site 1 + Site 2							
Junction 1 - Arm 2	D15	0.6	2.28	0.37	D16	0.8	2.60	0.45
Junction 1 - Arm 3		1.5	4.38	0.59		4.5	10.59	0.82
Junction 1 - Arm 4		107.4	162.21	1.10		93.7	155.61	1.09
Junction 2 - Arm 1		0.6	6.75	0.38		0.8	6.72	0.45
Junction 2 - Arm 2		71.8	161.32	1.09		3.5	10.94	0.78
Junction 2 - Arm 4		2.1	4.53	0.67		1.5	3.65	0.60

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

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

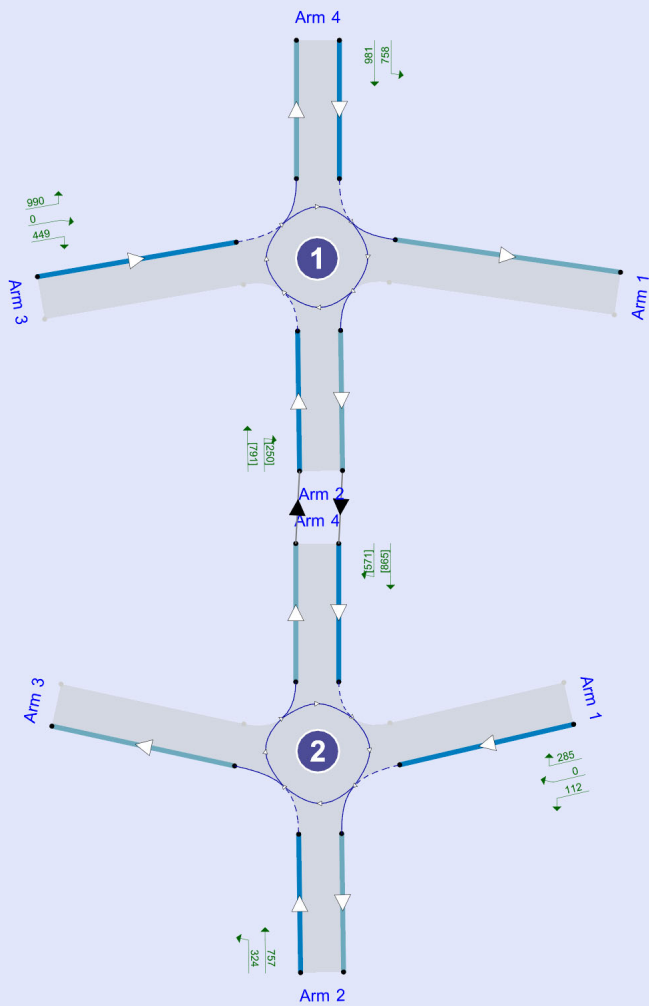
File summary

File Description

Title	
Location	Wrotham Road/A2 Southern Roundabout
Site number	9
Date	09/04/2026
Version	
Status	(new file)
Identifier	MJ
Client	Richborough
Jobnumber	T25512
Enumerator	AzureAD\MatthewJohnson
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)

The junction diagram reflects the last run of Junctions.

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	2032	Reference Case	AM	ONE HOUR	07:45	09:15	15	✓
D2	2032	Reference Case	PM	ONE HOUR	16:45	18:15	15	✓
D3	2032	Reference Case + Site 1	AM	ONE HOUR	07:45	09:15	15	✓
D4	2032	Reference Case + Site 1	PM	ONE HOUR	16:45	18:15	15	✓
D5	2032	Reference Case + Site 2	AM	ONE HOUR	07:45	09:15	15	✓
D6	2032	Reference Case + Site 2	PM	ONE HOUR	16:45	18:15	15	✓
D7	2032	Reference Case + Site 1 + Site 2	AM	ONE HOUR	07:45	09:15	15	✓
D8	2032	Reference Case + Site 1 + Site 2	PM	ONE HOUR	16:45	18:15	15	✓
D9	2042	Local Plan	AM	ONE HOUR	07:45	09:15	15	✓
D10	2042	Local Plan	PM	ONE HOUR	16:45	18:15	15	✓
D11	2042	Local Plan + Site 1	AM	ONE HOUR	07:45	09:15	15	✓
D12	2042	Local Plan + Site 1	PM	ONE HOUR	16:45	18:15	15	✓
D13	2042	Local Plan + Site 2	AM	ONE HOUR	07:45	09:15	15	✓
D14	2042	Local Plan + Site 2	PM	ONE HOUR	16:45	18:15	15	✓
D15	2042	Local Plan + Site 1 + Site 2	AM	ONE HOUR	07:45	09:15	15	✓
D16	2042	Local Plan + Site 1 + Site 2	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D1,D2,D3,D4,D7,D8,D9,D10,D11,D12,D15,D16	100.000	100.000

D1 - 2032 | Reference Case | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	87.35	F
2	untitled	Standard Roundabout	1, 2, 3, 4	12.47	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	55.32	F

Arms

Arms

Junction	Arm	Name	Description	No give-way line
1	1	A2 Watling Street On-Slip		
	2	Wrotham Road S		
	3	A2 Watling Street Off-Slip		
	4	Wrotham Road N		
2	1	A2 Watling Street Off-Slip		
	2	Wrotham Road S		
	3	A2 Watling Street On-Slip		
	4	Wrotham Road N		

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								✓
	2	7.10	8.50	18.0	31.1	60.0	27.0		
	3	7.30	9.40	17.0	34.4	60.0	22.0	✓	
	4	4.80	8.30	22.3	43.1	60.0	24.0		
2	1	3.80	8.70	14.3	20.1	60.0	35.0	✓	
	2	4.20	8.40	19.0	25.5	60.0	22.0		
	3								✓
	4	7.20	8.30	15.0	20.5	60.0	28.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
1	1		
	2	0.713	2560
	3	0.760	2797
	4	0.667	2262
2	1	0.575	1828
	2	0.636	2095
	3		
	4	0.693	2471

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

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	2032	Reference Case	AM	ONE HOUR	07:45	09:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	4	Queue limited	Normal	0	100.00	33.00
2	4	1	2	Queue limited	Normal	0	100.00	33.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1					
	2	✓				
	3		ONE HOUR	✓	1020	100.000
	4		ONE HOUR	✓	1979	100.000
2	1		ONE HOUR	✓	324	100.000
	2		ONE HOUR	✓	1029	100.000
	3					
	4	✓				

Origin-Destination Data

Demand (PCU/hr)

Junction 2

	To				
		1	2	3	4
From	1	0	56	0	268
	2	0	0	369	660
	3	0	0	0	0
	4	0	567	1008	0

Demand (PCU/hr)

Junction 1

	To				
		1	2	3	4
From	1	0	0	0	0
	2	178	0	0	749
	3	0	222	0	798
	4	618	1361	0	0

Vehicle Mix

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

Heavy Vehicle %

Junction 2

	To				
		1	2	3	4
From	1	0	1	0	1
	2	0	0	1	3
	3	0	0	0	0
	4	0	2	1	0

Heavy Vehicle %

Junction 1

	To				
From		1	2	3	4
	1	0	0	0	0
	2	2	0	0	2
	3	0	2	0	3
	4	1	2	0	0

D2 - 2032 | Reference Case | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	74.62	F
2	untitled	Standard Roundabout	1, 2, 3, 4	5.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	47.72	E

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	2032	Reference Case	PM	ONE HOUR	16:45	18:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	4	Queue limited	Normal	0	100.00	33.00
2	4	1	2	Queue limited	Normal	0	100.00	33.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1					
	2	✓				
	3		ONE HOUR	✓	1306	100.000
	4		ONE HOUR	✓	1888	100.000
2	1		ONE HOUR	✓	440	100.000
	2		ONE HOUR	✓	918	100.000
	3					
	4	✓				

Origin-Destination Data

		Demand (PCU/hr)				
Junction 2	From	To				
			1	2	3	4
		1	0	88	0	352
		2	0	0	197	721
		3	0	0	0	0
		4	0	754	605	0

Demand (PCU/hr)

Junction 1

	To				
		1	2	3	4
From	1	0	0	0	0
	2	199	0	0	873
	3	0	308	0	998
	4	830	1058	0	0

Vehicle Mix

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

Heavy Vehicle %

Junction 2

	To				
		1	2	3	4
From	1	0	3	0	3
	2	0	0	0	2
	3	0	0	0	0
	4	0	1	0	0

Heavy Vehicle %

Junction 1

	To				
		1	2	3	4
From	1	0	0	0	0
	2	2	0	0	2
	3	0	1	0	2
	4	1	1	0	0

D3 - 2032 | Reference Case + Site 1 | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	88.12	F
2	untitled	Standard Roundabout	1, 2, 3, 4	14.53	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	56.47	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	2032	Reference Case + Site 1	AM	ONE HOUR	07:45	09:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	4	Queue limited	Normal	0	100.00	33.00
2	4	1	2	Queue limited	Normal	0	100.00	33.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1					
	2	✓				
	3		ONE HOUR	✓	1047	100.000
	4		ONE HOUR	✓	1981	100.000
2	1		ONE HOUR	✓	306	100.000
	2		ONE HOUR	✓	1056	100.000
	3					
	4	✓				

Origin-Destination Data

		Demand (PCU/hr)				
Junction 2	From	To				
			1	2	3	4
		1	0	55	0	251
		2	0	0	396	660
		3	0	0	0	0
		4	0	579	1023	0

Demand (PCU/hr)

Junction 1

	To				
		1	2	3	4
From	1	0	0	0	0
	2	164	0	0	746
	3	0	237	0	810
	4	607	1374	0	0

Vehicle Mix

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

Heavy Vehicle %

Junction 2

	To				
		1	2	3	4
From	1	0	1	0	1
	2	0	0	1	2
	3	0	0	0	0
	4	0	2	1	0

Heavy Vehicle %

Junction 1

	To				
		1	2	3	4
From	1	0	0	0	0
	2	2	0	0	2
	3	0	2	0	3
	4	1	2	0	0

D4 - 2032 | Reference Case + Site 1 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	Junction 1	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	78.07	F
2	untitled	Standard Roundabout	1, 2, 3, 4	5.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	49.65	E

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	2032	Reference Case + Site 1	PM	ONE HOUR	16:45	18:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	4	Queue limited	Normal	0	100.00	33.00
2	4	1	2	Queue limited	Normal	0	100.00	33.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1					
	2	✓				
	3		ONE HOUR	✓	1345	100.000
	4		ONE HOUR	✓	1873	100.000
2	1		ONE HOUR	✓	420	100.000
	2		ONE HOUR	✓	953	100.000
	3					
	4	✓				

Origin-Destination Data

Demand (PCU/hr)

Junction 2

	To				
From		1	2	3	4
	1	0	87	0	333
	2	0	0	221	732
	3	0	0	0	0
	4	0	796	597	0

Demand (PCU/hr)

Junction 1

	To				
		1	2	3	4
From	1	0	0	0	0
	2	203	0	0	861
	3	0	342	0	1003
	4	815	1058	0	0

Vehicle Mix

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

Heavy Vehicle %

Junction 2

	To				
		1	2	3	4
From	1	0	3	0	3
	2	0	0	0	2
	3	0	0	0	0
	4	0	1	0	0

Heavy Vehicle %

Junction 1

	To				
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

D7 - 2032 | Reference Case + Site 1 + Site 2 | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	87.77	F
2	untitled	Standard Roundabout	1, 2, 3, 4	15.33	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	56.63	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
D7	2032	Reference Case + Site 1 + Site 2	AM	ONE HOUR	07:45	09:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	4	Queue limited	Normal	0	100.00	33.00
2	4	1	2	Queue limited	Normal	0	100.00	33.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1					
	2	✓				
	3		ONE HOUR	✓	1056	100.000
	4		ONE HOUR	✓	1977	100.000
2	1		ONE HOUR	✓	305	100.000
	2		ONE HOUR	✓	1065	100.000
	3					
	4	✓				

Origin-Destination Data

Demand (PCU/hr)

		To				
Junction 2	From		1	2	3	4
		1	0	54	0	251
		2	0	0	397	668
		3	0	0	0	0
		4	0	581	1021	0

Demand (PCU/hr)

Junction 1

	To				
		1	2	3	4
From	1	0	0	0	0
	2	166	0	0	753
	3	0	241	0	815
	4	607	1370	0	0

Vehicle Mix

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

Heavy Vehicle %

Junction 2

	To				
		1	2	3	4
From	1	0	1	0	1
	2	0	0	1	2
	3	0	0	0	0
	4	0	2	1	0

Heavy Vehicle %

Junction 1

	To				
		1	2	3	4
From	1	0	0	0	0
	2	2	0	0	2
	3	0	2	0	3
	4	1	2	0	0

D8 - 2032 | Reference Case + Site 1 + Site 2 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	78.86	F
2	untitled	Standard Roundabout	1, 2, 3, 4	5.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	50.12	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
D8	2032	Reference Case + Site 1 + Site 2	PM	ONE HOUR	16:45	18:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	4	Queue limited	Normal	0	100.00	33.00
2	4	1	2	Queue limited	Normal	0	100.00	33.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1					
	2	✓				
	3		ONE HOUR	✓	1344	100.000
	4		ONE HOUR	✓	1872	100.000
2	1		ONE HOUR	✓	420	100.000
	2		ONE HOUR	✓	945	100.000
	3					
	4	✓				

Origin-Destination Data

		Demand (PCU/hr)				
Junction 2	From	To				
			1	2	3	4
		1	0	88	0	332
		2	0	0	210	735
		3	0	0	0	0
		4	0	804	593	0

Demand (PCU/hr)

Junction 1

	To				
		1	2	3	4
From	1	0	0	0	0
	2	203	0	0	862
	3	0	346	0	998
	4	814	1058	0	0

Vehicle Mix

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

Heavy Vehicle %

Junction 2

	To				
		1	2	3	4
From	1	0	3	0	3
	2	0	0	0	2
	3	0	0	0	0
	4	0	1	0	0

Heavy Vehicle %

Junction 1

	To				
		1	2	3	4
From	1	0	0	0	0
	2	2	0	0	2
	3	0	1	0	1
	4	1	1	0	0

D9 - 2042 | Local Plan | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	81.66	F
2	untitled	Standard Roundabout	1, 2, 3, 4	60.18	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	72.02	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
D9	2042	Local Plan	AM	ONE HOUR	07:45	09:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	4	Queue limited	Normal	0	100.00	33.00
2	4	1	2	Queue limited	Normal	0	100.00	33.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1					
	2	✓				
	3		ONE HOUR	✓	1114	100.000
	4		ONE HOUR	✓	1927	100.000
2	1		ONE HOUR	✓	302	100.000
	2		ONE HOUR	✓	1278	100.000
	3					
	4	✓				

Origin-Destination Data

Demand (PCU/hr)

Junction 2

	To				
From		1	2	3	4
	1	0	58	0	244
	2	0	0	615	663
	3	0	0	0	0
	4	0	666	947	0

Demand (PCU/hr)

Junction 1

	To				
From		1	2	3	4
	1	0	0	0	0
	2	175	0	0	732
	3	0	292	0	822
	4	582	1345	0	0

Vehicle Mix

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

Heavy Vehicle %

Junction 2

	To				
From		1	2	3	4
	1	0	1	0	1
	2	0	0	1	2
	3	0	0	0	0
	4	0	2	1	0

Heavy Vehicle %

Junction 1

	To				
From		1	2	3	4
	1	0	0	0	0
	2	2	0	0	2
	3	0	2	0	3
	4	2	2	0	0

D10 - 2042 | Local Plan | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	73.84	F
2	untitled	Standard Roundabout	1, 2, 3, 4	6.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	46.55	E

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
D10	2042	Local Plan	PM	ONE HOUR	16:45	18:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	4	Queue limited	Normal	0	100.00	33.00
2	4	1	2	Queue limited	Normal	0	100.00	33.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1					
	2	✓				
	3		ONE HOUR	✓	1441	100.000
	4		ONE HOUR	✓	1763	100.000
2	1		ONE HOUR	✓	392	100.000
	2		ONE HOUR	✓	1057	100.000
	3					
	4	✓				

Origin-Destination Data

		Demand (PCU/hr)				
Junction 2		To				
	From		1	2	3	4
		1	0	112	0	280
		2	0	0	309	748
		3	0	0	0	0
4	0	843	607	0		

Demand (PCU/hr)

Junction 1

	To				
From		1	2	3	4
	1	0	0	0	0
	2	252	0	0	775
	3	0	435	0	1006
	4	752	1011	0	0

Vehicle Mix

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

Heavy Vehicle %

Junction 2

	To				
From		1	2	3	4
	1	0	1	0	1
	2	0	0	0	2
	3	0	0	0	0
	4	0	1	0	0

Heavy Vehicle %

Junction 1

	To				
From		1	2	3	4
	1	0	0	0	0
	2	2	0	0	2
	3	0	1	0	1
	4	2	1	0	0

D11 - 2042 | Local Plan + Site 1 | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	81.53	F
2	untitled	Standard Roundabout	1, 2, 3, 4	66.21	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	74.64	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
D11	2042	Local Plan + Site 1	AM	ONE HOUR	07:45	09:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	4	Queue limited	Normal	0	100.00	33.00
2	4	1	2	Queue limited	Normal	0	100.00	33.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1					
	2	✓				
	3		ONE HOUR	✓	1120	100.000
	4		ONE HOUR	✓	1920	100.000
2	1		ONE HOUR	✓	299	100.000
	2		ONE HOUR	✓	1300	100.000
	3					
	4	✓				

Origin-Destination Data

Junction 2

		Demand (PCU/hr)			
From		To			
		1	2	3	4
	1	0	55	0	244
	2	0	0	624	676
	3	0	0	0	0
	4	0	684	935	0

Demand (PCU/hr)

Junction 1

	To				
		1	2	3	4
From	1	0	0	0	0
	2	172	0	0	747
	3	0	307	0	813
	4	584	1336	0	0

Vehicle Mix

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

Heavy Vehicle %

Junction 2

	To				
		1	2	3	4
From	1	0	1	0	1
	2	0	0	0	2
	3	0	0	0	0
	4	0	2	1	0

Heavy Vehicle %

Junction 1

	To				
		1	2	3	4
From	1	0	0	0	0
	2	2	0	0	2
	3	0	2	0	3
	4	2	1	0	0

D12 - 2042 | Local Plan + Site 1 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	66.90	F
2	untitled	Standard Roundabout	1, 2, 3, 4	6.69	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	42.30	E

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
D12	2042	Local Plan + Site 1	PM	ONE HOUR	16:45	18:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	4	Queue limited	Normal	0	100.00	33.00
2	4	1	2	Queue limited	Normal	0	100.00	33.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1					
	2	✓				
	3		ONE HOUR	✓	1413	100.000
	4		ONE HOUR	✓	1741	100.000
2	1		ONE HOUR	✓	401	100.000
	2		ONE HOUR	✓	1071	100.000
	3					
	4	✓				

Origin-Destination Data

Junction 2

Demand (PCU/hr)

	To				
From		1	2	3	4
	1	0	115	0	286
	2	0	0	317	754
	3	0	0	0	0
	4	0	856	574	0

Demand (PCU/hr)

Junction 1

	To				
		1	2	3	4
From	1	0	0	0	0
	2	249	0	0	790
	3	0	440	0	973
	4	755	986	0	0

Vehicle Mix

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

Heavy Vehicle %

Junction 2

	To				
		1	2	3	4
From	1	0	2	0	1
	2	0	0	0	2
	3	0	0	0	0
	4	0	1	0	0

Heavy Vehicle %

Junction 1

	To				
		1	2	3	4
From	1	0	0	0	0
	2	2	0	0	2
	3	0	1	0	1
	4	2	1	0	0

D15 - 2042 | Local Plan + Site 1 + Site 2 | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	80.23	F
2	untitled	Standard Roundabout	1, 2, 3, 4	67.91	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	74.68	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
D15	2042	Local Plan + Site 1 + Site 2	AM	ONE HOUR	07:45	09:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	4	Queue limited	Normal	0	100.00	33.00
2	4	1	2	Queue limited	Normal	0	100.00	33.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1					
	2	✓				
	3		ONE HOUR	✓	1116	100.000
	4		ONE HOUR	✓	1913	100.000
2	1		ONE HOUR	✓	301	100.000
	2		ONE HOUR	✓	1306	100.000
	3					
	4	✓				

Origin-Destination Data

Junction 2

Demand (PCU/hr)

	To				
From		1	2	3	4
	1	0	55	0	246
	2	0	0	625	681
	3	0	0	0	0
	4	0	684	928	0

Demand (PCU/hr)

Junction 1

	To				
From		1	2	3	4
	1	0	0	0	0
	2	177	0	0	750
	3	0	308	0	808
	4	585	1328	0	0

Vehicle Mix

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

Heavy Vehicle %

Junction 2

	To				
From		1	2	3	4
	1	0	1	0	1
	2	0	0	0	2
	3	0	0	0	0
	4	0	2	1	0

Heavy Vehicle %

Junction 1

	To				
From		1	2	3	4
	1	0	0	0	0
	2	2	0	0	2
	3	0	2	0	3
	4	2	1	0	0

D16 - 2042 | Local Plan + Site 1 + Site 2 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	68.39	F
2	untitled	Standard Roundabout	1, 2, 3, 4	6.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	43.26	E

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
D16	2042	Local Plan + Site 1 + Site 2	PM	ONE HOUR	16:45	18:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	4	Queue limited	Normal	0	100.00	33.00
2	4	1	2	Queue limited	Normal	0	100.00	33.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1					
	2	✓				
	3		ONE HOUR	✓	1439	100.000
	4		ONE HOUR	✓	1739	100.000
2	1		ONE HOUR	✓	397	100.000
	2		ONE HOUR	✓	1081	100.000
	3					
	4	✓				

Origin-Destination Data

		Demand (PCU/hr)				
Junction 2	From	To				
			1	2	3	4
		1	0	112	0	285
		2	0	0	324	757
		3	0	0	0	0
		4	0	865	571	0

Demand (PCU/hr)

Junction 1

	To				
		1	2	3	4
From	1	0	0	0	0
	2	250	0	0	791
	3	0	449	0	990
	4	758	981	0	0

Vehicle Mix

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

Heavy Vehicle %

Junction 2

	To				
		1	2	3	4
From	1	0	1	0	1
	2	0	0	0	2
	3	0	0	0	0
	4	0	1	0	0

Heavy Vehicle %

Junction 1

	To				
		1	2	3	4
From	1	0	0	0	0
	2	2	0	0	2
	3	0	1	0	1
	4	2	1	0	0

Appendix S

Merge/Diverge Assessment

Monthly report for SiteId : 5398

Nov-25

24 Hour Flows by Day of Month

Mon	Flow	6.6m	Tue	Flow	6.6m	Wed	Flow	6.6m	Thur	Flow	6.6m	Fri	Flow	6.6m	Sat	Flow	6.6m	Sun	Flow	6.6m	
																1	66429	6.5	2	58401	5.9
3	67169	14.1	4	55366	13.6	5	68913	15	6	70912	15.2	7	76227	13.7	8	61887	7	9	57750	6.1	
10	65731	15.1	11	65144	15.2	12	68419	14.5	13	43259	15.2	14	73278	13.5	15	65039	6.9	16	58588	6.2	
17	55175	16.4	18	69370	14.7	19	65668	15.3	20	68057	15.2	21	75416	13.3	22	63838	7.2	23	52253	6.8	
24	66531	14.8	25	73144	16.5	26	70597	15.8	27	71723	15.8	28	78727	13.3	29	65621	7.6	30	59655	6.5	

Average Flows

	Mon	Tue	Wed	Thur	Fri	Sat	Sun														ADT	AWT		
24hr	63652	65756	68399	63488	75912	64563	57329														66570	70007		
%>6.6m	15	15.1	15.1	15.4	13.4	7.1	6.3														12	14.8		
18hr	55612	57661	60499	55442	68168	60438	54045														60198	62022		
%>6.6m	14.5	14.3	14.3	14.5	12.4	6	5.8														11.1	14		
16hr	54027	56436	58882	53682	66038	58220	52418														58332	60225		
%>6.6m	14.4	14.2	14.3	14.4	12.5	6	5.6														11.1	13.9		
12hr	44403	46346	48909	43794	54609	50656	45362														49148	49897		
%>6.6m	14.4	14.2	14.4	14.5	12.4	5.6	5.2														10.9	14		
No.days	4	4	4	4	4	5	5																	
Average H	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mon	382	242	291	523	1533	5070	4618	3705	3829	4062	3617	3642	3527	3378	3489	3713	4222	4149	3070	2100	1582	1324	959	627
Tue	417	307	326	548	1434	5064	4993	4848	5263	4855	3363	3735	3586	3585	3155	3979	4596	4554	3555	2341	1583	1174	1022	611
Wed	424	284	340	514	1448	4996	4711	4588	5224	4704	3783	3522	3543	3499	3619	3940	4583	4461	3444	2263	1624	1376	1007	611
Thur	419	316	359	563	1435	4954	4498	4600	5368	4958	4163	3352	3717	3623	3755	3999	4683	4518	3128	2327	1680	1383	1073	688
Fri	454	334	373	614	1385	4585	5408	5280	5101	4937	4547	4240	4104	4084	4244	4520	4924	4582	4047	2662	1859	1500	1241	889
Sat	624	428	374	473	717	1510	2032	2558	3782	4557	5022	5214	5064	4764	4009	4120	4300	4080	3185	2301	1793	1439	1303	915
Sun	747	431	325	351	487	943	1239	1547	2397	3828	4897	5000	4838	4695	4086	3825	3906	3492	2851	2462	1961	1394	1042	585
									5285									4511						

Monthly report for Sited : 3261

Nov-25

24 Hour Flows by Day of Month

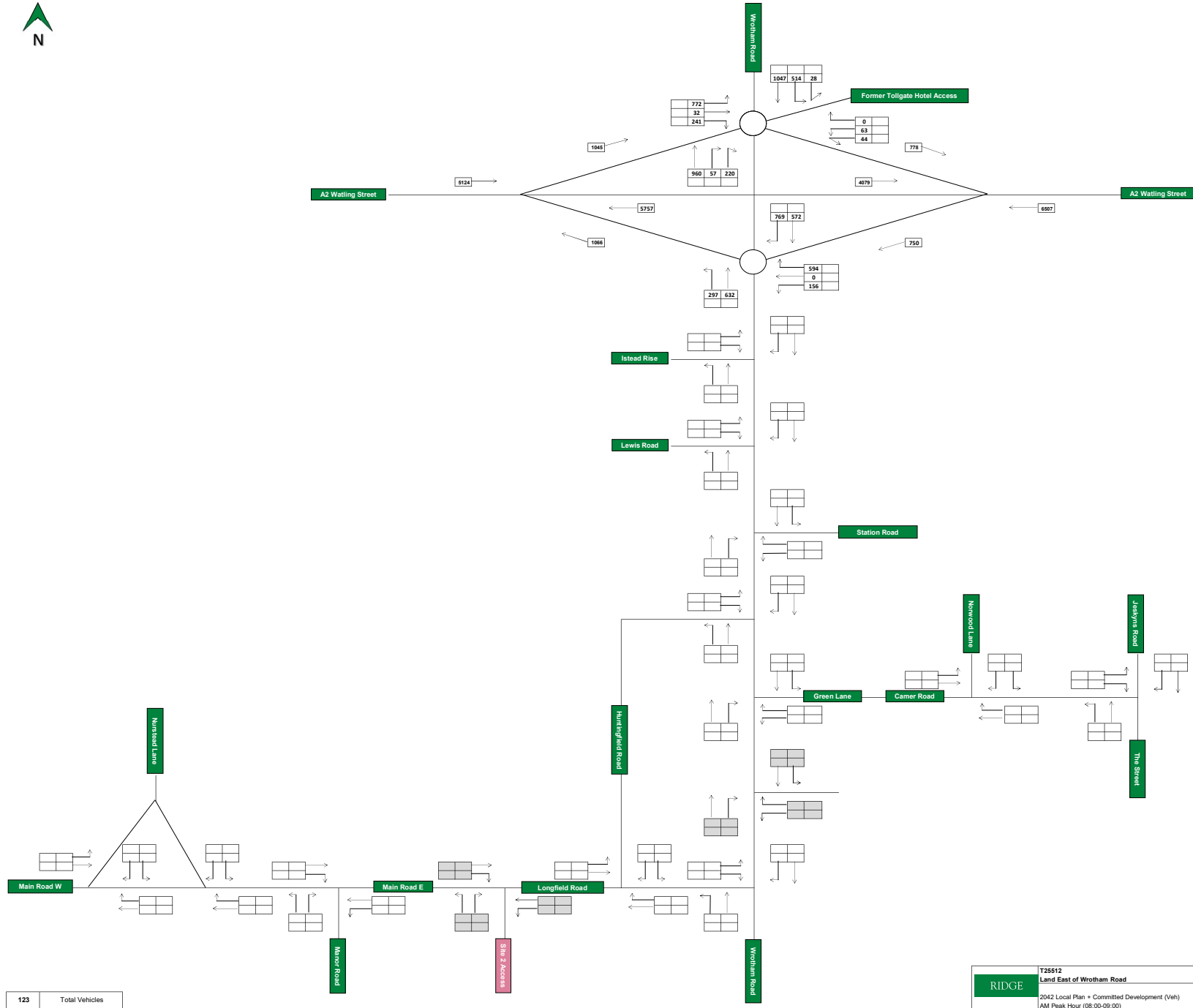
Mon	Flow	6.6m	Tue	Flow	6.6m	Wed	Flow	6.6m	Thur	Flow	6.6m	Fri	Flow	6.6m	Sat	Flow	6.6m	Sun	Flow	6.6m	
																1	63388	6.8	2	55737	5.7
3	65238	13.5	4	54299	12.2	5	70981	13.5	6	72244	14.2	7	72046	12.9	8	62133	7	9	55114	5.7	
10	66561	13.6	11	64221	14.3	12	69451	13.8	13	38240	15.9	14	70934	12.6	15	63306	7.2	16	55669	5.6	
17	64499	13.9	18	68812	14.3	19	68648	14.1	20	71834	13.9	21	73074	12.9	22	62202	7.5	23	28787	6.4	
24	64632	14.1	25	71005	14.1	26	67879	14.3	27	70899	14.1	28	75192	12.4	29	64919	7.3	30	57917	5.9	

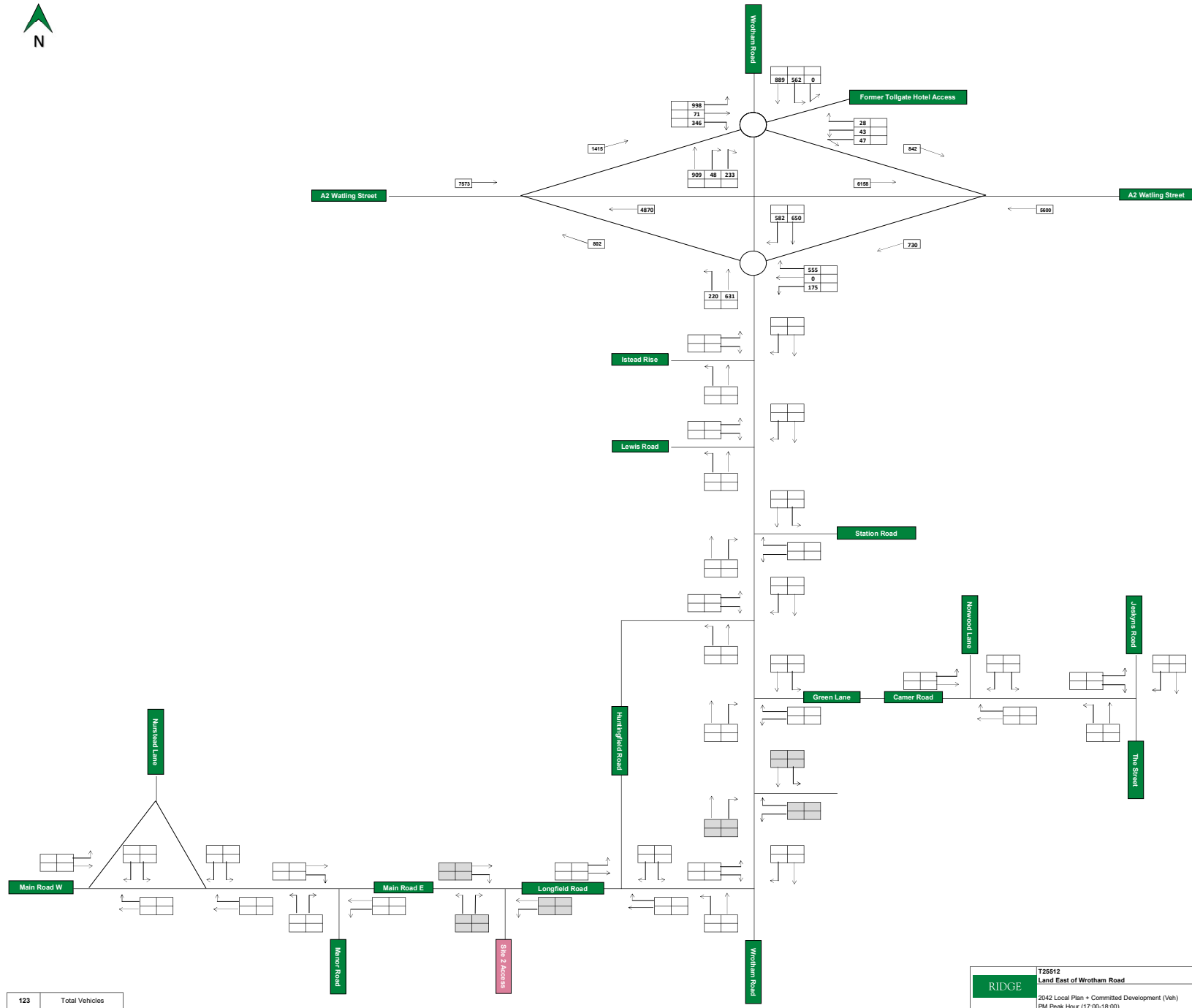
Average Flows

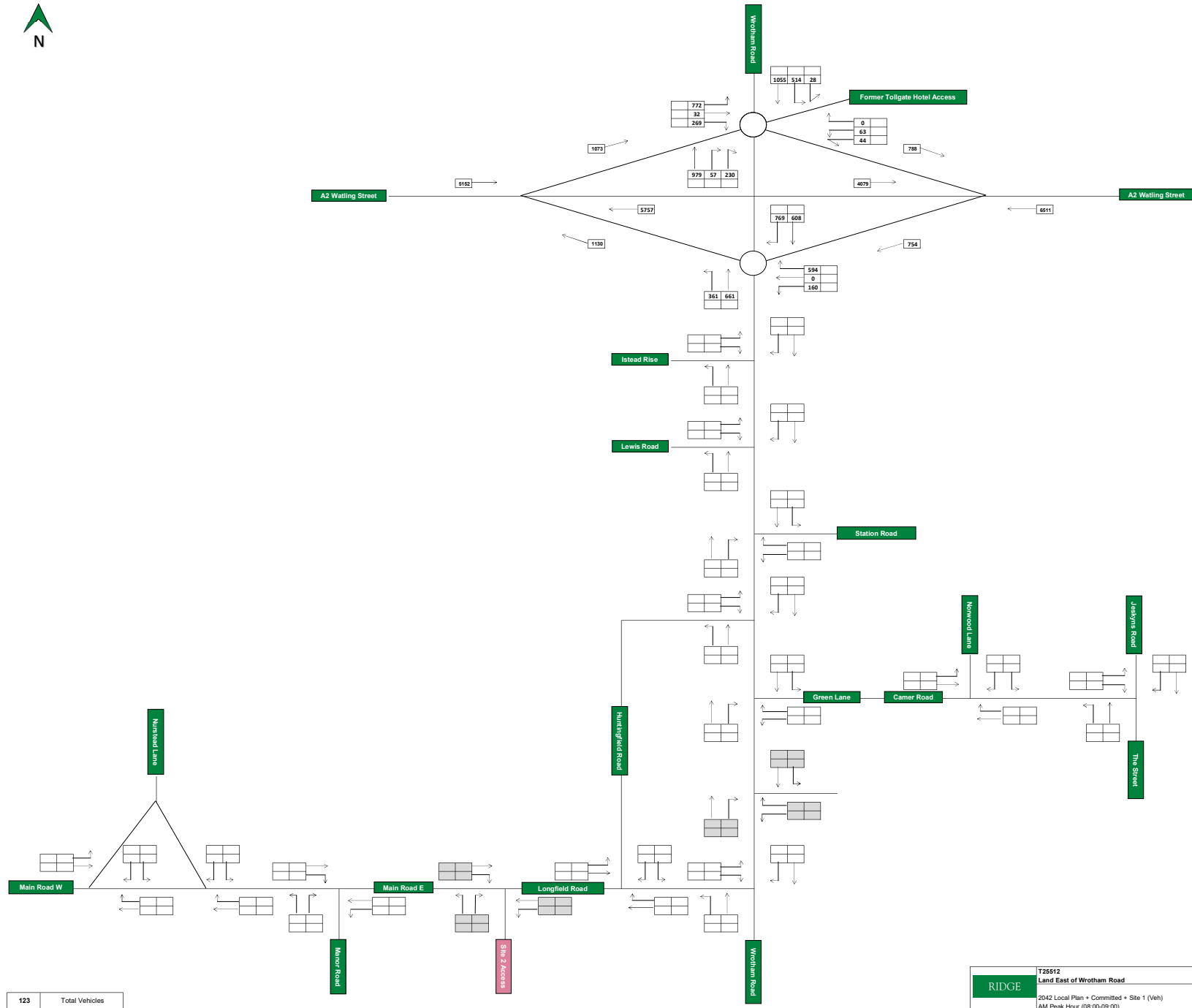
	Mon	Tue	Wed	Thur	Fri	Sat	Sun		ADT	AWT
24hr	65233	64584	69240	63304	72812	63190	50645		64861	69655
%>6.6m	13.8	13.8	13.9	14.4	12.7	7.1	5.8		11.4	13.6
18hr	61832	60793	65437	59202	68601	59157	46853		60958	65763
%>6.6m	13.1	12.8	13	13.3	11.7	6.1	5.3		10.6	12.8
16hr	59516	58510	62525	55963	64991	55588	44397		57955	62810
%>6.6m	13.1	13	13.1	13.6	12	6.2	5.2		10.7	12.9
12hr	49159	48091	51241	44403	52677	45734	36243		47473	51461
%>6.6m	13.6	13.4	13.6	14.2	12.5	6.1	4.9		11	13.4
No days	4	4	4	4	4	5	5			

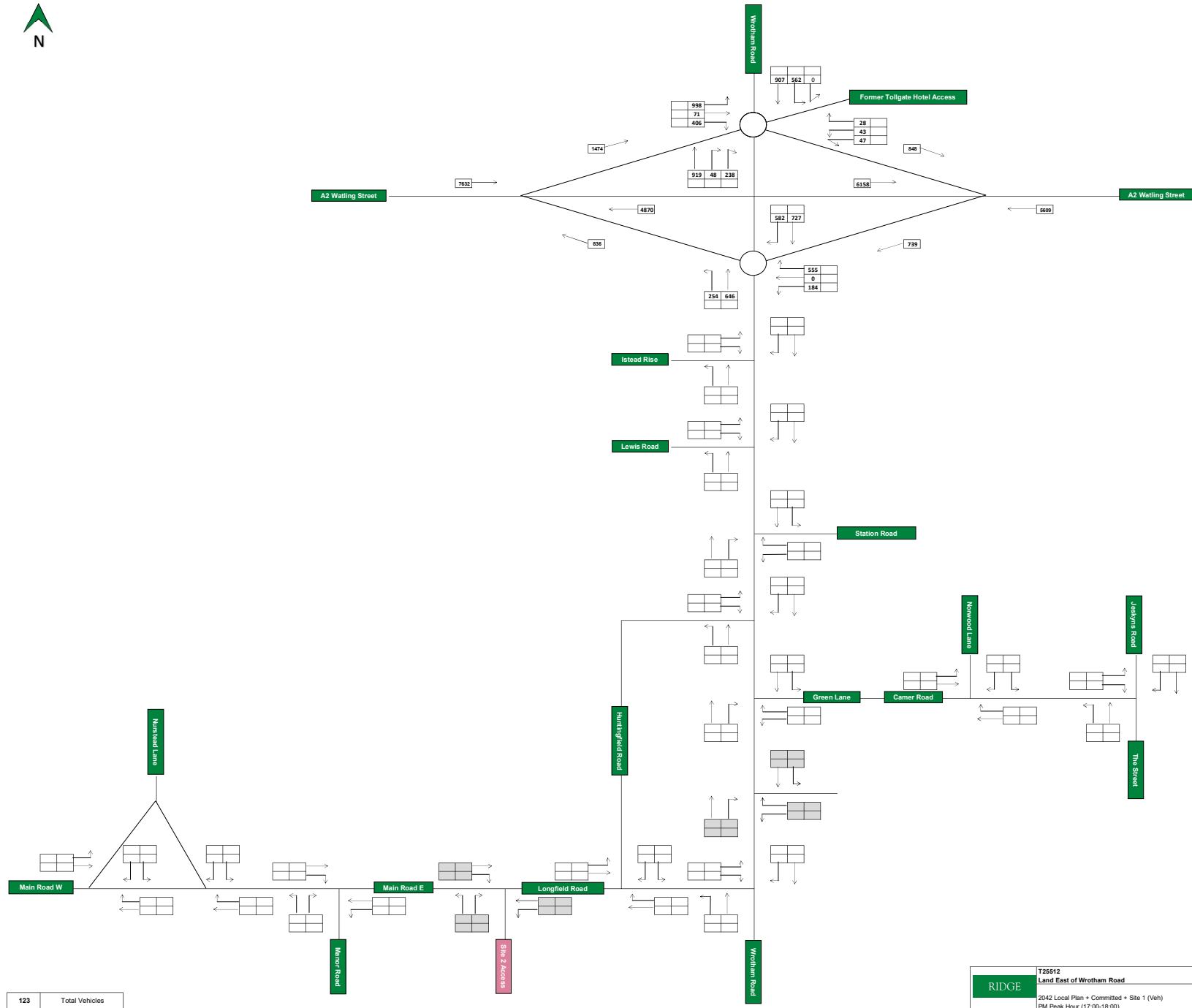
Average Hourly Variation

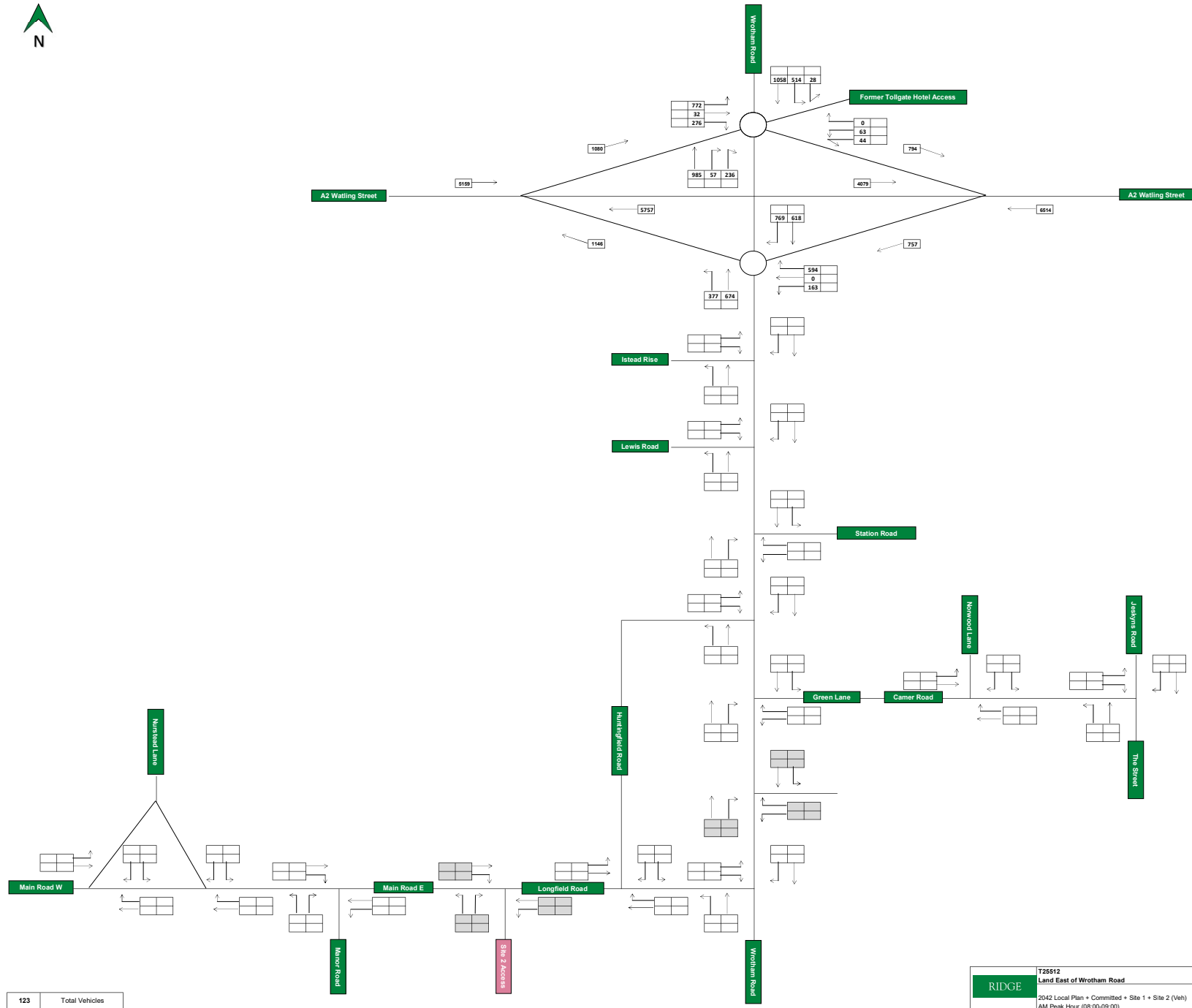
Mon	587	443	340	370	533	1130	2581	3552	3467	2915	2727	3091	3554	4025	4942	5540	5364	4963	5021	3356	2557	1863	1361	956
Tue	591	427	396	422	701	1256	2653	3651	3862	3107	2361	3102	3543	4007	4489	5793	6169	5689	4982	3392	2586	1788	1829	1215
Wed	719	453	416	464	675	1255	2601	3572	3654	2915	2815	3207	3652	4118	5110	5699	5876	5559	5066	3880	2699	2104	1684	1228
Thur	715	485	438	500	700	1265	2699	3624	3718	3130	2792	2904	3759	4212	5119	5806	6227	5865	4995	3764	2810	2288	1805	1434
Fri	785	519	486	509	695	1217	2575	3476	3451	3036	3000	3440	4207	4685	5457	5832	5769	5436	4889	3876	3191	2672	2080	1531
Sat	1046	694	544	484	518	746	1215	1666	2392	2972	3581	4007	4364	4437	4456	4478	4653	4599	4128	3271	2837	2532	2005	1564
Sun	1297	774	495	369	359	498	774	1002	1529	2239	2580	3047	3509	3701	3763	3791	3964	3875	3245	3032	2572	1776	1471	985
							3745											5704						

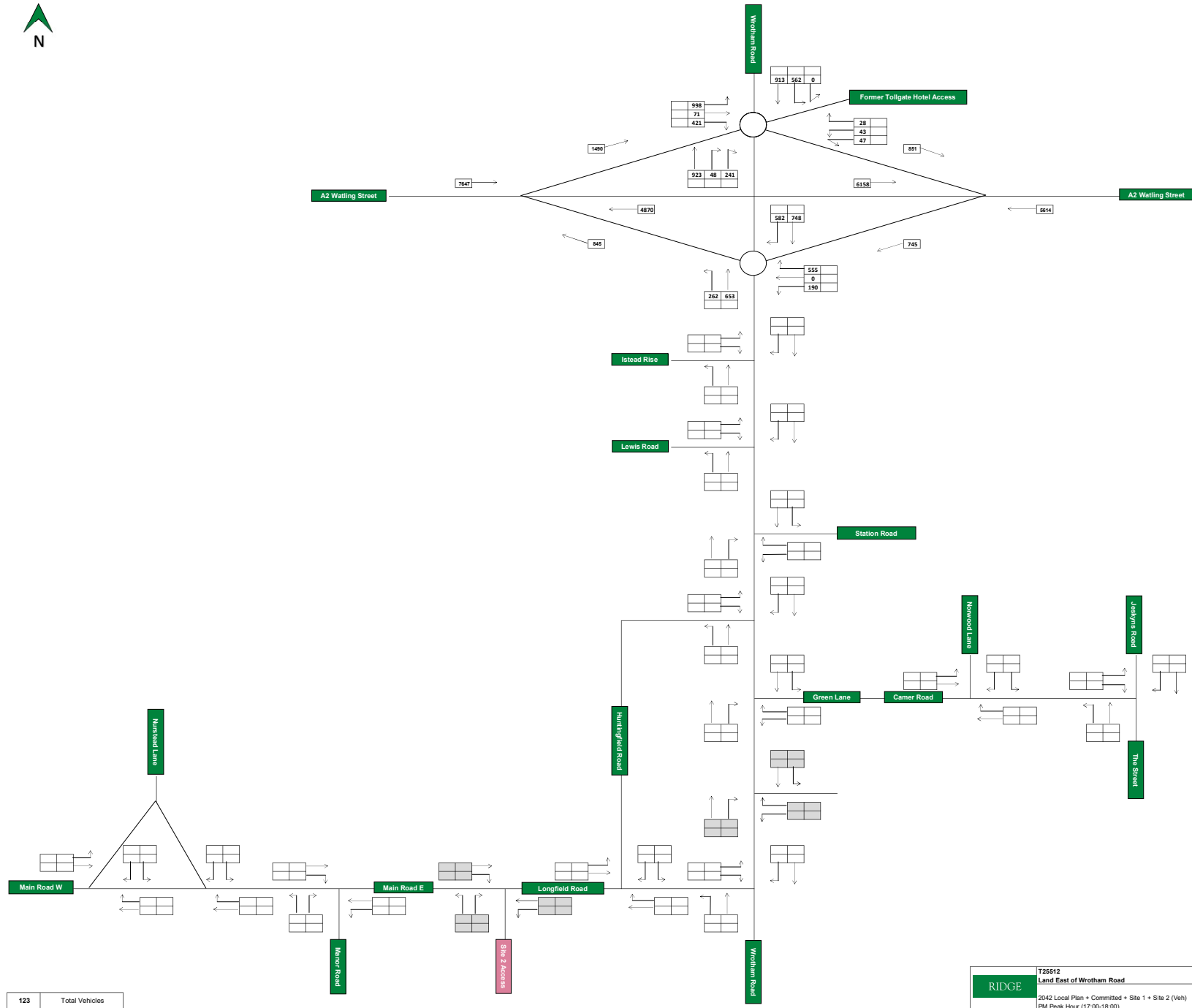












RIDGE	T25512
	Land East of Wrotham Road
	2042 Local Plan + Committed + Site 1 + Site 2 (Veh)
PM Peak Hour (17:00-18:00)	

Junction: A2/Wrotham Road Southern Rbt (Westbound)

Dataset: Webtris Site A2/8374B

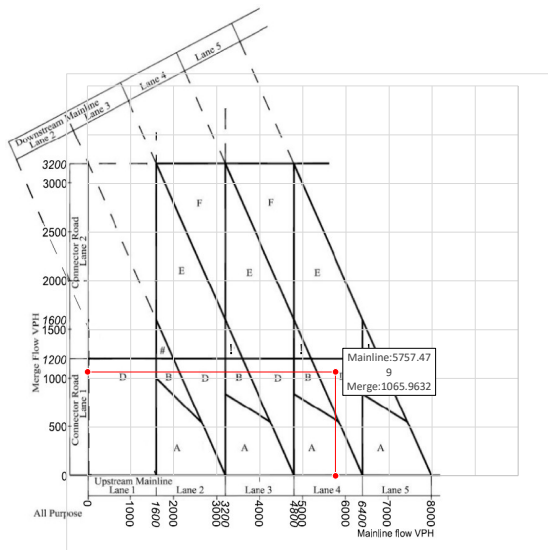
Source: Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25512 Wrotham Road, Meopham\Technical\Spreadsheets

Scenario 2042 Local Plan + Committed Development (AM Peak)

Date: 14/05/2026

The method for the following graphs was taken from CD 122 guidance of DMRB, under section 4.0

Figure 3.12a All-purpose road merging diagram



Mainline Flow:	5757
Merge Flow:	1066

Junction: A2/Wrotham Road Southern Rbt (Westbound)

Dataset: Webtris Site A2/8375A

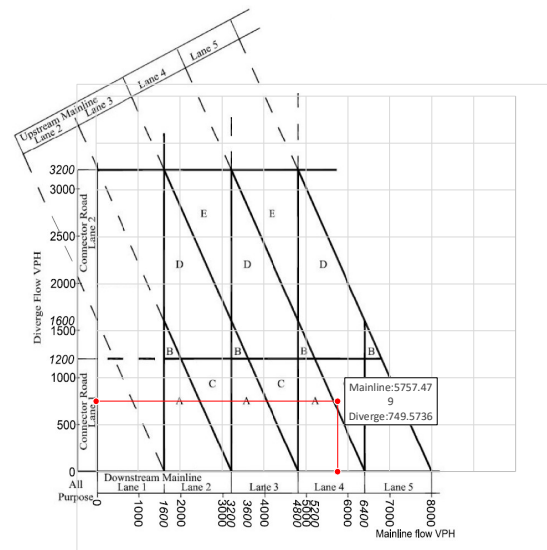
Source: Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25512 Wrotham Road, Meopham\Technical\Spreadsheets

Scenario 2042 Local Plan + Committed Development (AM Peak)

Date: 14/05/2026

The method for the following graph was taken from CD 122 guidance of DMRB, under section 4.0

Figure 3.26a All-purpose road diverging diagram



Mainline Flow:	5757
Diverge Flow:	750

Junction: A2/Wrotham Road Southern Rbt (Westbound)

Dataset: Webtris Site A2/8374B

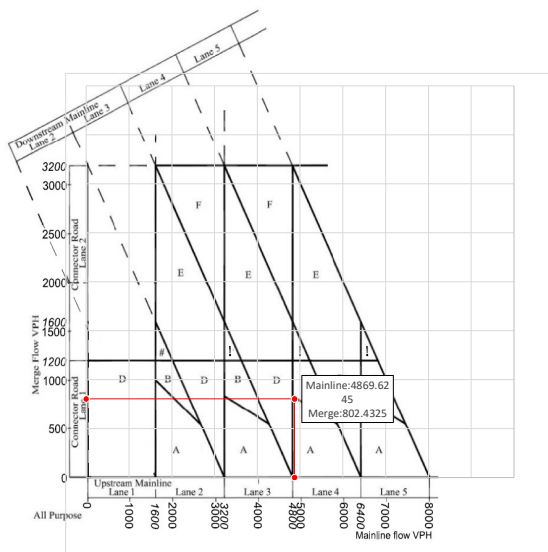
Source: Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25512 Wrotham Road, Meopham\Technical\Spreadsheets

Scenario 2042 Local Plan + Committed Development (PM Peak)

Date: 14/05/2026

The method for the following graphs was taken from CD 122 guidance of DMRB, under section 4.0

Figure 3.12a All-purpose road merging diagram



Mainline Flow:	4870
Merge Flow:	802

Junction: A2/Wrotham Road Southern Rbt (Westbound)

Dataset: Webtris Site A2/8374B

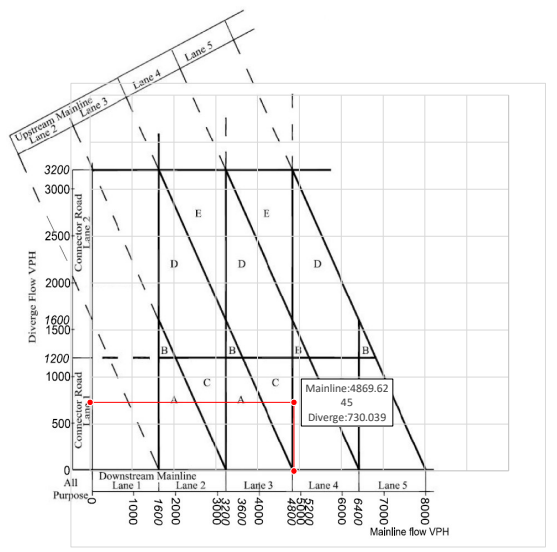
Source: Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25512 Wrotham Road, Meopham\Technical\Spreadsheets

Scenario 2042 Local Plan + Committed Development (PM Peak)

Date: 14/05/2026

The method for the following graph was taken from CD 122 guidance of DMRB, under section 4.0

Figure 3.26a All-purpose road diverging diagram



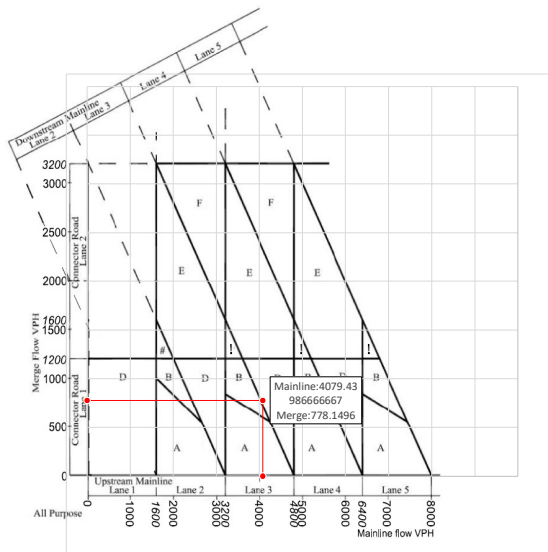
Mainline Flow:	4870
Diverge Flow:	730

Junction: A2/Wrotham Road Northern Rbt (Eastbound)
Dataset: Webtris Site A2/8375A

Source: Hub Transport Planning Ltd/Hub Transport Planning - General/Projects/T25512 Wrotham Road, Meopham/Technical/Spreadsheets
Scenario 2042 Local Plan + Committed Development (AM Peak)
Date: 14/05/2026

The method for the following graphs was taken from CD 122 guidance of DMRB, under section 4.0

Figure 3.12a All-purpose road merging diagram



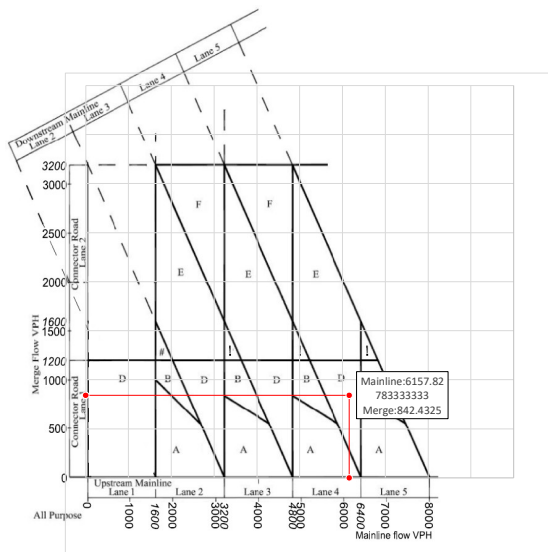
Mainline Flow:	4079
Merge Flow:	778

Junction: A2/Wrotham Road Northern Rbt (Eastbound)
Dataset: Webtris Site A2/8375A

Source: Hub Transport Planning Ltd/Hub Transport Planning - General/Projects/T25512 Wrotham Road, Meopham/Technical/Spreadsheets
Scenario 2042 Local Plan + Committed Development (PM Peak)
Date: 14/05/2026

The method for the following graphs was taken from CD 122 guidance of DMRB, under section 4.0

Figure 3.12a All-purpose road merging diagram



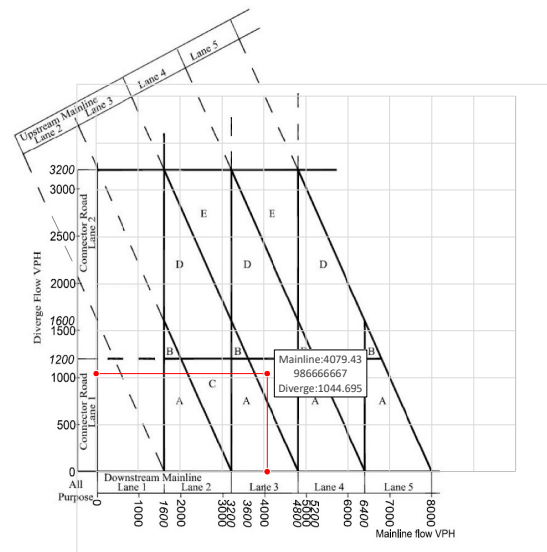
Mainline Flow:	6158
Merge Flow:	842

Junction: A2/Wrotham Road Northern Rbt (Eastbound)
Dataset: Webtris Site A2/8375A

Source: Hub Transport Planning Ltd/Hub Transport Planning - General/Projects/T25512 Wrotham Road, Meopham/Technical/Spreadsheets
Scenario 2042 Local Plan + Committed Development (AM Peak)
Date: 14/05/2026

The method for the following graph was taken from CD 122 guidance of DMRB, under section 4.0

Figure 3.26a All-purpose road diverging diagram



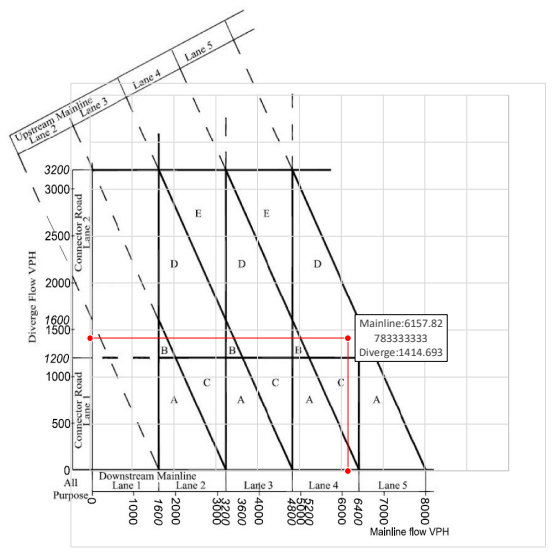
Mainline Flow:	4079
Diverge Flow:	1045

Junction: A2/Wrotham Road Northern Rbt (Eastbound)
Dataset: Webtris Site A2/8375A

Source: Hub Transport Planning Ltd/Hub Transport Planning - General/Projects/T25512 Wrotham Road, Meopham/Technical/Spreadsheets
Scenario 2042 Local Plan + Committed Development (PM Peak)
Date: 14/05/2026

The method for the following graph was taken from CD 122 guidance of DMRB, under section 4.0

Figure 3.26a All-purpose road diverging diagram



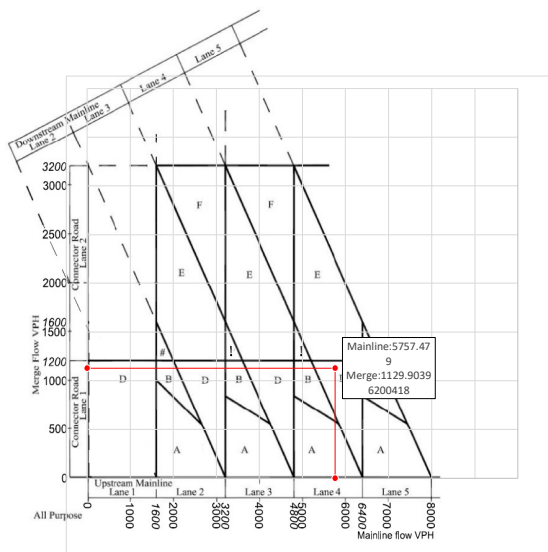
Mainline Flow:	6158
Diverge Flow:	1415

Junction: A2/Wrotham Road Southern Rbt (Westbound)
Dataset: Webtris Site A2/8374B

Source: Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25512 Wrotham Road, Meopham\Technical\Spreadsheets
Scenario 2042 Local Plan + Committed + Development (AM Peak)
Date: 14/05/2026

The method for the following graphs was taken from CD 122 guidance of DMRB, under section 4.0

Figure 3.12a All-purpose road merging diagram



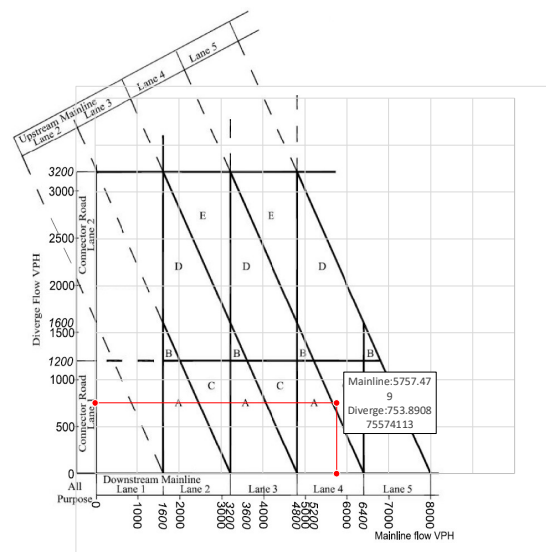
Mainline Flow:	5757
Merge Flow:	1130

Junction: A2/Wrotham Road Southern Rbt (Westbound)
Dataset: Webtris Site A2/8375A

Source: Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25512 Wrotham Road, Meopham\Technical\Spreadsheets
Scenario 2042 Local Plan + Committed + Development (AM Peak)
Date: 14/05/2026

The method for the following graph was taken from CD 122 guidance of DMRB, under section 4.0

Figure 3.26a All-purpose road diverging diagram



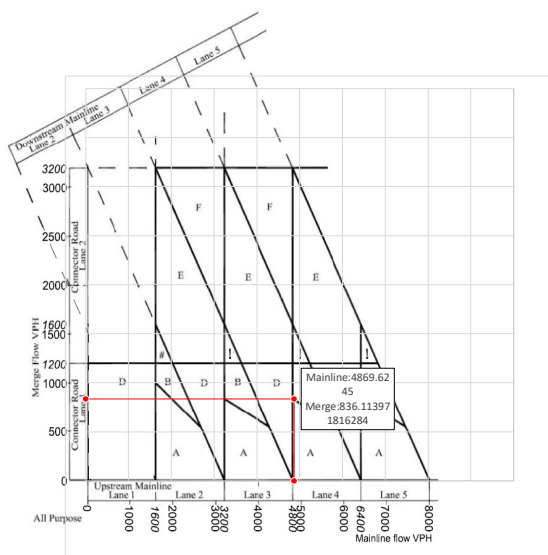
Mainline Flow:	5757
Diverge Flow:	754

Junction: A2/Wrotham Road Southern Rbt (Westbound)
Dataset: Webtris Site A2/8374B

Source: Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25512 Wrotham Road, Meopham\Technical\Spreadsheets
Scenario 2042 Local Plan + Committed + Development (PM Peak)
Date: 14/05/2026

The method for the following graphs was taken from CD 122 guidance of DMRB, under section 4.0

Figure 3.12a All-purpose road merging diagram



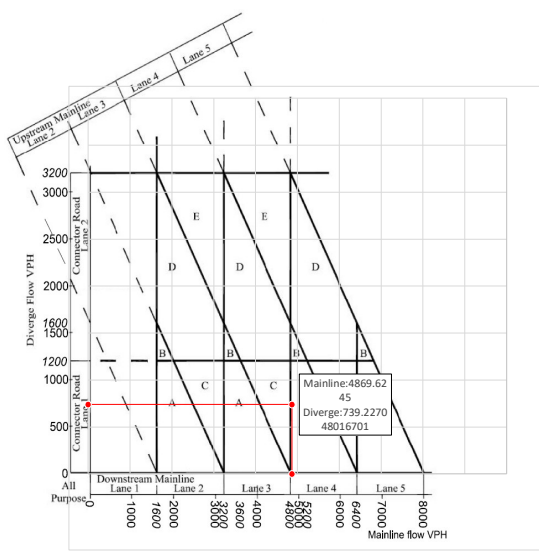
Mainline Flow:	4870
Merge Flow:	836

Junction: A2/Wrotham Road Southern Rbt (Westbound)
Dataset: Webtris Site A2/8374B

Source: Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25512 Wrotham Road, Meopham\Technical\Spreadsheets
Scenario 2042 Local Plan + Committed + Development (PM Peak)
Date: 14/05/2026

The method for the following graph was taken from CD 122 guidance of DMRB, under section 4.0

Figure 3.26a All-purpose road diverging diagram



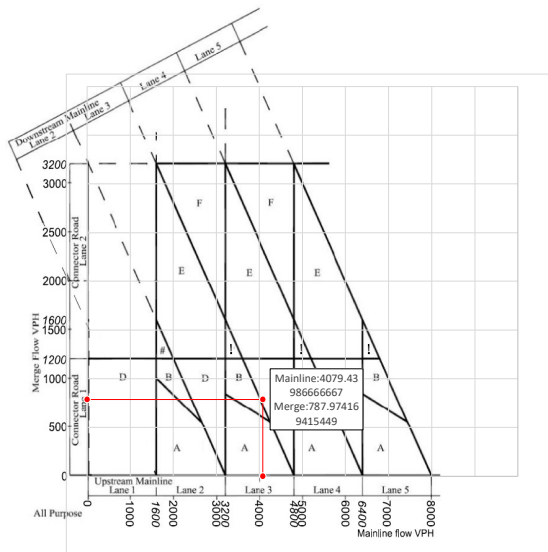
Mainline Flow:	4870
Diverge Flow:	739

Junction: A2/Wrotham Road Northern Rbt (Eastbound)
Dataset: Webtris Site A2/8375A

Source: Hub Transport Planning Ltd/Hub Transport Planning - General/Projects/IT25512 Wrotham Road, Meopham/Technical/Spreadsheets
Scenario 2042 Local Plan + Committed + Development (AM Peak)
Date: 14/05/2026

The method for the following graphs was taken from CD 122 guidance of DMRB, under section 4.0

Figure 3.12a All-purpose road merging diagram



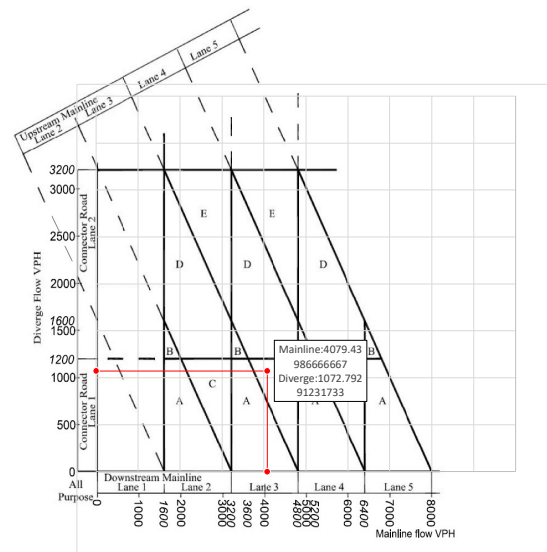
Mainline Flow:	4079
Merge Flow:	788

Junction: A2/Wrotham Road Northern Rbt (Eastbound)
Dataset: Webtris Site A2/8375A

Source: Hub Transport Planning Ltd/Hub Transport Planning - General/Projects/IT25512 Wrotham Road, Meopham/Technical/Spreadsheets
Scenario 2042 Local Plan + Committed + Development (AM Peak)
Date: 14/05/2026

The method for the following graph was taken from CD 122 guidance of DMRB, under section 4.0

Figure 3.26a All-purpose road diverging diagram



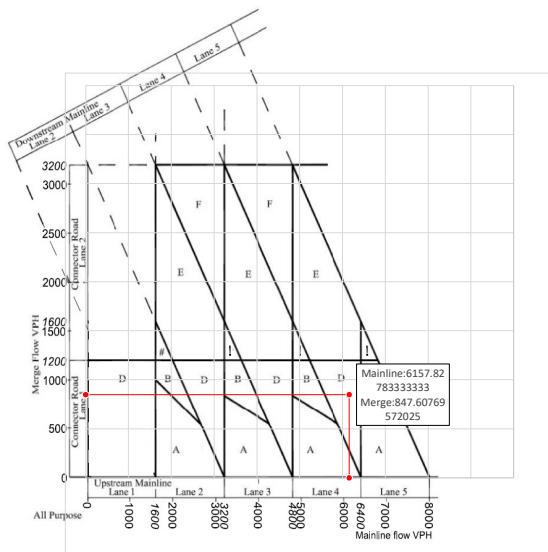
Mainline Flow:	4079
Diverge Flow:	1073

Junction: A2/Wrotham Road Northern Rbt (Eastbound)
Dataset: Webtris Site A2/8375A

Source: Hub Transport Planning Ltd/Hub Transport Planning - General/Projects/IT25512 Wrotham Road, Meopham/Technical/Spreadsheets
Scenario 2042 Local Plan + Committed + Development (PM Peak)
Date: 14/05/2026

The method for the following graphs was taken from CD 122 guidance of DMRB, under section 4.0

Figure 3.12a All-purpose road merging diagram



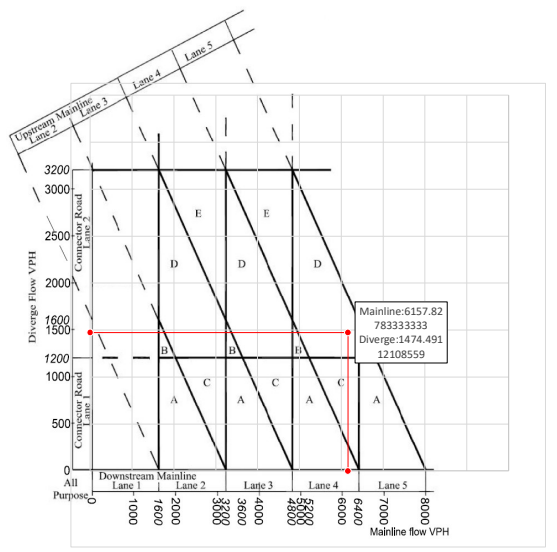
Mainline Flow:	6158
Merge Flow:	848

Junction: A2/Wrotham Road Northern Rbt (Eastbound)
Dataset: Webtris Site A2/8375A

Source: Hub Transport Planning Ltd/Hub Transport Planning - General/Projects/IT25512 Wrotham Road, Meopham/Technical/Spreadsheets
Scenario 2042 Local Plan + Committed + Development (PM Peak)
Date: 14/05/2026

The method for the following graph was taken from CD 122 guidance of DMRB, under section 4.0

Figure 3.26a All-purpose road diverging diagram



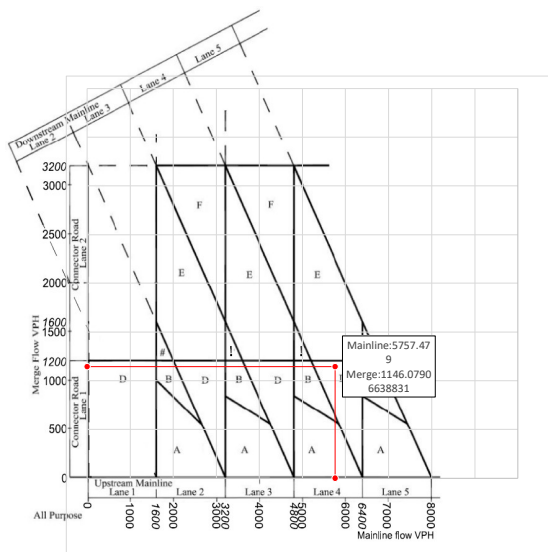
Mainline Flow:	6158
Diverge Flow:	1474

Junction: A2/Wrotham Road Southern Rbt (Westbound)
Dataset: Webtris Site A2/8374B

Source: Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25512 Wrotham Road, Meopham\Technical\Spreadsheets
Scenario 2042 Local Plan + Committed + Development + Site 2 (AM Peak)
Date: 14/05/2026

The method for the following graphs was taken from CD 122 guidance of DMRB, under section 4.0

Figure 3.12a All-purpose road merging diagram



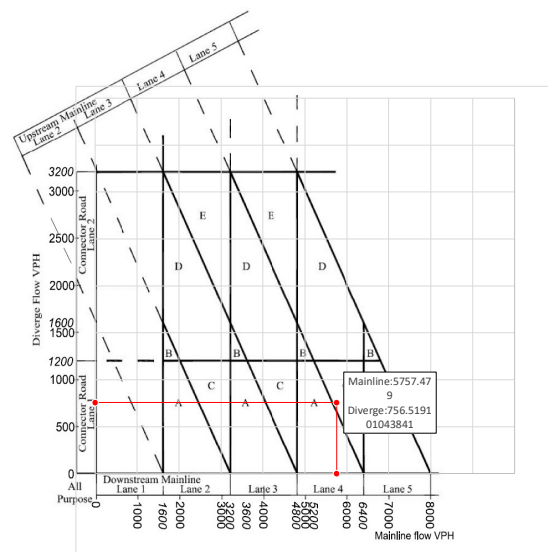
Mainline Flow:	5757
Merge Flow:	1146

Junction: A2/Wrotham Road Southern Rbt (Westbound)
Dataset: Webtris Site A2/8375A

Source: Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25512 Wrotham Road, Meopham\Technical\Spreadsheets
Scenario 2042 Local Plan + Committed + Development + Site 2 (AM Peak)
Date: 14/05/2026

The method for the following graph was taken from CD 122 guidance of DMRB, under section 4.0

Figure 3.26a All-purpose road diverging diagram



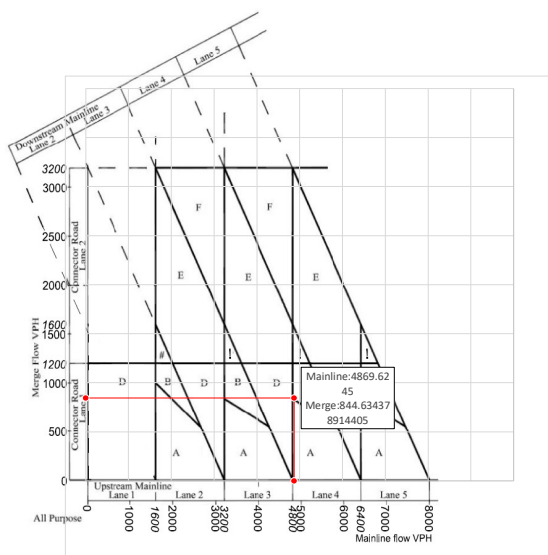
Mainline Flow:	5757
Diverge Flow:	757

Junction: A2/Wrotham Road Southern Rbt (Westbound)
Dataset: Webtris Site A2/8374B

Source: Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25512 Wrotham Road, Meopham\Technical\Spreadsheets
Scenario 2042 Local Plan + Committed + Development + Site 2 (PM Peak)
Date: 14/05/2026

The method for the following graphs was taken from CD 122 guidance of DMRB, under section 4.0

Figure 3.12a All-purpose road merging diagram



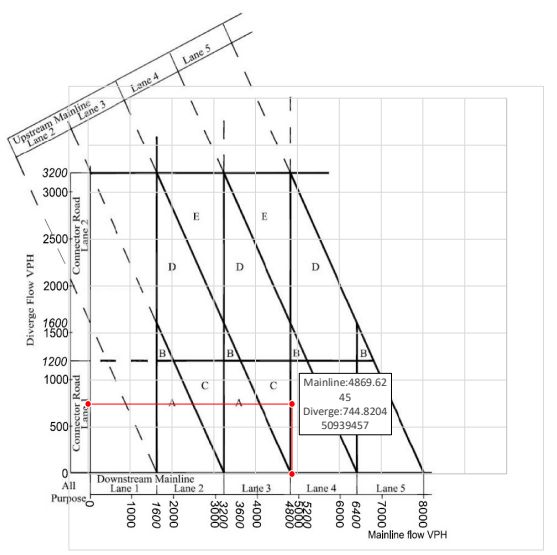
Mainline Flow:	4870
Merge Flow:	845

Junction: A2/Wrotham Road Southern Rbt (Westbound)
Dataset: Webtris Site A2/8374B

Source: Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25512 Wrotham Road, Meopham\Technical\Spreadsheets
Scenario 2042 Local Plan + Committed + Development + Site 2 (PM Peak)
Date: 14/05/2026

The method for the following graph was taken from CD 122 guidance of DMRB, under section 4.0

Figure 3.26a All-purpose road diverging diagram



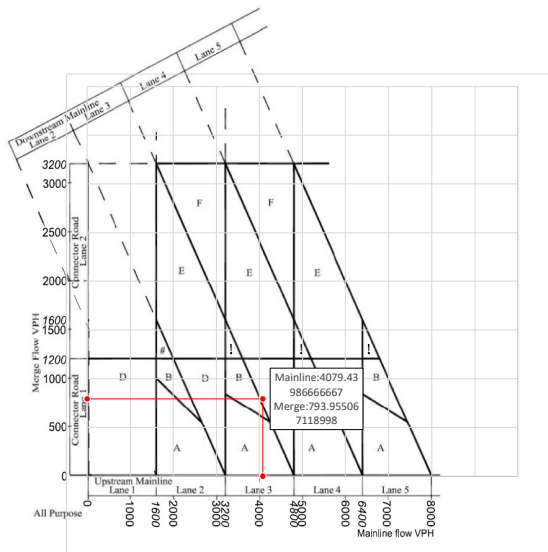
Mainline Flow:	4870
Diverge Flow:	745

Junction: A2/Wrotham Road Northern Rbt (Eastbound)
Dataset: Webtris Site A2/8375A

Source: Hub Transport Planning Ltd/Hub Transport Planning - General/Projects/125512 Wrotham Road, Meopham/Technical/Spreadsheets
Scenario 2042 Local Plan + Committed + Development + Site 2 (AM Peak)
Date: 14/05/2026

The method for the following graphs was taken from CD 122 guidance of DMRB, under section 4.0

Figure 3.12a All-purpose road merging diagram



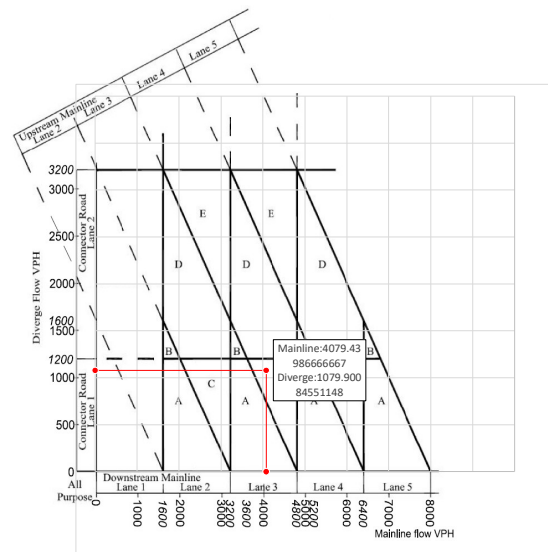
Mainline Flow:	4079
Merge Flow:	794

Junction: A2/Wrotham Road Northern Rbt (Eastbound)
Dataset: Webtris Site A2/8375A

Source: Hub Transport Planning Ltd/Hub Transport Planning - General/Projects/125512 Wrotham Road, Meopham/Technical/Spreadsheets
Scenario 2042 Local Plan + Committed + Development + Site 2 (AM Peak)
Date: 14/05/2026

The method for the following graph was taken from CD 122 guidance of DMRB, under section 4.0

Figure 3.26a All-purpose road diverging diagram



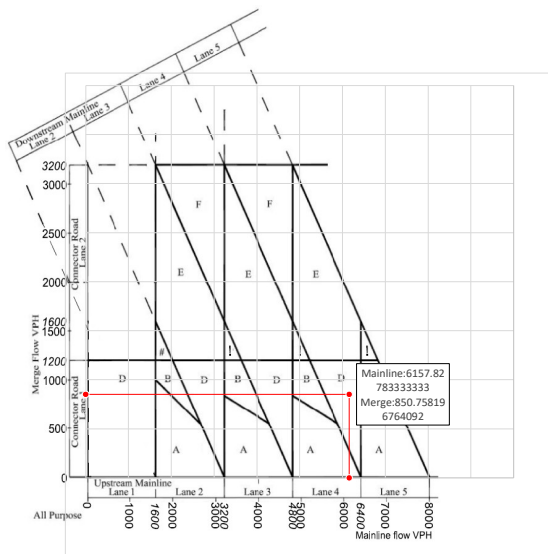
Mainline Flow:	4079
Diverge Flow:	1080

Junction: A2/Wrotham Road Northern Rbt (Eastbound)
Dataset: Webtris Site A2/8375A

Source: Hub Transport Planning Ltd/Hub Transport Planning - General/Projects/125512 Wrotham Road, Meopham/Technical/Spreadsheets
Scenario 2042 Local Plan + Committed + Development + Site 2 (PM Peak)
Date: 14/05/2026

The method for the following graphs was taken from CD 122 guidance of DMRB, under section 4.0

Figure 3.12a All-purpose road merging diagram



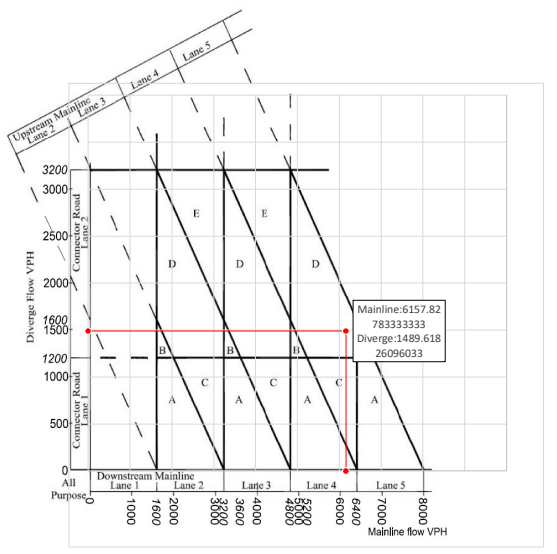
Mainline Flow:	6158
Merge Flow:	851

Junction: A2/Wrotham Road Northern Rbt (Eastbound)
Dataset: Webtris Site A2/8375A

Source: Hub Transport Planning Ltd/Hub Transport Planning - General/Projects/125512 Wrotham Road, Meopham/Technical/Spreadsheets
Scenario 2042 Local Plan + Committed + Development + Site 2 (PM Peak)
Date: 14/05/2026

The method for the following graph was taken from CD 122 guidance of DMRB, under section 4.0

Figure 3.26a All-purpose road diverging diagram



Mainline Flow:	6158
Diverge Flow:	1490