
Land West of Norwood Lane, Meopham: Highway Response Technical Note

Ref: JN/BD/ITL16459-008a
Date: 24 April 2026

SECTION 1 INTRODUCTION

1.1 Overview

1.1.1 Kent County Council (KCC) Highways has provided a highway response in relation to the submitted planning application (planning ref: GB/20251116) for Land West of Norwood Lane, Meopham:

“Outline application with all matters reserved (except access) for a development of up to 150 dwellings (Use Class C3), including affordable dwellings, and associated landscaping, public open space and infrastructure work.”

1.1.2 Their response, attached in Appendix A, asks for further information before their holding objection to the application Land West of Norwood Lane, Meopham can be lifted.

1.1.3 The response was provided on the 11th December 2025 and the Applicant team have engaged extensively with KCC highways and Gravesham Borough Council (GBC) in the interim period to ensure pertinent matters are addressed, including obtaining outputs from the Strategic Traffic Model for GBC associated with its draft Local Plan.

1.1.4 This Technical Note is to provide a response and requested information to satisfy any concerns KCC Highways may have in regard to the proposed development’s impact on the surrounding highway and transport networks.

1.1.5 This note also responds to comments made by Active Travel England (ATE), received 12 December 2025, as a number of the responses to KCC are also relevant in response to ATE.

SECTION 2 STRATEGIC MODELLING

- 2.1.1 In the intervening period between KCC Highways' original comments and the preparation of this note, the site has been confirmed as holding a draft allocation for "around 120 homes" (ref: Policy LP7.3A: Land West of Norwood Lane, Meopham) in the emerging GBC Local Plan (Proposed Submission Version, 17 April 2026). As a result, the site has also been included in the strategic traffic modelling developed as part of the evidence base to support the GBC Local Plan.
- 2.1.2 Following discussions between all parties, GBC & KCC have provided the Applicant the forecast traffic flows at the junctions assessed within the Transport Assessment supporting the planning application. This is a result of KCC requests for the use of the Kent Transport Model to consider the performance of the junctions with reference to the total forecast growth in Gravesham as a result of the local plan, to year 2042. Note that the junction assessed in the TA are not assessed in detail in the Local Plan evidence base, on the basis that the Local Plan forecast modelling does not identify any significant changes in traffic volumes in the vicinity of the site.
- 2.1.3 The traffic flows have been provided as turning counts at each junction assessed by this application. Two sets of flows are provided, the 'Demand' and 'Actual' flows. Demand flows represent the total number of trips that wish to travel through the junctions, regardless of forecast congestion or capacity. Actual flows are the 'actual' simulated flows through specific junctions, as determined by the strategic model (taking account of congestion, travel time, etc).
- 2.1.4 For the purposes of this exercise, demand flows are considered as a worst-case test of junction performance.
- 2.1.5 In addition to the above, the flows are provided as either 'GHO' or 'GHC'. This relates to the Opening or Closure of Galley Hill Road, which was impacted by a landslide in April 2023. For completeness, both scenarios are assessed, as forecast flows do vary slightly in the modelled junction locations.

- 2.1.6** In advance of preparing this additional exercise, the Applicant has also reviewed the Transport Model Forecasting Report prepared by Jacobs, which details the inputs to the strategic model. It is noted that site allocation ref 189_C3-H GB36, Land West of Norwood Lane, Meopham, which corresponds to this application, has been modelled as 70 dwellings. In addition, the model has also explicitly included an additional 640 dwellings east of Wrotham Road. This includes 315 dwellings immediately to the south of the Applicant site, with a connection to Green Lane and 325 dwellings immediately to the east of the site, with a connection to Norwood Lane. It is understood that these relate to sites put forward to GBC as part of the call for sites, but which are not identified for allocation in the draft Local Plan submission version. This is referenced in the Jacobs report and are included to allow for a worst-case scenario.
- 2.1.7** On this basis, the traffic model is representing a significantly greater number of dwellings in the Meopham area than is currently being proposed in the draft Local Plan, and therefore a corresponding greater number of vehicle trips.
- 2.1.8** Whilst the application for the site is for 150 dwellings (which is 80 more than was assumed in the strategic modelling) overall there are 710 dwellings assumed in the model for the land east of Meopham Road in the vicinity of the site. Therefore, the strategic model assesses a larger volume of traffic than is necessary, and the small difference of 80 units from the application site is insignificant in the overall scale of dwellings/traffic flows. On this basis, no specific adjustment for development size is made and junction models use traffic flows directly provided by KCC.
- 2.1.9** The Junctions 11 assessment results for the 2042 Do Something, GHC & GH0 scenarios at the specific junctions of interest for this development are shown in Tables 2.1 – 2.3 below. In keeping with the TA, the results focus on the highest reported RFC and Queue of any arm at the respective junction.

Table 2.1: A227 Wrotham Road / Green Lane

Scenario	AM		PM	
	RFC	Queue (PCU)	RFC	Queue (PCU)
2042 Do Something GH0 (Demand Flow)	0.56	1	0.59	2
2042 Do Something GHC (Demand Flow)	0.75	3	0.60	2

Source: Applicant's Junction 11 Modelling using KCC Flows

Table 2.2: A227 Wrotham Road / Longfield Road

Scenario	AM		PM	
	RFC	Queue (PCU)	RFC	Queue (PCU)
2042 Do Something GHO (Demand Flow)	0.95	1	0.69	2
2042 Do Something GHC (Demand Flow)	0.95	1	0.65	2

Source: Applicant's Junction 11 Modelling using KCC Flows

Table 2.3: Jeskyns Road / Sole Street / The Street

Scenario	AM		PM	
	RFC	Queue (PCU)	RFC	Queue (PCU)
2042 Do Something GHO (Demand Flow)	0.76	3	0.79	4
2042 Do Something GHC (Demand Flow)	0.77	3	0.80	4

Source: Applicant's Junction 11 Modelling using KCC Flows

- 2.1.10** On the basis of the results in Tables 2.1 – 2.3 above, noting the flows appear to also account for non-draft allocated sites in Meopham, all junctions requested for assessments operate well within theoretical capacity in a 2042 future year. It should also be noted this exercise has made use of the demand flows, which represent the total number of trips that wish to travel through the junctions, regardless of forecast congestion or capacity. The model outputs are provided as Appendix B.

SECTION 3 OTHER MATTERS

3.1 Public Transport Enhancements

- 3.1.1 The Applicant is aware of KCC's aspirations to enhance bus services on the A227 corridor. Whilst KCC have developed a bus strategy for this corridor, there are also competing suggestions of enhancements to bus services from other developments along the corridor. The Applicant wishes to engage in further discussions with both KCC and GBC on this matter, as part of the development of a s106 agreement.

3.2 Wrotham Road

- 3.2.1 KCC has identified a live application for the land to the south of this site (planning ref: GB/20250992) (without a draft allocation) which has an access proposal for a vehicular connection direct to Wrotham Road. The proposed pedestrian crossing with refuge island shown by that development is almost exactly in the same location as the proposal for this site (just a few metres difference) and therefore neither option prejudices the other.
- 3.2.2 The intended widening of the footway to 3m (to form a shared walking/cycling route) by the development to the south is also not prejudiced by the crossing works envisaged by this application.

3.3 Cycling Audit

- 3.3.1 KCC has requested that a cycling audit should also be conducted alongside the submitted walking audit that was prepared. It is acknowledged that there is limited cycle infrastructure within the vicinity of the site. The local roads around the site such as along Norwood Lane would be conducive to on-street cycling. Along the busier roads such as Green Lane and the A227 Wrotham Road, cycling on street could restrict those that are not comfortable cyclists, but this would not restrict all cyclists. It is understood that KCC is exploring the development of a cycling strategy for the A227 corridor that would address these constraints and serve a range of the potential allocations along this corridor. Many of the key daily services and facilities of use to future occupiers are within walking distance of the site.

3.4 Walking Audit

- 3.4.1 Improvements within the applicant's ability to provide are proposed i.e. within the applicant's ownership and/or extent of adopted highway. These include a pedestrian crossing at the Green Lane / A227 Wrotham Road junction, improved pedestrian connections along Green Lane and site frontage, and within the site itself (including PRow enhancements). Further enhancements indicating dropped kerbs with tactile paving and the position of new street lighting are now shown on a revised highway works/site access drawing (ITL16459-GA-006 Revision D, attached at the end of this document). Drawing ITL16459-GA-006 Revision D has introduced footpath works close to the junction of Camer Park Road, along with the associated gateway feature discussed in principle with KCC in the interim period (to reinforce the 30mph speed limit).
- 3.4.2 In combination, these proposals will materially enhance the walking environment in the vicinity of the site, including connections to the A227 corridor and the access to the key facilities such route provides.

3.5 Site Access

- 3.6 It was requested that the 85th percentile speeds on Green Lane are presented. These are shown in Table 3.1 below.

Table 3.1: 85th Percentile Speeds

Direction	Westbound	Eastbound
85 th Percentile Speed	35.2	37.7

Source: ATC Survey

- 3.7 This has informed the visibility splays using Manual for Streets which are suitable where speeds are below 40mph. It is also the intention that the 30mph speed limit is extended.
- 3.8 There is no forecast loss in highway trees as a result of the proposed site access (the derived visibility splays do not extend beyond the main highway tree on Green Lane).

3.9 Green Lane

- 3.9.1 KCC has welcomed the footway improvements on Green Lane but has requested it is street lit. The Kent Downs National Landscape team have also provided a response highlighting the dark night skies policy and that they welcome the limited street lighting near the boundary of the Kent Downs National Landscape.

3.9.2 On this basis, low level pedestrian lighting is proposed in the highway along Green Lane, i.e. its purpose is not to light the carriageway of Green Lane (which would require a greater lighting level). The indicative locations of these smaller lighting columns are shown on revised drawing ITL16459-GA-006, revision D.

3.10 KCC also requested for the pedestrian connection to the west and existing path on Green Lane to be shown on Drawing ITL16549-006C (now revision D). However, this is already shown in its entirety as the hatched yellow area and shows how the proposed footway will connect to the existing.

3.11 **Norwood Lane**

3.11.1 KCC has stated it would be advantageous to provide a gap on Norwood Lane in order to safeguard future links to wider development plans. There is already a proposed pedestrian and cycle access on Norwood Lane to the north as part of the emergency vehicle access and the draft Local Plan does not propose allocating other land to the east of Norwood Lane.

3.12 **Transport Vision Scenarios**

3.12.1 Whilst KCC welcomes the inclusion of 'base' assessments in the TA, the NPPF requires vision-based assessments (which have been included in the TA). Of note, justification for the development of the vision scenarios and an assessment as to the realistic nature of these are detailed in Section 6 of the TA. In particular, the development is likely to appeal to a family demographic that will make an informed choice as to selecting a new home, with good access to schools and the ability to commute to places of work easily being a consideration. This is likely to result in a greater uptake of new homes by those who move to the area due to the ability to commute from the station or walk to the schools, compared to the existing resident population. Therefore, existing travel patterns should not be assumed to simply continue at the current level (the decide and provide approach to transport planning now taken as the correct and preferred option, compared to the historic predict and provide method).

3.13 **Trip Impacts**

3.13.1 The trip purpose and mode share data has been based on TEMPro within the TA, albeit KCC have queried the resultant mode share proportions and requested a TRICS comparison. As the strategic modelling has now been developed, a comparison is provided with the trip rates used in the strategic model. This is summarised in Table 3.2 below. Of note, the Strategic Modelling has provided distinctive trip rates for private and affordable housing; an average of the two are presented below.

Table 3.2 – Comparison of Equivalent TA Trip Rates and Strategic Modelling Trip Rates

	AM Peak Hour			PM Peak Hour		
	In	Out	Two-Way	In	Out	Two-way
Equivalent Per Dwelling Trip Rate from TA	0.124	0.360	0.484	0.299	0.148	0.448
Trip Rate from Strategic Modelling	0.137	0.336	0.473	0.296	0.154	0.449

3.13.2 As shown in Table 3.1, the resultant vehicular trip rate used in the TA is highly comparable to the trip rates used in the strategic modelling.

3.14 Traffic Flow Diagrams

3.14.1 A query raised by KCC was in regard to the Traffic Flow Diagrams and the HDV numbers not appearing on all the scenarios. Following a review, there was an error in the flows that was present throughout the scenarios not accounting for all development trips. This has been corrected and results in an increase in trips at junctions assessed on the network.

3.14.2 The Traffic Flow Diagrams also showed to the east that Green Lane connected to Jeskyns Road which is incorrect and connects to Sole Street. This has been updated and a full amended set of Traffic Flow Diagrams are presented in Appendix C.

3.14.3 Given the increase in development trips at junctions on the network, all the models have been re-run with the corrected flows. The model outputs are presented in Appendix D.

3.14.4 Revised summary tables for the junctions are presented in Tables 3.3 – 3.5 below.

Table 3.3: A227 Wrotham Road / Green Lane

Scenario	AM		PM	
	RFC	Queue (PCU)	RFC	Queue (PCU)
Revised 2030 Future Base + Development	0.96	9	0.69	2

Source: Applicant's Junction 11 Modelling

Table 3.4: A227 Wrotham Road / Longfield Road

Scenario	AM		PM	
	RFC	Queue (PCU)	RFC	Queue (PCU)
Revised 2030 Future Base + Development	0.83	4	0.47	1

Source: Applicant's Junction 11 Modelling

Table 3.5: Jeskyns Road / Sole Street / The Street

Scenario	AM		PM	
	RFC	Queue (PCU)	RFC	Queue (PCU)
Revised 2030 Future Base + Development	0.59	2	0.69	2

Source: Applicant's Junction 11 Modelling

3.14.5 It is noted that a peak RFC of 0.96 is forecast for the Green Lane/Wrotham Road junction. This RFC occurs for a single 15-minute period and is a result of a peak flow of vehicle demand specific to that single 15-minute period (apparent as a result of using a DIRECT input to each time segment). In the following 15-minute periods for the remainder of the identified peak hour, the RFC is 0.80, 0.49 and 0.32 respectively, indicating that outside of that single 15-minute period, the junction operates well within capacity.

3.15 Travel Plan

3.15.1 The minor comments as to the appropriateness of the Travel Plan can be addressed in a final version which would be submitted alongside the reserved matters application. Many of these relate to the overall methodology and approach to development trips which has been addressed elsewhere in this note.

3.16 Active Travel England

3.16.1 Given the proximity of this site to a range of key daily services and facilities, the Applicant has focused on enhancing walking conditions between the site and the A227 Wrotham Road. This focuses on extended footways between the site and existing, along with an enhancement to lighting for pedestrians, whilst being cognisant of the sites' position close to the National Landscape. The Applicant is aware KCC are now exploring more comprehensive improvements to the A227 corridor, whilst this development focuses on connections to the A227.

- 3.16.2 As above, any other development proposal near to this site, does not conflict or prejudice the highway works either proposal is seeking to bring forward (such as the application to the south of this site). An extension and enhancement to the route towards Camer Park is now introduced on Drawing ITL16459-GA-006 Rev D,
- 3.16.3 All other matters relating to internal layout, such as cycle parking and internal road layout would be detailed at the reserved matters stage.

APPENDIX A. KCC HIGHWAYS RESPONSE



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Highways and Transportation

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Date: 11 December 2025

Our Ref: AC

Application -	GB/20251116
Location -	Land West Of, Norwood Lane, Meopham, Gravesend Kent
Proposal -	Outline application with all matters reserved (except access) for a development of up to 150 dwellings (Use Class C3), including affordable dwellings, and associated landscaping, public open space and infrastructure

Thank you for your consultation in relation to the above planning application. Kent County Council Highways (KCC) has the following comments to make with respect to highway matters:

Existing Walking and Cycling Routes

Routes used by pedestrians and cyclists should be direct, well connected, well lit, attractive and overlooked. There is concern that whilst this may be achievable on the site itself, the routes to / from local facilities do not provide sufficient infrastructure to support the development.

A Walking Audit has been undertaken and is provided in Appendix A. The audit considers four routes, but only considers pedestrians, not cyclists and both should be considered. The audit identifies a number of issues e.g. lack of footways, tactile paving, lighting, surveillance, seating, and dropped kerbs, yet minimal improvements are proposed to address them.

The Public Right of Way (PROW) connection to Denesway is narrow, unlit, has uneven surfacing, and overgrown vegetation. This is unlikely to be an attractive route for some pedestrians (particularly for commuting in winter) and owing to its Footpath designation, prohibits cycle access. There is short section of footway missing on approach to Meopham Station from the A227 (adjacent to Station Road) and pedestrians either have to walk in the road or make a significant detour off the desire line. There is also a lack of dropped kerbs at this junction for people approaching from the A227 (south).

In terms of cycling, at paragraph 4.3.1 the Transport Statement (TS) states “*Although there is no designated cycle infrastructure on the immediate road network, local roads are primarily subject to a 30mph speed limit and relatively level gradient which is conducive to on-street cycling – particularly via Norwood Lane, which also has a low traffic flow.*” However, whilst parts of Norwood Lane may be physically suitable for cycling on carriageway, the southern section is subject to the National Speed Limit (up to 60mph), it is not overlooked, and the entire route is unlit. This is likely to make this route unattractive to new residents, particularly in the winter months when it will be dark before the PM peak. The A227 Wrotham Road is likely to accommodate a relatively significant number of HGVs (although the applicant could confirm the percentage from the survey data) and speed surveys conducted as part of other live planning applications in the area show the 85th percentile speeds exceed the 30-mph limit in a number of

locations. Cyclists currently share the carriageway with motor vehicles, which is likely acceptable only to the most confident of riders. Sections of the route between Meopham School and Meopham Station also lack street lighting and there are no cycle parking facilities at either the local convenience store on the A227 (north of Norwood Lane), which also has stepped access, or at the Camer Parade shops. As a result, the local area is not currently considered to have attractive and high-quality cycling links.

Public Rights of Way

The PROW team should be consulted separately on the application regarding Footpath NS250 and any other routes in the local area.

Public Transport

The site is located within walking distance of both Meopham and Sole Street Stations. However, due to a lack of footway on Green Lane and Camer Road, pedestrians will not be able to access Sole Street Station. Whilst a link would be advantageous, it is not essential.

The nearest bus stops are located on Wrotham Road, approximately 300m – 400m from the western boundary of the site. Therefore, the majority of residents will be located over 400m away, which is above the recommended walking distance, as per CiHT and Active Travel England guidance. Based on paragraph 4.5.1 and Table 4.1 of the TS, the stops are served by the 308 which is very infrequent (approximately every 90 minutes), is not available during the AM peak (0800-0900) and provides no Sunday service. Without enhancement, residents will have limited access to wider transport connections. The existing level of provision is inadequate for the proposed development and must be improved. KCC seeks further discussion on this enhancement, in coordination with other sites coming forward.

Local Amenities

Table 4.4 sets out the local facilities within proximity to the site. A small number of amenities such as a convenience store are available at Camer Parade, approximately 800m from the centre of the site, which is within walking distance for new residents. This route must be attractive to pedestrians and cyclists to reduce car-based trips. Parking at Camer Parade is already close to or at capacity and surveys undertaken as part of other live applications have shown illegal parking in this area which could raise safety concerns if the development adds to this.

There is no supermarket for a weekly shop and a number of the amenities listed are beyond CIHT's 1200m recommended walking distance, e.g. the medical centre, dentist, village hall, leisure centre. Whilst some of these facilities are within cycling distance, the lack of cycling infrastructure in the local area and characteristics of the A227 are likely to limit the number of people who would consider this to be an attractive option.

The Government website states both Meopham Community Academy (primary) and Meopham School (secondary) are operating above capacity with 445 pupils for 420 places and 957 pupils for 832 places respectively, meaning that new residents are unlikely to be able to find a school place in Meopham and will need to travel further afield. Given the lack of sustainable alternatives, this is likely to be by car, which conflicts with the sustainable vision for the site.

Vision

The overall vision in section three of the TS is in line with the National Planning Policy Framework (NPPF) and is supported. However, KCC questions the supporting assumptions and this is discussed in further detail under 'trip generation and distribution'.

Access

All mode access is to be taken via a new priority junction with Green Lane and can be seen on drawing ITL16459-GA-001 Rev C 'Site Access Arrangements'. It is noted that ITL16459-GA-001 Rev C (page 56) is different to the Site Access Arrangements Plan ITL16459-GA-006 Rev C in the Road Safety Audit (page 105). The correct version should be confirmed to ensure the proposals are clear.

Paragraph 5.2.1 of the TS states "*Visibility splays of up to 58m have been calculated based on current recorded speeds on the road*". However, the 85th percentile speeds are not stated and are required. 58m splays do not accord with DMRB standards. The TS states "*There is also the intention where the speed limit is reduced to 30mph*". However, neither the revised location, nor any changes in roadside environment to help ensure that the speed limit is self-enforcing, are shown. These are required so they can be assessed and secured by condition. Visibility splays have been shown for the crossings on ITL16459-GA-006 Rev C, but the length of the splays is not stated.

It is unclear from the Access plans and Tree Survey Plan whether any of the trees to be removed are located within highway land. KCC do not usually permit the removal of healthy trees and those that are, are subject to financial penalties. This should be clarified.

A new section of footway is proposed to be provided within the site, between the site access and the existing footway to the west, to bridge the existing gap. This is welcomed. However, whilst indicated on the extract, this extension is not shown on plan ITL16459-GA-006 Rev C and as access is not a reserved matter, this is required. The footway must be lit and overlooked to enhance safety and attractiveness to users. No footway is proposed along the Norwood Lane site boundary.

In line with the Kent Design Guide an emergency vehicle, pedestrian and cycle access is proposed to be provided onto Norwood Lane, as shown on plan ITL16459-GA-011 Rev C. Vehicle and pedestrian visibility splays are required for this access. No footways are provided on Norwood Lane along the site boundary so pedestrians would discharge directly into the carriageway which is not recommended. Could additional features be provided here to alert drivers to the fact pedestrians and cyclists will be emerging? It is noted that the Land Use and Access Parameter Plan shows a "*3m planted buffer zone to provide privacy and screening to existing properties to the western boundary*." It would be advantageous to allow for a gap within the vegetation towards the centre of the site boundary along Norwood Lane, for a future pedestrian, cycle and (potentially) bus link, should the adjacent parcel (allocated as GBS3 in the Regulation 18 - Stage 2 2020 consultation) come forward for development.

An additional pedestrian crossing is noted on the Illustrative Masterplan in Appendix C to enhance connections to Camer Country Park. This is welcomed as it would provide the only safe pedestrian link to this area, and should be shown on the access plan along with appropriate visibility splays. However, the footway on the southern side of Camer Road stops just short of the junction with Camer Park Road, discharging pedestrians into the carriageway where visibility is poor. The footway should be extended slightly to follow the bell mouth radius to allow pedestrians clear visibility of oncoming vehicles from Camer Park Road before stepping into the carriageway. If the existing radius is amended to accommodate this, vehicle tracking should be provided to ensure all manoeuvres are still possible. Where possible, the footway should be extended to the café, although part of this route may be third party land and it is recognised that Camer Park Road is likely to be relatively trafficked. It may be beneficial to relocate the proposed crossing further east towards Camer Park Road so it is more on the desire line for new residents, although this may not be possible due to visibility requirements.

Drawing ITL16459-GA-007 Rev B shows 'Proposed Pedestrian Crossing Improvements' at the A227 / Green Lane junction and an uncontrolled crossing across the A227. This conflicts with the proposals submitted under live application GB/20250992 (Land At Wrotham Road), and there is concern regarding reduced access to the existing residential unit who will now be required to reverse into their driveway. The applicant should liaise with the applicant of the adjacent site and agree on an improvement at this junction that either site could deliver. Visibility splays for the crossing must be shown.

Paragraph 5.4.3 states "*There are proposed enhancements to street lighting on Green Lane, with additional street lighting to be introduced, whilst also in keeping with the local limitation of lighting and recognising proximity to the National Landscape.*" The addition of street lighting on Green Lane and elsewhere is required and the proposal is therefore welcomed. However, this is not shown on the plans and is required to ensure it is deliverable and can be conditioned.

Tracking of a refuse vehicle, fire tender and estate car has been undertaken for the site access and is acceptable.

A Stage One Road Safety Audit and Designer's Response for the main site access and emergency access are provided in Appendix D and are generally acceptable.

Parking

At paragraph 2.3.10, the TS states that parking will be provided in line with KCC's parking standards. It is noted that Gravesham Borough Council (GBC) have not yet adopted KCC's parking standards and are currently using SPG4.

Crash Data Assessment

A crash data assessment has been undertaken for a five year period to December 2024. A total of nine collisions occurred during this period with six occurring at junctions. It is noted that two of the nine collisions involved cyclists, which raises safety concerns with the lack of infrastructure and supports the assumption that the A227 is likely acceptable only to the most confident of riders.

Trip Generation and Distribution

The trip purpose and mode share data has been based on TEMPro. However, the results are questioned. For example, the percentage of trips made by 'passengers' seems very high, and in contrast, the percentage of 'car' and 'rail' trips seems low. TEMPro is not site specific and this could have affected the results. This approach requires further investigation and clarification. The resulting anticipated vehicle trip generation of 73 two way trips in the AM and 67 two way trips in the PM seems low. As requested at pre-app, a standard TRICS assessment should be undertaken, or further evidence provided as to why the TEMPro figures are realistic.

Anticipated trip distribution has been generated using TEMPro for journey purpose, 2011 Census Journey to Work data for employment, and local destinations using Google Maps routing for education, leisure and shopping trips. Three local junctions and the proposed site access have then been modelled for capacity. However, KCC's pre-application advice stated "*The site was not included in the Gravesham Core Strategy, which is the currently adopted Local Plan, and therefore the impact on the wider network has not been assessed and approved. It has also not been assessed cumulatively with other sites in the local area that are likely to come forward around the same time. Traffic modelling should therefore be undertaken using the Kent Strategic Transport Model (KTM)... then, using the outputs, be followed by local junction modelling for any junctions which are likely to be over capacity in the 'with development' scenario*". This requirement still stands in order for KCC to have a robust understanding of the impact of this site in 2042 (likely end of the Local Plan period) and also the impact when combined with other sites coming forward in the area. This methodology aligns with the KCC

response for other live applications in the area that have come forward ahead of the Regulation 19 Local Plan consultation.

The turning movement diagrams in Appendix G are welcomed. However, some of the percentages are incorrectly shown as 0%. For example, 'Development Distribution % Departures (AM Peak Hour)' shows 62% of trips leaving the site heading west. From here 35% go north on the A227 but 0% are shown to go south. 'Development Distribution % Arrivals (PM Peak Hour)' shows 24% of trips heading south on the A227 but then 0% arriving at the Longfield Road junction. The errors then follow through to the corresponding development trips incorrectly being shown as 0. No HGVs are shown in any of the scenarios. Are the 'total vehicles' actually PCUs? If not, the flows entered into the model will not have taken HGVs into account. This needs to be clarified and the models updated where relevant to ensure all traffic demand has been taken into account.

Vehicle trip generation has been assessed using a vision led three-scenario approach (Base, Vision 1 and Vision 2), which is acceptable. Vision 1 'Education trips' assumes all vehicular trips associated with an education journey purpose will be shifted to active / sustainable modes of travel. This seems very ambitious, and it is questioned whether this is realistic given the school capacity issues set out above. Vision 2 'Education and Employment Trips' assumes the Vision 1 scenario, plus an additional reduction in trips based on "*The context of the site being located within a short and convenient walk/cycle of Meopham Railway Station.*" However, it is unclear how an increase in rail travel will be achieved above the existing mode share when no additional infrastructure is being proposed. Paragraph 6.4.12 of the TS states "*Should Vision 2 be achieved, there is approximately a 20% reduction in vehicle trips in the AM peak hour and circa 12% reduction in vehicle trips in the PM peak hour, compared to the base scenario.*" This is very ambitious given the lack of cycling and bus provision in the local area and is considered to be unrealistic. However, it is noted that junction capacity modelling is based on the 'Base' (worst case) scenario, which is acceptable.

Table 7.3 of the TS sets out the modelling results for the A227 Wrotham Road / Longfield Road junction and shows that the junction would continue to operate within capacity during the future '2030' scenario. It is noted that the modelling outputs show this junction as having a Level of Service 'F' (forced or breakdown flow) due to the lengthy delays. The positive results in Table 7.3 conflicts with the initial modelling work undertaken for live application GB/20250992 (Land at Wrotham Road), which shows the junction over capacity in the future. This conflict is likely to be a result of this site not directly taking into account the cumulative impacts generated by other live applications and other sites likely to come forward as part of the Local Plan. This supports KCCs requirement for strategic modelling using the KTM.

Policy

With regard to the National Planning Policy Framework (NPPF), and in particular, policies 77 (suitable location), 115 (safe and sustainable access), 117 (safe sustainable transport for all), 148 and 155 (sustainable locations required for green belt sites), the compliance of the proposal is questioned. Whilst the site is within walking distance of some local facilities, additional facilities (such as a supermarket) are likely to require a car to access them. The lack of high frequency bus services serving key destinations, the lack of cycle infrastructure and lighting along the A227 and Green Lane, and lack of footways and lighting on Norwood Lane is a contradiction of NPPF in that there is not a "*genuine choice of transport modes*" available. It is unclear how the Travel Plan will effectively encourage sustainable travel without the necessary off-site infrastructure and services to key local facilities to support these modes. The proposed measures go some way to resolving this, but further measures to the local highway network and bus service, are required.

The site is not allocated in the Gravesham Borough Council (GBC) Core Strategy and whilst it was referred to in the Reg 18 Local Plan consultation (ref: GB36), the Core Strategy remains adopted policy. The site has therefore not been assessed and approved in terms of highways, within adopted Local Plan scenario modelling. The Gravesham Local Plan Regulation 19 consultation has not yet taken place and the application is therefore considered to be premature. A number of applications have recently been submitted in this area, but without an updated Local Plan in place the required infrastructure to cater for such a large cumulative increase in houses, cannot be coordinated, making it difficult for single sites to be acceptable based on what they alone can provide. Further discussions with KCC on a coordinated strategy are sought, to enable the required infrastructure to be delivered.

The TS has reviewed KCC's Local Transport Plan (LTP) 4, but this was replaced by LTP5 in December 2024. LTP5 promotes reducing car dependency, and increasing active travel and public transport. The plan stresses the need for integrated transport networks. Rural sites without access to a reasonable level of public transport or safe walking and cycling routes are inconsistent with this vision.

Paragraph 2.3.8 of the TS refers to the Design for Gravesham Design Code (DC), 2024 Supplementary Planning Document, stating "*Developments must respond to public transport accessibility whilst being appropriate to the context. Developments should demonstrate how they enhance provision for public transport.*" However, there is a lack of high frequency bus provision within the area and no proposals put forward to improve it. This is contrary to the DC. Section 3.11 of the DC is titled "*Future for the rural areas?*" and states, "*Promote a sustainable network of unique villages co-locating key community facilities and commercial activities and better connected by pedestrian and cycling routes and by excellent, cost-effective public transport*" and "*Improved pedestrian and cycling permeability throughout each village*". The proposals do not currently align with the DC.

The TS does not refer to the GBC Local Cycling and Walking Implementation Plan proposals for this area. However, it is noted that the routes are leisure routes and the focus for the development should be the A227 and connections to it, which provides more direct links to Meopham Station and the schools.

No reference is made to the KCC Transport Assessment and Travel Plan Guidance document.

Travel Plan Framework

A Framework Travel Plan (FTP) has been submitted, and the aims and objectives are supported (although KCC disagrees with the statement at 7.1.1 that "*The key use of the Framework Travel Plan is to convert all education trips to and from the site to sustainable modes,*" as the FTP should encourage all trips to be made sustainably.

The Travel Plan measures are generally supported; however, some are considered unrealistic. For example, "*The TPC should ensure that walking and cycling routes to local services and facilities are available to residents. This should include access to local schools and public transport services.*" Excluding measures agreed at planning, this is out of the Travel Plan Coordinator's control.

The offer of a £100 travel voucher to each household is welcomed, but in line with other developments in Kent Thameside, this should be extended in order to cover a reasonable amount of time to embed this behaviour (e.g. 12 months); it should also not be in place of the cycle voucher. However, the current bus service provision is not sufficient to serve the proposed development and therefore this financial incentive can be reviewed alongside general improvements to the service that are required. KCC request further discussion with the applicant on this matter.

Car clubs can be very successful in reducing the need for second cars and encouraging short trips by sustainable modes. Discussions with car club operators should be undertaken to determine the likelihood of one being commercially successful in this location.

The Travel Information Pack should be appended to the Full Travel Plan when this is developed prior to occupation.

Initial mode share targets are based on TEMPro, but as set out in this response, this methodology is questioned. The targets should be based on the trip generation set out within the TS and should be in line with the Vision 2 scenario. However, the figures in Table 7 do not appear to correspond with the reductions shown in Table 7.1 of the TS. Clarification is required.

Monitoring is proposed to be undertaken at years 1, 3 and 5. However, in line with the KCC Transport Assessment and Travel Plan Guidance document, monitoring must be undertaken on an annual basis. Paragraph 10.1.2 of the FTP states *“An initial Year 0 ‘baseline’ survey will be undertaken at 75 per cent occupancy, at which point a Full Travel Plan will be prepared”*. The Full Travel Plan will be required prior to first occupation.

Conclusion

KCC raises concerns regarding the lack of sustainable transport and infrastructure to support the proposed development, and the absence of strategic junction modelling. While the vision aligns with national policy, the following issues must be addressed:

- Walking and Cycling: Existing routes to local facilities are inadequate, with missing footways, poor lighting, and no cycle infrastructure, making active travel unattractive.
- Public Transport: Bus provision is severely limited. The nearest stops are beyond recommended walking distances and served by an infrequent service, limiting access to wider transport networks.
- Policy Compliance: The proposals do not align with the NPPF, DC or LTP5, in terms of sustainability.
- Next Steps: KCC seeks further discussion on coordinated improvements to bus services, walking and cycling infrastructure, and strategic modelling to assess cumulative impacts.

KCC would like to place a holding objection on the application until the above issues have been resolved.

It is important to note that Local Planning Authority (LPA) permission does not convey any approval to carry out works on or affecting the public highway.

Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a given because LPA planning permission has been granted.

For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture or landscape assets such as grass, shrubs and trees, is advised to engage with KCC Highways and Transportation at an early stage in the design process.

Across the county there are pieces of land next to private homes and gardens and near the highway that do not look like roads or pavements but are actually part of the public highway.

Some of this highway land is owned by Kent County Council whilst some is owned by third party owners. Irrespective of the ownership, this land may have ‘highway rights’ over the topsoil.

Works on private land may also affect the public highway. These include works to cellars, to retaining walls which support the highway or land above the highway, and to balconies, signs or other structures which project over the highway. Such works also require the approval of the Highway Authority.

Kent County Council has now introduced a pre-application advice service in addition to a full formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. Further details are available on our website below:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance>.

This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process. Further details on this are available on our website below:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/apply-for-a-dropped-kerb/dropped-kerb-contractor-information>

Once planning approval for any development has been granted by the LPA, it is the responsibility of the applicant to ensure that before development commences, all necessary highway approvals and consents have been obtained, and that the limits of the highway boundary have been clearly established, since failure to do so may result in enforcement action being taken by the Highway Authority.

The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under the relevant legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Further guidance for applicants, including information about how to clarify the highway boundary and links to application forms for vehicular crossings and other highway matters, may be found on Kent County Council's website:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance>.

Alternatively, KCC Highways and Transportation may be contacted by telephone: 03000 418181.

Yours faithfully

Director of Highways & Transportation

*This is a statutory technical response on behalf of KCC as Highway Authority. If you wish to make representations in relation to highways matters associated with the planning application under consideration, please make these directly to the Planning Authority.

APPENDIX B. 2042 GBC LOCAL PLAN – LOCAL JUNCTION MODELLING RESULTS

Junctions 11										
PICADY 11 - Priority Intersection Module										
Version: 11.1.1.2424										
© Copyright TRL Software Limited, 2026										
For sales and distribution information, program advice and maintenance, contact TRL Software:										
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com										
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution										

Filename: A227 Green Lane T junction - 2025 surveys GEOM003 Gravesham One Hour Profile.j11

Path: L:\PROJECTS\16000 SERIES\16459 - Norwood Lane, Meopham\Tech\Junction Assessments\Picady\2026 Sensitivity Test Model

Report generation date: 21/04/2026 13:50:19

- »D11 - 2042 | GBC Reference Case GH0 | AM
- »D12 - 2042 | GBC Reference Case GH0 | PM
- »D13 - 2042 | GBC Do Something GH0 | AM
- »D14 - 2042 | GBC Do Something GH0 | PM
- »D15 - 2042 | GBC Reference Case GHC | AM
- »D16 - 2042 | GBC Reference Case GHC | PM
- »D17 - 2042 | GBC Do Something GHC | AM
- »D18 - 2042 | GBC Do Something GHC | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2042 - GBC Reference Case GH0									
Stream B-C	D11	0.7	10.61	0.41	B	D12	0.3	7.82	0.25	A
Stream B-A		0.2	16.82	0.20	C		0.2	16.32	0.15	C
Stream C-AB		0.5	9.63	0.34	A		1.0	11.72	0.47	B
	2042 - GBC Do Something GH0									
Stream B-C	D13	2.5	26.54	0.72	D	D14	0.6	9.89	0.36	A
Stream B-A		1.2	41.50	0.56	E		0.5	23.12	0.32	C
Stream C-AB		1.0	12.19	0.49	B		1.6	14.07	0.59	B
	2042 - GBC Reference Case GHC									
Stream B-C	D15	0.7	10.64	0.42	B	D16	0.3	7.85	0.25	A
Stream B-A		0.2	16.57	0.19	C		0.2	16.30	0.15	C
Stream C-AB		0.5	9.58	0.33	A		1.0	11.83	0.47	B
	2042 - GBC Do Something GHC									
Stream B-C	D17	2.8	29.63	0.75	D	D18	0.6	10.16	0.37	B
Stream B-A		1.4	47.38	0.60	E		0.5	23.70	0.33	C
Stream C-AB		1.1	12.38	0.50	B		1.7	14.38	0.60	B

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

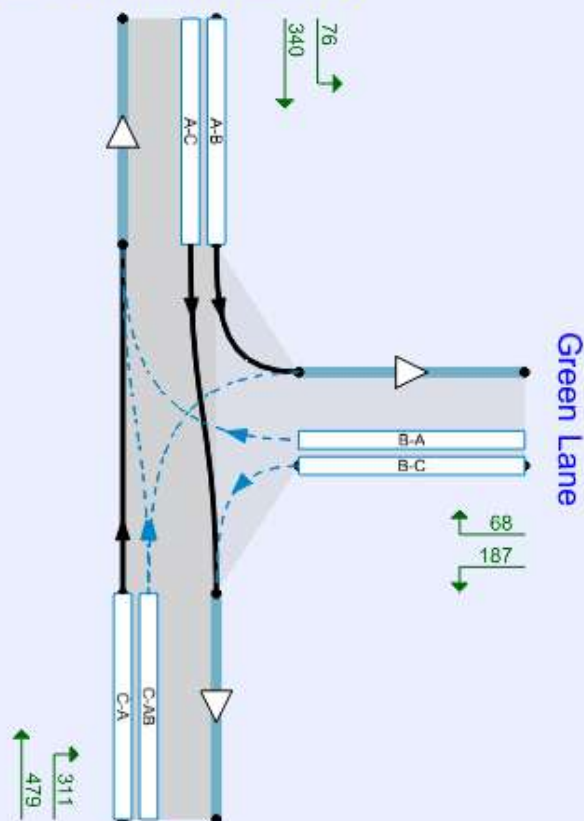
File Description

Title	
Location	
Site number	
Date	17/04/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\manchesterhotdesk
Description	

Units

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

A227 Wrotham Road (N)



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

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)	Results for central hour only	Run automatically
D11	2042	GBC Reference Case GHO	AM	ONE HOUR	07:45	09:15	15	✓	✓
D12	2042	GBC Reference Case GHO	PM	ONE HOUR	17:00	18:30	15	✓	✓
D13	2042	GBC Do Something GHO	AM	ONE HOUR	07:45	09:15	15	✓	✓
D14	2042	GBC Do Something GHO	PM	ONE HOUR	17:00	18:30	15	✓	✓
D15	2042	GBC Reference Case GHC	AM	ONE HOUR	07:45	09:15	15	✓	✓
D16	2042	GBC Reference Case GHC	PM	ONE HOUR	17:00	18:30	15	✓	✓
D17	2042	GBC Do Something GHC	AM	ONE HOUR	07:45	09:15	15	✓	✓
D18	2042	GBC Do Something GHC	PM	ONE HOUR	17:00	18:30	15	✓	✓

Analysis Set Details

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

D11 - 2042 | GBC Reference Case GHO | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Green Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	A227 Wrotham Road (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Sets	D11 - 2042 GBC Reference Case GHO AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Wrotham Road / Green Lane	T-Junction	Two-way	Two-way	Two-way	3.68	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.68	A

Arms

Arms

Arm	Name	Description	Arm type
A	A227 Wrotham Road (N)		Major
B	Green Lane		Minor
C	A227 Wrotham Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A227 Wrotham Road (S)	5.90		✓	2.36	193.0	✓	4.00

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)
Green Lane	One lane plus flare	9.70	4.80	4.00	3.40	2.60	✓	1.00	152	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	552	0.101	0.255	0.161	0.365
B-C	771	0.119	0.300	-	-
C-B	698	0.271	0.271	-	-

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)	Results for central hour only	Run automatically
D11	2042	GBC Reference Case GH0	AM	ONE HOUR	07:45	09:15	15	✓	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A227 Wrotham Road (N)		ONE HOUR	✓	395	100.000
Green Lane		ONE HOUR	✓	270	100.000
A227 Wrotham Road (S)		ONE HOUR	✓	636	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
	From			
	A227 Wrotham Road (N)	0	34	361
	Green Lane	48	0	222
	A227 Wrotham Road (S)	467	169	0

Proportions

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
	From			
	A227 Wrotham Road (N)	0.00	0.09	0.91
	Green Lane	0.18	0.00	0.82
	A227 Wrotham Road (S)	0.73	0.27	0.00

Vehicle Mix

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

Heavy Vehicle %

07:45
-
08:00

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
	From			
	A227 Wrotham Road (N)	0	4	4
	Green Lane	2	0	6
	A227 Wrotham Road (S)	3	4	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
	From			
	A227 Wrotham Road (N)	1.000	1.040	1.040
	Green Lane	1.020	1.000	1.060
	A227 Wrotham Road (S)	1.030	1.040	1.000

Heavy Vehicle %

08:00
-
08:15

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
	From			
	A227 Wrotham Road (N)	0	4	4
	Green Lane	2	0	6
	A227 Wrotham Road (S)	3	4	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
	From			
	A227 Wrotham Road (N)	1.000	1.040	1.040
	Green Lane	1.020	1.000	1.060
	A227 Wrotham Road (S)	1.030	1.040	1.000

Heavy Vehicle %

08:15
-
08:30

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
	From			
	A227 Wrotham Road (N)	0	0	1
	Green Lane	0	0	3
	A227 Wrotham Road (S)	5	5	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
	From			
	A227 Wrotham Road (N)	1.000	1.000	1.010
	Green Lane	1.000	1.000	1.030
	A227 Wrotham Road (S)	1.050	1.050	1.000

Heavy Vehicle %

08:30
-
08:45

		To		
From		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
	A227 Wrotham Road (N)	0	0	6
	Green Lane	0	0	0
	A227 Wrotham Road (S)	1	0	0

Average PCU Per Veh

		To		
From		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
	A227 Wrotham Road (N)	1.000	1.000	1.060
	Green Lane	1.000	1.000	1.000
	A227 Wrotham Road (S)	1.010	1.000	1.000

Heavy Vehicle %

08:45
-
09:00

		To		
From		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
	A227 Wrotham Road (N)	0	0	0
	Green Lane	0	0	0
	A227 Wrotham Road (S)	0	0	0

Average PCU Per Veh

		To		
From		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
	A227 Wrotham Road (N)	1.000	1.000	1.000
	Green Lane	1.000	1.000	1.000
	A227 Wrotham Road (S)	1.000	1.000	1.000

Heavy Vehicle %

09:00
-
09:15

		To		
From		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
	A227 Wrotham Road (N)	0	0	0
	Green Lane	0	0	0
	A227 Wrotham Road (S)	0	0	0

Average PCU Per Veh

		To		
From		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
	A227 Wrotham Road (N)	1.000	1.000	1.000
	Green Lane	1.000	1.000	1.000
	A227 Wrotham Road (S)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A227 Wrotham Road (N)	07:45-08:00	297	309
	08:00-08:15	355	369
	08:15-08:30	435	439
	08:30-08:45	435	459
	08:45-09:00	355	355
	09:00-09:15	297	297
Green Lane	07:45-08:00	203	214
	08:00-08:15	243	256
	08:15-08:30	297	305
	08:30-08:45	297	297
	08:45-09:00	243	243
	09:00-09:15	203	203
A227 Wrotham Road (S)	07:45-08:00	479	494
	08:00-08:15	572	590
	08:15-08:30	700	735
	08:30-08:45	700	705
	08:45-09:00	572	572
	09:00-09:15	479	479

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	0.41	10.61	0.7	B	227	227
B-A	0.20	16.82	0.2	C	48	48
C-AB	0.34	9.63	0.5	A	174	174
C-A					476	476
A-B					34	34
A-C					371	371

Main Results for each time segment

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	212	53	0.00	640	0.331	211	0.4	0.5	8.881	A
B-A	44	11	0.00	324	0.136	44	0.1	0.2	13.115	B
C-AB	159	40	0.00	600	0.264	158	0.3	0.4	8.469	A
C-A	432	108	0.00			432				
A-B	32	8	0.00			32				
A-C	338	84	0.00			338				

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	252	63	0.00	607	0.415	251	0.5	0.7	10.607	B
B-A	53	13	0.00	269	0.197	53	0.2	0.2	16.825	C
C-AB	198	50	0.00	587	0.338	198	0.4	0.5	9.634	A
C-A	537	134	0.00			537				
A-B	37	9	0.00			37				
A-C	401	100	0.00			401				

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	244	61	0.00	602	0.406	245	0.7	0.7	10.338	B
B-A	53	13	0.00	272	0.195	53	0.2	0.2	16.462	C
C-AB	188	47	0.00	580	0.325	189	0.5	0.5	9.530	A
C-A	517	129	0.00			517				
A-B	37	9	0.00			37				
A-C	421	105	0.00			421				

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	200	50	0.00	645	0.310	201	0.7	0.5	8.127	A
B-A	43	11	0.00	334	0.129	44	0.2	0.2	12.415	B
C-AB	152	38	0.00	603	0.253	153	0.5	0.3	8.011	A
C-A	419	105	0.00			419				
A-B	31	8	0.00			31				
A-C	325	81	0.00			325				

D12 - 2042 | GBC Reference Case GH0 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Green Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	A227 Wrotham Road (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Sets	D12 - 2042 GBC Reference Case GH0 PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Wrotham Road / Green Lane	T-Junction	Two-way	Two-way	Two-way	3.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.65	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)	Results for central hour only	Run automatically
D12	2042	GBC Reference Case GH0	PM	ONE HOUR	17:00	18:30	15	✓	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A227 Wrotham Road (N)		ONE HOUR	✓	396	100.000
Green Lane		ONE HOUR	✓	174	100.000
A227 Wrotham Road (S)		ONE HOUR	✓	701	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	45	351
	Green Lane	36	0	138
	A227 Wrotham Road (S)	456	245	0

Proportions

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0.00	0.11	0.89
	Green Lane	0.21	0.00	0.79
	A227 Wrotham Road (S)	0.65	0.35	0.00

Vehicle Mix

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

Heavy Vehicle %

17:00
-
17:15

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	3	2
	Green Lane	4	0	2
	A227 Wrotham Road (S)	2	8	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.030	1.020
	Green Lane	1.040	1.000	1.020
	A227 Wrotham Road (S)	1.020	1.080	1.000

Heavy Vehicle %

17:15
-
17:30

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	3	2
	Green Lane	4	0	2
	A227 Wrotham Road (S)	2	8	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.030	1.020
	Green Lane	1.040	1.000	1.020
	A227 Wrotham Road (S)	1.020	1.080	1.000

Heavy Vehicle %

17:30
-
17:45

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	0
	Green Lane	0	0	0
	A227 Wrotham Road (S)	3	0	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.000	1.000
	Green Lane	1.000	1.000	1.000
	A227 Wrotham Road (S)	1.030	1.000	1.000

Heavy Vehicle %

17:45
-
18:00

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	1
	Green Lane	0	0	0
	A227 Wrotham Road (S)	3	0	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.000	1.010
	Green Lane	1.000	1.000	1.000
	A227 Wrotham Road (S)	1.030	1.000	1.000

Heavy Vehicle %

18:00
-
18:15

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	0
	Green Lane	0	0	0
	A227 Wrotham Road (S)	0	0	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.000	1.000
	Green Lane	1.000	1.000	1.000
	A227 Wrotham Road (S)	1.000	1.000	1.000

Heavy Vehicle %

18:15
-
18:30

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	0
	Green Lane	0	0	0
	A227 Wrotham Road (S)	0	0	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.000	1.000
	Green Lane	1.000	1.000	1.000
	A227 Wrotham Road (S)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A227 Wrotham Road (N)	17:00-17:15	298	304
	17:15-17:30	356	364
	17:30-17:45	436	436
	17:45-18:00	436	440
	18:00-18:15	356	356
	18:15-18:30	298	298
Green Lane	17:00-17:15	131	134
	17:15-17:30	156	160
	17:30-17:45	192	192
	17:45-18:00	192	192
	18:00-18:15	156	156
	18:15-18:30	131	131
A227 Wrotham Road (S)	17:00-17:15	528	549
	17:15-17:30	630	656
	17:30-17:45	772	787
	17:45-18:00	772	787
	18:00-18:15	630	630
	18:15-18:30	528	528

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	0.25	7.82	0.3	A	139	139
B-A	0.15	16.32	0.2	C	36	36
C-AB	0.47	11.72	1.0	B	258	258
C-A					457	457
A-B					45	45
A-C					354	354

Main Results for each time segment

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	127	32	0.00	645	0.196	126	0.2	0.2	7.080	A
B-A	34	8	0.00	312	0.108	34	0.1	0.1	13.448	B
C-AB	243	61	0.00	613	0.397	243	0.5	0.7	10.471	B
C-A	413	103	0.00			413				
A-B	42	10	0.00			42				
A-C	322	80	0.00			322				

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	152	38	0.00	617	0.246	152	0.2	0.3	7.822	A
B-A	40	10	0.00	264	0.150	39	0.1	0.2	16.315	C
C-AB	285	71	0.00	610	0.467	284	0.7	1.0	11.723	B
C-A	502	126	0.00			502				
A-B	50	12	0.00			50				
A-C	386	97	0.00			386				

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	152	38	0.00	616	0.247	152	0.3	0.3	7.764	A
B-A	40	10	0.00	263	0.151	40	0.2	0.2	16.100	C
C-AB	281	70	0.00	603	0.466	281	1.0	0.9	11.229	B
C-A	506	126	0.00			506				
A-B	50	12	0.00			50				
A-C	390	98	0.00			390				

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	124	31	0.00	648	0.191	124	0.3	0.2	6.877	A
B-A	32	8	0.00	321	0.101	33	0.2	0.1	12.504	B
C-AB	223	56	0.00	609	0.366	224	0.9	0.6	9.406	A
C-A	407	102	0.00			407				
A-B	40	10	0.00			40				
A-C	316	79	0.00			316				

D13 - 2042 | GBC Do Something GHO | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Green Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	A227 Wrotham Road (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Sets	D13 - 2042 GBC Do Something GHO AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Wrotham Road / Green Lane	T-Junction	Two-way	Two-way	Two-way	10.22	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.22	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D13	2042	GBC Do Something GHO	AM	ONE HOUR	07:45	09:15	15	✓	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A227 Wrotham Road (N)		ONE HOUR	✓	434	100.000
Green Lane		ONE HOUR	✓	418	100.000
A227 Wrotham Road (S)		ONE HOUR	✓	666	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	63	371
	Green Lane	98	0	320
	A227 Wrotham Road (S)	424	242	0

Proportions

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0.00	0.15	0.85
	Green Lane	0.23	0.00	0.77
	A227 Wrotham Road (S)	0.64	0.36	0.00

Vehicle Mix

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

Heavy Vehicle %

07:45
-
08:00

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	2	4
	Green Lane	1	0	3
	A227 Wrotham Road (S)	3	2	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.020	1.040
	Green Lane	1.010	1.000	1.030
	A227 Wrotham Road (S)	1.030	1.020	1.000

Heavy Vehicle %

08:00
-
08:15

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	4	2
	Green Lane	1	0	3
	A227 Wrotham Road (S)	3	2	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.040	1.020
	Green Lane	1.010	1.000	1.030
	A227 Wrotham Road (S)	1.030	1.020	1.000

Heavy Vehicle %

08:15
-
08:30

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	1
	Green Lane	0	0	3
	A227 Wrotham Road (S)	5	5	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.000	1.010
	Green Lane	1.000	1.000	1.030
	A227 Wrotham Road (S)	1.050	1.050	1.000

Heavy Vehicle %

08:30
-
08:45

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	6
	Green Lane	0	0	0
	A227 Wrotham Road (S)	1	0	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.000	1.060
	Green Lane	1.000	1.000	1.000
	A227 Wrotham Road (S)	1.010	1.000	1.000

Heavy Vehicle %

08:45
-
09:00

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	0
	Green Lane	0	0	0
	A227 Wrotham Road (S)	0	0	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.000	1.000
	Green Lane	1.000	1.000	1.000
	A227 Wrotham Road (S)	1.000	1.000	1.000

Heavy Vehicle %

09:00
-
09:15

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	0
	Green Lane	0	0	0
	A227 Wrotham Road (S)	0	0	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.000	1.000
	Green Lane	1.000	1.000	1.000
	A227 Wrotham Road (S)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A227 Wrotham Road (N)	07:45-08:00	327	339
	08:00-08:15	390	399
	08:15-08:30	478	482
	08:30-08:45	478	502
	08:45-09:00	390	390
	09:00-09:15	327	327
Green Lane	07:45-08:00	315	323
	08:00-08:15	376	385
	08:15-08:30	460	471
	08:30-08:45	460	460
	08:45-09:00	376	376
	09:00-09:15	315	315
A227 Wrotham Road (S)	07:45-08:00	501	515
	08:00-08:15	599	615
	08:15-08:30	733	770
	08:30-08:45	733	738
	08:45-09:00	599	599
	09:00-09:15	501	501

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	0.72	26.54	2.5	D	325	325
B-A	0.56	41.50	1.2	E	98	98
C-AB	0.49	12.19	1.0	B	255	255
C-A					425	425
A-B					64	64
A-C					380	380

Main Results for each time segment

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	296	74	0.00	584	0.507	295	0.7	1.0	12.737	B
B-A	89	22	0.00	283	0.315	88	0.3	0.5	18.624	C
C-AB	225	56	0.00	598	0.377	224	0.4	0.6	9.819	A
C-A	389	97	0.00			389				
A-B	59	15	0.00			59				
A-C	340	85	0.00			340				

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	363	91	0.00	501	0.724	357	1.0	2.5	24.786	C
B-A	108	27	0.00	192	0.563	105	0.5	1.2	40.616	E
C-AB	295	74	0.00	597	0.493	293	0.6	1.0	12.081	B
C-A	475	119	0.00			475				
A-B	69	17	0.00			69				
A-C	413	103	0.00			413				

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	352	88	0.00	494	0.714	352	2.5	2.5	26.544	D
B-A	108	27	0.00	194	0.556	108	1.2	1.2	41.497	E
C-AB	280	70	0.00	590	0.475	280	1.0	1.0	12.186	B
C-A	458	114	0.00			458				
A-B	69	17	0.00			69				
A-C	433	108	0.00			433				

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	288	72	0.00	585	0.491	294	2.5	1.0	12.579	B
B-A	88	22	0.00	289	0.305	91	1.2	0.5	18.451	C
C-AB	220	55	0.00	599	0.368	222	1.0	0.6	9.588	A
C-A	379	95	0.00			379				
A-B	57	14	0.00			57				
A-C	334	83	0.00			334				

D14 - 2042 | GBC Do Something GHO | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Green Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	A227 Wrotham Road (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Sets	D14 - 2042 GBC Do Something GHO PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Wrotham Road / Green Lane	T-Junction	Two-way	Two-way	Two-way	5.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.43	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)	Results for central hour only	Run automatically
D14	2042	GBC Do Something GHO	PM	ONE HOUR	17:00	18:30	15	✓	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A227 Wrotham Road (N)		ONE HOUR	✓	419	100.000
Green Lane		ONE HOUR	✓	249	100.000
A227 Wrotham Road (S)		ONE HOUR	✓	802	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	85	334
	Green Lane	65	0	184
	A227 Wrotham Road (S)	497	305	0

Proportions

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0.00	0.20	0.80
	Green Lane	0.26	0.00	0.74
	A227 Wrotham Road (S)	0.62	0.38	0.00

Vehicle Mix

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

Heavy Vehicle %

17:00
-
17:15

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	2	2
	Green Lane	2	0	1
	A227 Wrotham Road (S)	2	6	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.020	1.020
	Green Lane	1.020	1.000	1.010
	A227 Wrotham Road (S)	1.020	1.060	1.000

Heavy Vehicle %

17:15
-
17:30

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	2	2
	Green Lane	2	0	1
	A227 Wrotham Road (S)	2	6	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.020	1.020
	Green Lane	1.020	1.000	1.010
	A227 Wrotham Road (S)	1.020	1.060	1.000

Heavy Vehicle %

17:30
-
17:45

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	0
	Green Lane	0	0	0
	A227 Wrotham Road (S)	3	0	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.000	1.000
	Green Lane	1.000	1.000	1.000
	A227 Wrotham Road (S)	1.030	1.000	1.000

Heavy Vehicle %

17:45
-
18:00

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	1
	Green Lane	0	0	0
	A227 Wrotham Road (S)	3	0	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.000	1.010
	Green Lane	1.000	1.000	1.000
	A227 Wrotham Road (S)	1.030	1.000	1.000

Heavy Vehicle %

18:00
-
18:15

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	0
	Green Lane	0	0	0
	A227 Wrotham Road (S)	0	0	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.000	1.000
	Green Lane	1.000	1.000	1.000
	A227 Wrotham Road (S)	1.000	1.000	1.000

Heavy Vehicle %

18:15
-
18:30

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	0
	Green Lane	0	0	0
	A227 Wrotham Road (S)	0	0	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.000	1.000
	Green Lane	1.000	1.000	1.000
	A227 Wrotham Road (S)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A227 Wrotham Road (N)	17:00-17:15	315	322
	17:15-17:30	377	384
	17:30-17:45	461	461
	17:45-18:00	461	465
	18:00-18:15	377	377
	18:15-18:30	315	315
Green Lane	17:00-17:15	187	190
	17:15-17:30	224	227
	17:30-17:45	274	274
	17:45-18:00	274	274
	18:00-18:15	224	224
	18:15-18:30	187	187
A227 Wrotham Road (S)	17:00-17:15	604	625
	17:15-17:30	721	746
	17:30-17:45	883	899
	17:45-18:00	883	899
	18:00-18:15	721	721
	18:15-18:30	604	604

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	0.36	9.89	0.6	A	184	184
B-A	0.32	23.12	0.5	C	65	65
C-AB	0.59	14.07	1.6	B	337	337
C-A					480	480
A-B					85	85
A-C					336	336

Main Results for each time segment

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	167	42	0.00	616	0.271	167	0.3	0.4	8.089	A
B-A	60	15	0.00	286	0.208	59	0.2	0.3	16.137	C
C-AB	306	76	0.00	625	0.490	304	0.7	1.0	11.870	B
C-A	441	110	0.00			441				
A-B	78	19	0.00			78				
A-C	306	77	0.00			306				

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	203	51	0.00	569	0.356	202	0.4	0.5	9.853	A
B-A	72	18	0.00	229	0.313	71	0.3	0.4	22.955	C
C-AB	383	96	0.00	651	0.589	381	1.0	1.6	14.075	B
C-A	516	129	0.00			516				
A-B	94	23	0.00			94				
A-C	368	92	0.00			368				

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	203	51	0.00	566	0.358	203	0.5	0.6	9.893	A
B-A	72	18	0.00	227	0.315	72	0.4	0.5	23.121	C
C-AB	375	94	0.00	639	0.588	375	1.6	1.6	13.791	B
C-A	524	131	0.00			524				
A-B	94	23	0.00			94				
A-C	371	93	0.00			371				

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	165	41	0.00	619	0.267	166	0.6	0.4	7.958	A
B-A	58	15	0.00	295	0.198	59	0.5	0.3	15.338	C
C-AB	283	71	0.00	617	0.460	286	1.6	0.9	11.036	B
C-A	438	109	0.00			438				
A-B	76	19	0.00			76				
A-C	300	75	0.00			300				

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Green Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	A227 Wrotham Road (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Sets	D15 - 2042 GBC Reference Case GHC AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Wrotham Road / Green Lane	T-Junction	Two-way	Two-way	Two-way	3.70	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.70	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)	Results for central hour only	Run automatically
D15	2042	GBC Reference Case GHC	AM	ONE HOUR	07:45	09:15	15	✓	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A227 Wrotham Road (N)		ONE HOUR	✓	397	100.000
Green Lane		ONE HOUR	✓	271	100.000
A227 Wrotham Road (S)		ONE HOUR	✓	616	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	34	363
	Green Lane	48	0	223
	A227 Wrotham Road (S)	450	166	0

Proportions

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0.00	0.09	0.91
	Green Lane	0.18	0.00	0.82
	A227 Wrotham Road (S)	0.73	0.27	0.00

Vehicle Mix

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

Heavy Vehicle %

07:45
-
08:00

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	4	4
	Green Lane	2	0	6
	A227 Wrotham Road (S)	3	4	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.040	1.040
	Green Lane	1.020	1.000	1.060
	A227 Wrotham Road (S)	1.030	1.040	1.000

Heavy Vehicle %

08:00
-
08:15

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	4	4
	Green Lane	2	0	6
	A227 Wrotham Road (S)	3	4	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.040	1.040
	Green Lane	1.020	1.000	1.060
	A227 Wrotham Road (S)	1.030	1.040	1.000

Heavy Vehicle %

08:15
-
08:30

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	1
	Green Lane	0	0	3
	A227 Wrotham Road (S)	5	5	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.000	1.010
	Green Lane	1.000	1.000	1.030
	A227 Wrotham Road (S)	1.050	1.050	1.000

Heavy Vehicle %

08:30
-
08:45

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	6
	Green Lane	0	0	0
	A227 Wrotham Road (S)	1	0	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.000	1.060
	Green Lane	1.000	1.000	1.000
	A227 Wrotham Road (S)	1.010	1.000	1.000

Heavy Vehicle %

08:45
-
09:00

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	0
	Green Lane	0	0	0
	A227 Wrotham Road (S)	0	0	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.000	1.000
	Green Lane	1.000	1.000	1.000
	A227 Wrotham Road (S)	1.000	1.000	1.000

Heavy Vehicle %

09:00
-
09:15

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	0
	Green Lane	0	0	0
	A227 Wrotham Road (S)	0	0	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.000	1.000
	Green Lane	1.000	1.000	1.000
	A227 Wrotham Road (S)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A227 Wrotham Road (N)	07:45-08:00	299	311
	08:00-08:15	357	371
	08:15-08:30	437	441
	08:30-08:45	437	461
	08:45-09:00	357	357
	09:00-09:15	299	299
Green Lane	07:45-08:00	204	215
	08:00-08:15	244	257
	08:15-08:30	298	306
	08:30-08:45	298	298
	08:45-09:00	244	244
	09:00-09:15	204	204
A227 Wrotham Road (S)	07:45-08:00	464	479
	08:00-08:15	554	572
	08:15-08:30	678	712
	08:30-08:45	678	683
	08:45-09:00	554	554
	09:00-09:15	464	464

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	0.42	10.64	0.7	B	228	228
B-A	0.19	16.57	0.2	C	48	48
C-AB	0.33	9.58	0.5	A	171	171
C-A					459	459
A-B					34	34
A-C					373	373

Main Results for each time segment

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	213	53	0.00	640	0.332	212	0.4	0.5	8.905	A
B-A	44	11	0.00	326	0.135	44	0.1	0.2	12.987	B
C-AB	156	39	0.00	599	0.260	155	0.3	0.4	8.436	A
C-A	416	104	0.00			416				
A-B	32	8	0.00			32				
A-C	339	85	0.00			339				

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	253	63	0.00	607	0.416	252	0.5	0.7	10.640	B
B-A	53	13	0.00	272	0.194	53	0.2	0.2	16.569	C
C-AB	194	49	0.00	585	0.332	194	0.4	0.5	9.576	A
C-A	518	129	0.00			518				
A-B	37	9	0.00			37				
A-C	404	101	0.00			404				

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	246	61	0.00	602	0.408	246	0.7	0.7	10.371	B
B-A	53	13	0.00	275	0.192	53	0.2	0.2	16.225	C
C-AB	185	46	0.00	579	0.319	185	0.5	0.5	9.473	A
C-A	498	125	0.00			498				
A-B	37	9	0.00			37				
A-C	424	106	0.00			424				

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	200	50	0.00	644	0.311	201	0.7	0.5	8.147	A
B-A	43	11	0.00	337	0.128	44	0.2	0.1	12.298	B
C-AB	150	37	0.00	602	0.248	150	0.5	0.3	7.975	A
C-A	404	101	0.00			404				
A-B	31	8	0.00			31				
A-C	326	82	0.00			326				

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Green Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	A227 Wrotham Road (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Sets	D16 - 2042 GBC Reference Case GHC PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Wrotham Road / Green Lane	T-Junction	Two-way	Two-way	Two-way	3.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.73	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)	Results for central hour only	Run automatically
D16	2042	GBC Reference Case GHC	PM	ONE HOUR	17:00	18:30	15	✓	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A227 Wrotham Road (N)		ONE HOUR	✓	395	100.000
Green Lane		ONE HOUR	✓	176	100.000
A227 Wrotham Road (S)		ONE HOUR	✓	696	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	45	350
	Green Lane	36	0	140
	A227 Wrotham Road (S)	448	248	0

Proportions

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0.00	0.11	0.89
	Green Lane	0.20	0.00	0.80
	A227 Wrotham Road (S)	0.64	0.36	0.00

Vehicle Mix

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

Heavy Vehicle %

17:00
-
17:15

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	3	2
	Green Lane	4	0	2
	A227 Wrotham Road (S)	2	8	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.030	1.020
	Green Lane	1.040	1.000	1.020
	A227 Wrotham Road (S)	1.020	1.080	1.000

Heavy Vehicle %

17:15
-
17:30

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	3	2
	Green Lane	4	0	2
	A227 Wrotham Road (S)	2	8	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.030	1.020
	Green Lane	1.040	1.000	1.020
	A227 Wrotham Road (S)	1.020	1.080	1.000

Heavy Vehicle %

17:30
-
17:45

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	0
	Green Lane	0	0	0
	A227 Wrotham Road (S)	3	0	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.000	1.000
	Green Lane	1.000	1.000	1.000
	A227 Wrotham Road (S)	1.030	1.000	1.000

Heavy Vehicle %

17:45
-
18:00

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	1
	Green Lane	0	0	0
	A227 Wrotham Road (S)	3	0	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.000	1.010
	Green Lane	1.000	1.000	1.000
	A227 Wrotham Road (S)	1.030	1.000	1.000

Heavy Vehicle %

18:00
-
18:15

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	0
	Green Lane	0	0	0
	A227 Wrotham Road (S)	0	0	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.000	1.000
	Green Lane	1.000	1.000	1.000
	A227 Wrotham Road (S)	1.000	1.000	1.000

Heavy Vehicle %

18:15
-
18:30

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	0
	Green Lane	0	0	0
	A227 Wrotham Road (S)	0	0	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.000	1.000
	Green Lane	1.000	1.000	1.000
	A227 Wrotham Road (S)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A227 Wrotham Road (N)	17:00-17:15	297	304
	17:15-17:30	355	363
	17:30-17:45	435	435
	17:45-18:00	435	439
	18:00-18:15	355	355
	18:15-18:30	297	297
Green Lane	17:00-17:15	133	136
	17:15-17:30	158	162
	17:30-17:45	194	194
	17:45-18:00	194	194
	18:00-18:15	158	158
	18:15-18:30	133	133
A227 Wrotham Road (S)	17:00-17:15	524	546
	17:15-17:30	626	652
	17:30-17:45	766	781
	17:45-18:00	766	781
	18:00-18:15	626	626
	18:15-18:30	524	524

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	0.25	7.85	0.3	A	141	141
B-A	0.15	16.30	0.2	C	36	36
C-AB	0.47	11.83	1.0	B	261	261
C-A					448	448
A-B					45	45
A-C					353	353

Main Results for each time segment

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	128	32	0.00	645	0.199	128	0.2	0.3	7.097	A
B-A	34	8	0.00	312	0.108	34	0.1	0.1	13.445	B
C-AB	246	62	0.00	613	0.402	246	0.5	0.7	10.540	B
C-A	405	101	0.00			405				
A-B	42	10	0.00			42				
A-C	321	80	0.00			321				

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	154	39	0.00	618	0.250	154	0.3	0.3	7.849	A
B-A	40	10	0.00	265	0.150	39	0.1	0.2	16.300	C
C-AB	289	72	0.00	611	0.472	288	0.7	1.0	11.828	B
C-A	493	123	0.00			493				
A-B	50	12	0.00			50				
A-C	385	96	0.00			385				

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	154	39	0.00	616	0.250	154	0.3	0.3	7.790	A
B-A	40	10	0.00	263	0.150	40	0.2	0.2	16.085	C
C-AB	285	71	0.00	604	0.472	285	1.0	0.9	11.327	B
C-A	496	124	0.00			496				
A-B	50	12	0.00			50				
A-C	389	97	0.00			389				

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	126	31	0.00	649	0.194	126	0.3	0.2	6.893	A
B-A	32	8	0.00	321	0.101	33	0.2	0.1	12.499	B
C-AB	226	56	0.00	609	0.371	227	0.9	0.6	9.466	A
C-A	400	100	0.00			400				
A-B	40	10	0.00			40				
A-C	315	79	0.00			315				

D17 - 2042 | GBC Do Something GHC | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Green Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	A227 Wrotham Road (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Sets	D17 - 2042 GBC Do Something GHC AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Wrotham Road / Green Lane	T-Junction	Two-way	Two-way	Two-way	11.12	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.12	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D17	2042	GBC Do Something GHC	AM	ONE HOUR	07:45	09:15	15	✓	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A227 Wrotham Road (N)		ONE HOUR	✓	443	100.000
Green Lane		ONE HOUR	✓	421	100.000
A227 Wrotham Road (S)		ONE HOUR	✓	688	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	63	380
	Green Lane	99	0	322
	A227 Wrotham Road (S)	443	245	0

Proportions

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0.00	0.14	0.86
	Green Lane	0.24	0.00	0.76
	A227 Wrotham Road (S)	0.64	0.36	0.00

Vehicle Mix

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

Heavy Vehicle %

07:45
-
08:00

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	2	4
	Green Lane	1	0	3
	A227 Wrotham Road (S)	3	2	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.020	1.040
	Green Lane	1.010	1.000	1.030
	A227 Wrotham Road (S)	1.030	1.020	1.000

Heavy Vehicle %

08:00
-
08:15

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	2	4
	Green Lane	1	0	3
	A227 Wrotham Road (S)	3	2	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.020	1.040
	Green Lane	1.010	1.000	1.030
	A227 Wrotham Road (S)	1.030	1.020	1.000

Heavy Vehicle %

08:15
-
08:30

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	1
	Green Lane	0	0	3
	A227 Wrotham Road (S)	5	5	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.000	1.010
	Green Lane	1.000	1.000	1.030
	A227 Wrotham Road (S)	1.050	1.050	1.000

Heavy Vehicle %

08:30
-
08:45

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	6
	Green Lane	0	0	0
	A227 Wrotham Road (S)	1	0	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.000	1.060
	Green Lane	1.000	1.000	1.000
	A227 Wrotham Road (S)	1.010	1.000	1.000

Heavy Vehicle %

08:45
-
09:00

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	0
	Green Lane	0	0	0
	A227 Wrotham Road (S)	0	0	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.000	1.000
	Green Lane	1.000	1.000	1.000
	A227 Wrotham Road (S)	1.000	1.000	1.000

Heavy Vehicle %

09:00
-
09:15

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	0
	Green Lane	0	0	0
	A227 Wrotham Road (S)	0	0	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.000	1.000
	Green Lane	1.000	1.000	1.000
	A227 Wrotham Road (S)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A227 Wrotham Road (N)	07:45-08:00	334	346
	08:00-08:15	398	413
	08:15-08:30	488	492
	08:30-08:45	488	513
	08:45-09:00	398	398
	09:00-09:15	334	334
Green Lane	07:45-08:00	317	325
	08:00-08:15	378	388
	08:15-08:30	464	474
	08:30-08:45	464	464
	08:45-09:00	378	378
	09:00-09:15	317	317
A227 Wrotham Road (S)	07:45-08:00	518	532
	08:00-08:15	618	635
	08:15-08:30	758	795
	08:30-08:45	758	762
	08:45-09:00	618	618
	09:00-09:15	518	518

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	0.75	29.63	2.8	D	327	327
B-A	0.60	47.38	1.4	E	99	99
C-AB	0.50	12.38	1.1	B	259	259
C-A					444	444
A-B					63	63
A-C					391	391

Main Results for each time segment

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	298	75	0.00	577	0.517	297	0.7	1.1	13.158	B
B-A	90	22	0.00	274	0.328	89	0.3	0.5	19.566	C
C-AB	228	57	0.00	595	0.384	228	0.5	0.6	9.975	A
C-A	407	102	0.00			407				
A-B	58	14	0.00			58				
A-C	355	89	0.00			355				

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	365	91	0.00	490	0.745	359	1.1	2.7	27.008	D
B-A	109	27	0.00	182	0.597	106	0.5	1.3	45.405	E
C-AB	300	75	0.00	598	0.502	298	0.6	1.1	12.261	B
C-A	495	124	0.00			495				
A-B	69	17	0.00			69				
A-C	423	106	0.00			423				

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	355	89	0.00	481	0.737	354	2.7	2.8	29.628	D
B-A	109	27	0.00	184	0.592	109	1.3	1.4	47.385	E
C-AB	285	71	0.00	591	0.483	286	1.1	1.0	12.382	B
C-A	477	119	0.00			477				
A-B	69	17	0.00			69				
A-C	443	111	0.00			443				

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	289	72	0.00	579	0.500	297	2.8	1.0	13.026	B
B-A	89	22	0.00	282	0.316	93	1.4	0.5	19.358	C
C-AB	223	56	0.00	597	0.373	225	1.0	0.6	9.708	A
C-A	395	99	0.00			395				
A-B	57	14	0.00			57				
A-C	342	85	0.00			342				

D18 - 2042 | GBC Do Something GHC | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Green Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	A227 Wrotham Road (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Sets	D18 - 2042 GBC Do Something GHC PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Wrotham Road / Green Lane	T-Junction	Two-way	Two-way	Two-way	5.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.73	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)	Results for central hour only	Run automatically
D18	2042	GBC Do Something GHC	PM	ONE HOUR	17:00	18:30	15	✓	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A227 Wrotham Road (N)		ONE HOUR	✓	416	100.000
Green Lane		ONE HOUR	✓	255	100.000
A227 Wrotham Road (S)		ONE HOUR	✓	790	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	76	340
	Green Lane	68	0	187
	A227 Wrotham Road (S)	479	311	0

Proportions

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0.00	0.18	0.82
	Green Lane	0.27	0.00	0.73
	A227 Wrotham Road (S)	0.61	0.39	0.00

Vehicle Mix

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

Heavy Vehicle %

17:00
-
17:15

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	2	2
	Green Lane	2	0	1
	A227 Wrotham Road (S)	2	6	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.020	1.020
	Green Lane	1.020	1.000	1.010
	A227 Wrotham Road (S)	1.020	1.060	1.000

Heavy Vehicle %

17:15
-
17:30

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	2	2
	Green Lane	2	0	1
	A227 Wrotham Road (S)	2	6	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.020	1.020
	Green Lane	1.020	1.000	1.010
	A227 Wrotham Road (S)	1.020	1.060	1.000

Heavy Vehicle %

17:30
-
17:45

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	0
	Green Lane	0	0	0
	A227 Wrotham Road (S)	3	0	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.000	1.000
	Green Lane	1.000	1.000	1.000
	A227 Wrotham Road (S)	1.030	1.000	1.000

Heavy Vehicle %

17:45
-
18:00

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	1
	Green Lane	0	0	0
	A227 Wrotham Road (S)	3	0	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.000	1.010
	Green Lane	1.000	1.000	1.000
	A227 Wrotham Road (S)	1.030	1.000	1.000

Heavy Vehicle %

18:00
-
18:15

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	0
	Green Lane	0	0	0
	A227 Wrotham Road (S)	0	0	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.000	1.000
	Green Lane	1.000	1.000	1.000
	A227 Wrotham Road (S)	1.000	1.000	1.000

Heavy Vehicle %

18:15
-
18:30

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	0
	Green Lane	0	0	0
	A227 Wrotham Road (S)	0	0	0

Average PCU Per Veh

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	1.000	1.000	1.000
	Green Lane	1.000	1.000	1.000
	A227 Wrotham Road (S)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A227 Wrotham Road (N)	17:00-17:15	313	319
	17:15-17:30	374	381
	17:30-17:45	458	458
	17:45-18:00	458	462
	18:00-18:15	374	374
	18:15-18:30	313	313
Green Lane	17:00-17:15	192	194
	17:15-17:30	229	232
	17:30-17:45	281	281
	17:45-18:00	281	281
	18:00-18:15	229	229
	18:15-18:30	192	192
A227 Wrotham Road (S)	17:00-17:15	595	616
	17:15-17:30	710	736
	17:30-17:45	870	886
	17:45-18:00	870	886
	18:00-18:15	710	710
	18:15-18:30	595	595

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	0.37	10.16	0.6	B	187	187
B-A	0.33	23.70	0.5	C	68	68
C-AB	0.60	14.38	1.7	B	344	344
C-A					460	460
A-B					76	76
A-C					342	342

Main Results for each time segment

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	170	42	0.00	612	0.277	169	0.3	0.4	8.206	A
B-A	62	16	0.00	286	0.218	62	0.2	0.3	16.336	C
C-AB	312	78	0.00	626	0.499	311	0.7	1.1	12.044	B
C-A	423	106	0.00			423				
A-B	70	17	0.00			70				
A-C	312	78	0.00			312				

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	206	51	0.00	563	0.366	205	0.4	0.6	10.105	B
B-A	75	19	0.00	229	0.328	74	0.3	0.5	23.490	C
C-AB	392	98	0.00	654	0.599	390	1.1	1.7	14.376	B
C-A	494	123	0.00			494				
A-B	84	21	0.00			84				
A-C	374	94	0.00			374				

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	206	51	0.00	560	0.368	206	0.6	0.6	10.157	B
B-A	75	19	0.00	227	0.330	75	0.5	0.5	23.696	C
C-AB	384	96	0.00	642	0.598	384	1.7	1.7	14.092	B
C-A	502	125	0.00			502				
A-B	84	21	0.00			84				
A-C	378	95	0.00			378				

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	168	42	0.00	615	0.273	169	0.6	0.4	8.076	A
B-A	61	15	0.00	295	0.207	62	0.5	0.3	15.531	C
C-AB	289	72	0.00	618	0.468	292	1.7	0.9	11.201	B
C-A	421	105	0.00			421				
A-B	68	17	0.00			68				
A-C	306	76	0.00			306				

Junctions 11										
PICADY 11 - Priority Intersection Module										
Version: 11.1.1.2424										
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Filename: A227_Longfield Road Gravesham Borough Council.j11

Path: L:\PROJECTS\16000 SERIES\16459 - Norwood Lane, Meopham\Tech\Junction Assessments\Picady\2026 Sensitivity Test Model

Report generation date: 21/04/2026 13:57:59

- »D7 - 2042 | GBC Reference Case GH0 | AM
- »D8 - 2042 | GBC Reference Case GH0 | PM
- »D9 - 2042 | GBC Do Something GH0 | AM
- »D10 - 2042 | GBC Do Something GH0 | PM
- »D11 - 2042 | GBC Reference Case GHC | AM
- »D12 - 2042 | GBC Reference Case GHC | PM
- »D13 - 2042 | GBC Do Something GHC | AM
- »D14 - 2042 | GBC Do Something GHC | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2042 - GBC Reference Case GH0									
Stream B-C	D7	0.0	0.00	0.00	A	D8	0.0	0.00	0.00	A
Stream B-A		2.0	36.19	0.68	E		0.7	20.35	0.42	C
Stream C-AB		0.0	0.00	0.00	A		0.0	8.26	0.00	A
	2042 - GBC Do Something GH0									
Stream B-C	D9	1.3	363.41	0.95	F	D10	0.1	15.22	0.06	C
Stream B-A		7.2	112.14	0.93	F		2.0	42.09	0.69	E
Stream C-AB		0.0	8.89	0.05	A		0.0	9.08	0.02	A
	2042 - GBC Reference Case GHC									
Stream B-C	D11	0.0	0.00	0.00	A	D12	0.0	0.00	0.00	A
Stream B-A		2.0	35.32	0.67	E		0.7	20.35	0.42	C
Stream C-AB		0.0	0.00	0.00	A		0.0	8.30	0.00	A
	2042 - GBC Do Something GHC									
Stream B-C	D13	1.3	367.18	0.95	F	D14	0.1	13.93	0.05	B
Stream B-A		7.4	117.99	0.94	F		1.8	38.59	0.65	E
Stream C-AB		0.0	8.93	0.05	A		0.0	9.14	0.02	A

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

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

File summary

File Description

Title	A227 / Longfield Road
Location	Meopham
Site number	
Date	03/06/2025
Version	
Status	Existing
Identifier	
Client	
Jobnumber	ITL16459
Enumerator	I-TRANSPORT\BD
Description	

Units

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

Analysis Options

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
D7	2042	GBC Reference Case GH0	AM	ONE HOUR	07:45	09:15	15	✓
D8	2042	GBC Reference Case GH0	PM	ONE HOUR	17:00	18:30	15	✓
D9	2042	GBC Do Something GH0	AM	ONE HOUR	07:45	09:15	15	✓
D10	2042	GBC Do Something GH0	PM	ONE HOUR	17:00	18:30	15	✓
D11	2042	GBC Reference Case GHC	AM	ONE HOUR	07:45	09:15	15	✓
D12	2042	GBC Reference Case GHC	PM	ONE HOUR	17:00	18:30	15	✓
D13	2042	GBC Do Something GHC	AM	ONE HOUR	07:45	09:15	15	✓
D14	2042	GBC Do Something GHC	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

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

D7 - 2042 | GBC Reference Case GH0 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Longfield Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	A227 Wortham Road / Longfield Road	T-Junction	Two-way	Two-way	Two-way	4.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.18	A

Arms

Arms

Arm	Name	Description	Arm type
A	A227 (South)		Major
B	Longfield Road		Minor
C	A227 (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A227 (North)	8.50		✓	2.46	140.0	✓	9.00

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 - Longfield Road	One lane plus flare	10.00	6.43	4.05	2.86	2.74	✓	1.00	115	110

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	624	0.103	0.260	0.164	0.371
B-C	708	0.095	0.241	-	-
C-B	674	0.233	0.233	-	-

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
D7	2042	GBC Reference Case GH0	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A227 (South)		ONE HOUR	✓	815	100.000
B - Longfield Road		ONE HOUR	✓	189	100.000
C - A227 (North)		ONE HOUR	✓	583	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A227 (South)	B - Longfield Road	C - A227 (North)
From	A - A227 (South)	0	179	636
	B - Longfield Road	189	0	0
	C - A227 (North)	583	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A227 (South)	B - Longfield Road	C - A227 (North)
From	A - A227 (South)	0	1	3
	B - Longfield Road	0	0	0
	C - A227 (North)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.68	36.19	2.0	E	173	260
C-AB	0.00	0.00	0.0	A	0	0
C-A					535	802
A-B					164	246
A-C					584	875

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	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	142	36	0.00	407	0.350	140	0.0	0.5	13.402	B
C-AB	0	0	0.00	1054	0.000	0	0.0	0.0	0.000	A
C-A	439	110	0.00			439				
A-B	135	34	0.00			135				
A-C	479	120	0.00			479				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	486	0.000	0	0.0	0.0	0.000	A
B-A	170	42	0.00	365	0.466	169	0.5	0.8	18.254	C
C-AB	0	0	0.00	998	0.000	0	0.0	0.0	0.000	A
C-A	524	131	0.00			524				
A-B	161	40	0.00			161				
A-C	572	143	0.00			572				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	426	0.000	0	0.0	0.0	0.000	A
B-A	208	52	0.00	306	0.680	204	0.8	1.9	33.841	D
C-AB	0	0	0.00	919	0.000	0	0.0	0.0	0.000	A
C-A	642	160	0.00			642				
A-B	197	49	0.00			197				
A-C	700	175	0.00			700				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	425	0.000	0	0.0	0.0	0.000	A
B-A	208	52	0.00	306	0.680	208	1.9	2.0	36.192	E
C-AB	0	0	0.00	919	0.000	0	0.0	0.0	0.000	A
C-A	642	160	0.00			642				
A-B	197	49	0.00			197				
A-C	700	175	0.00			700				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	484	0.000	0	0.0	0.0	0.000	A
B-A	170	42	0.00	365	0.466	174	2.0	0.9	19.325	C
C-AB	0	0	0.00	998	0.000	0	0.0	0.0	0.000	A
C-A	524	131	0.00			524				
A-B	161	40	0.00			161				
A-C	572	143	0.00			572				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	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	142	36	0.00	407	0.350	144	0.9	0.6	13.758	B
C-AB	0	0	0.00	1054	0.000	0	0.0	0.0	0.000	A
C-A	439	110	0.00			439				
A-B	135	34	0.00			135				
A-C	479	120	0.00			479				

D8 - 2042 | GBC Reference Case GH0 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Longfield Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	A227 Wortham Road / Longfield Road	T-Junction	Two-way	Two-way	Two-way	1.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.53	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	2042	GBC Reference Case GH0	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A227 (South)		ONE HOUR	✓	895	100.000
B - Longfield Road		ONE HOUR	✓	115	100.000
C - A227 (North)		ONE HOUR	✓	489	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A227 (South)	B - Longfield Road	C - A227 (North)
From	A - A227 (South)	0	193	702
	B - Longfield Road	115	0	0
	C - A227 (North)	488	1	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A227 (South)	B - Longfield Road	C - A227 (North)
From	A - A227 (South)	0	1	4
	B - Longfield Road	0	0	0
	C - A227 (North)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.42	20.35	0.7	C	106	158
C-AB	0.00	8.26	0.0	A	0.92	1
C-A					448	672
A-B					177	266
A-C					644	966

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	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	87	22	0.00	405	0.214	86	0.0	0.3	11.238	B
C-AB	0.75	0.19	0.00	512	0.001	0.75	0.0	0.0	7.046	A
C-A	367	92	0.00			367				
A-B	145	36	0.00			145				
A-C	529	132	0.00			529				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	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	103	26	0.00	362	0.285	103	0.3	0.4	13.856	B
C-AB	0.90	0.22	0.00	480	0.002	0.90	0.0	0.0	7.510	A
C-A	439	110	0.00			439				
A-B	174	43	0.00			174				
A-C	631	158	0.00			631				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	442	0.000	0	0.0	0.0	0.000	A
B-A	127	32	0.00	303	0.417	125	0.4	0.7	20.099	C
C-AB	1	0.28	0.00	437	0.003	1	0.0	0.0	8.264	A
C-A	537	134	0.00			537				
A-B	212	53	0.00			212				
A-C	773	193	0.00			773				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	441	0.000	0	0.0	0.0	0.000	A
B-A	127	32	0.00	303	0.417	127	0.7	0.7	20.354	C
C-AB	1	0.28	0.00	437	0.003	1	0.0	0.0	8.264	A
C-A	537	134	0.00			537				
A-B	212	53	0.00			212				
A-C	773	193	0.00			773				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	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	103	26	0.00	362	0.285	105	0.7	0.4	14.037	B
C-AB	0.90	0.22	0.00	480	0.002	0.90	0.0	0.0	7.510	A
C-A	439	110	0.00			439				
A-B	174	43	0.00			174				
A-C	631	158	0.00			631				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	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	87	22	0.00	405	0.214	87	0.4	0.3	11.351	B
C-AB	0.75	0.19	0.00	512	0.001	0.75	0.0	0.0	7.046	A
C-A	367	92	0.00			367				
A-B	145	36	0.00			145				
A-C	529	132	0.00			529				

D9 - 2042 | GBC Do Something GHO | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Longfield Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	A227 Wortham Road / Longfield Road	T-Junction	Two-way	Two-way	Two-way	15.16	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.16	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2042	GBC Do Something GHO	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A227 (South)		ONE HOUR	✓	949	100.000
B - Longfield Road		ONE HOUR	✓	234	100.000
C - A227 (North)		ONE HOUR	✓	691	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A227 (South)	B - Longfield Road	C - A227 (North)
From	A - A227 (South)	0	294	655
	B - Longfield Road	223	0	11
	C - A227 (North)	673	18	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A227 (South)	B - Longfield Road	C - A227 (North)
From	A - A227 (South)	0	1	3
	B - Longfield Road	0	0	0
	C - A227 (North)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.95	363.41	1.3	F	10	15
B-A	0.93	112.14	7.2	F	205	307
C-AB	0.05	8.89	0.0	A	17	25
C-A					618	926
A-B					270	405
A-C					601	902

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	0.00	459	0.018	8	0.0	0.0	7.979	A
B-A	168	42	0.00	378	0.444	165	0.0	0.8	16.652	C
C-AB	14	3	0.00	503	0.027	13	0.0	0.0	7.344	A
C-A	507	127	0.00			507				
A-B	221	55	0.00			221				
A-C	493	123	0.00			493				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	2	0.00	351	0.028	10	0.0	0.0	10.550	B
B-A	200	50	0.00	330	0.607	198	0.8	1.4	26.644	D
C-AB	16	4	0.00	470	0.034	16	0.0	0.0	7.925	A
C-A	605	151	0.00			605				
A-B	264	66	0.00			264				
A-C	589	147	0.00			589				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	0.00	63	0.192	11	0.0	0.2	68.807	F
B-A	246	61	0.00	264	0.930	229	1.4	5.7	79.278	F
C-AB	20	5	0.00	425	0.047	20	0.0	0.0	8.888	A
C-A	741	185	0.00			741				
A-B	324	81	0.00			324				
A-C	721	180	0.00			721				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	0.00	13	0.948	8	0.2	1.3	363.414	F
B-A	246	61	0.00	264	0.930	239	5.7	7.2	112.142	F
C-AB	20	5	0.00	425	0.047	20	0.0	0.0	8.889	A
C-A	741	185	0.00			741				
A-B	324	81	0.00			324				
A-C	721	180	0.00			721				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	2	0.00	302	0.033	15	1.3	0.0	12.778	B
B-A	200	50	0.00	330	0.607	222	7.2	1.7	38.853	E
C-AB	16	4	0.00	470	0.034	16	0.0	0.0	7.928	A
C-A	605	151	0.00			605				
A-B	264	66	0.00			264				
A-C	589	147	0.00			589				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	0.00	452	0.018	8	0.0	0.0	8.120	A
B-A	168	42	0.00	378	0.444	171	1.7	0.8	17.683	C
C-AB	14	3	0.00	503	0.027	14	0.0	0.0	7.348	A
C-A	507	127	0.00			507				
A-B	221	55	0.00			221				
A-C	493	123	0.00			493				

D10 - 2042 | GBC Do Something GHO | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Longfield Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	A227 Wortham Road / Longfield Road	T-Junction	Two-way	Two-way	Two-way	4.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.15	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	GBC Do Something GHO	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A227 (South)		ONE HOUR	✓	1009	100.000
B - Longfield Road		ONE HOUR	✓	179	100.000
C - A227 (North)		ONE HOUR	✓	519	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A227 (South)	B - Longfield Road	C - A227 (North)
From	A - A227 (South)	0	220	789
	B - Longfield Road	166	0	13
	C - A227 (North)	510	9	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A227 (South)	B - Longfield Road	C - A227 (North)
From	A - A227 (South)	0	1	4
	B - Longfield Road	0	0	0
	C - A227 (North)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.06	15.22	0.1	C	12	18
B-A	0.69	42.09	2.0	E	152	228
C-AB	0.02	9.08	0.0	A	8	12
C-A					468	702
A-B					202	303
A-C					724	1086

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	2	0.00	482	0.020	10	0.0	0.0	7.625	A
B-A	125	31	0.00	380	0.329	123	0.0	0.5	13.913	B
C-AB	7	2	0.00	491	0.014	7	0.0	0.0	7.433	A
C-A	384	96	0.00			384				
A-B	166	41	0.00			166				
A-C	594	149	0.00			594				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	0.00	413	0.028	12	0.0	0.0	8.976	A
B-A	149	37	0.00	332	0.449	148	0.5	0.8	19.383	C
C-AB	8	2	0.00	456	0.018	8	0.0	0.0	8.045	A
C-A	458	115	0.00			458				
A-B	198	49	0.00			198				
A-C	709	177	0.00			709				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14	4	0.00	262	0.055	14	0.0	0.1	14.551	B
B-A	183	46	0.00	267	0.685	178	0.8	1.9	38.832	E
C-AB	10	2	0.00	407	0.024	10	0.0	0.0	9.076	A
C-A	562	140	0.00			562				
A-B	242	61	0.00			242				
A-C	869	217	0.00			869				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14	4	0.00	251	0.057	14	0.1	0.1	15.222	C
B-A	183	46	0.00	267	0.685	182	1.9	2.0	42.092	E
C-AB	10	2	0.00	407	0.024	10	0.0	0.0	9.076	A
C-A	562	140	0.00			562				
A-B	242	61	0.00			242				
A-C	869	217	0.00			869				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	0.00	405	0.029	12	0.1	0.0	9.150	A
B-A	149	37	0.00	332	0.449	154	2.0	0.8	20.666	C
C-AB	8	2	0.00	456	0.018	8	0.0	0.0	8.047	A
C-A	458	115	0.00			458				
A-B	198	49	0.00			198				
A-C	709	177	0.00			709				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	2	0.00	479	0.020	10	0.0	0.0	7.672	A
B-A	125	31	0.00	380	0.329	126	0.8	0.5	14.271	B
C-AB	7	2	0.00	491	0.014	7	0.0	0.0	7.437	A
C-A	384	96	0.00			384				
A-B	166	41	0.00			166				
A-C	594	149	0.00			594				

D11 - 2042 | GBC Reference Case GHC | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Longfield Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	A227 Wortham Road / Longfield Road	T-Junction	Two-way	Two-way	Two-way	4.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.06	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	GBC Reference Case GHC	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A227 (South)		ONE HOUR	✓	818	100.000
B - Longfield Road		ONE HOUR	✓	189	100.000
C - A227 (North)		ONE HOUR	✓	586	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A227 (South)	B - Longfield Road	C - A227 (North)
From	A - A227 (South)	0	201	617
	B - Longfield Road	189	0	0
	C - A227 (North)	586	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A227 (South)	B - Longfield Road	C - A227 (North)
From	A - A227 (South)	0	1	3
	B - Longfield Road	0	0	0
	C - A227 (North)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.67	35.32	2.0	E	173	260
C-AB	0.00	0.00	0.0	A	0	0
C-A					538	807
A-B					184	277
A-C					566	849

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	528	0.000	0	0.0	0.0	0.000	A
B-A	142	36	0.00	409	0.348	140	0.0	0.5	13.318	B
C-AB	0	0	0.00	1053	0.000	0	0.0	0.0	0.000	A
C-A	441	110	0.00			441				
A-B	151	38	0.00			151				
A-C	465	116	0.00			465				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	488	0.000	0	0.0	0.0	0.000	A
B-A	170	42	0.00	367	0.463	169	0.5	0.8	18.068	C
C-AB	0	0	0.00	996	0.000	0	0.0	0.0	0.000	A
C-A	527	132	0.00			527				
A-B	181	45	0.00			181				
A-C	555	139	0.00			555				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	429	0.000	0	0.0	0.0	0.000	A
B-A	208	52	0.00	309	0.674	204	0.8	1.9	33.128	D
C-AB	0	0	0.00	918	0.000	0	0.0	0.0	0.000	A
C-A	645	161	0.00			645				
A-B	221	55	0.00			221				
A-C	679	170	0.00			679				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	428	0.000	0	0.0	0.0	0.000	A
B-A	208	52	0.00	309	0.674	208	1.9	2.0	35.323	E
C-AB	0	0	0.00	918	0.000	0	0.0	0.0	0.000	A
C-A	645	161	0.00			645				
A-B	221	55	0.00			221				
A-C	679	170	0.00			679				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	486	0.000	0	0.0	0.0	0.000	A
B-A	170	42	0.00	367	0.463	174	2.0	0.9	19.086	C
C-AB	0	0	0.00	996	0.000	0	0.0	0.0	0.000	A
C-A	527	132	0.00			527				
A-B	181	45	0.00			181				
A-C	555	139	0.00			555				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	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	142	36	0.00	409	0.348	144	0.9	0.5	13.666	B
C-AB	0	0	0.00	1053	0.000	0	0.0	0.0	0.000	A
C-A	441	110	0.00			441				
A-B	151	38	0.00			151				
A-C	465	116	0.00			465				

D12 - 2042 | GBC Reference Case GHC | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Longfield Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	A227 Wortham Road / Longfield Road	T-Junction	Two-way	Two-way	Two-way	1.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.52	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	GBC Reference Case GHC	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A227 (South)		ONE HOUR	✓	903	100.000
B - Longfield Road		ONE HOUR	✓	115	100.000
C - A227 (North)		ONE HOUR	✓	490	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A227 (South)	B - Longfield Road	C - A227 (North)
From	A - A227 (South)	0	207	696
	B - Longfield Road	115	0	0
	C - A227 (North)	489	1	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A227 (South)	B - Longfield Road	C - A227 (North)
From	A - A227 (South)	0	1	4
	B - Longfield Road	0	0	0
	C - A227 (North)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.42	20.35	0.7	C	106	158
C-AB	0.00	8.30	0.0	A	0.92	1
C-A					449	673
A-B					190	285
A-C					639	958

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	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	87	22	0.00	405	0.214	86	0.0	0.3	11.238	B
C-AB	0.75	0.19	0.00	510	0.001	0.75	0.0	0.0	7.065	A
C-A	368	92	0.00			368				
A-B	156	39	0.00			156				
A-C	524	131	0.00			524				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	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	103	26	0.00	362	0.285	103	0.3	0.4	13.856	B
C-AB	0.90	0.22	0.00	479	0.002	0.90	0.0	0.0	7.536	A
C-A	440	110	0.00			440				
A-B	186	47	0.00			186				
A-C	626	156	0.00			626				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	442	0.000	0	0.0	0.0	0.000	A
B-A	127	32	0.00	303	0.417	125	0.4	0.7	20.099	C
C-AB	1	0.28	0.00	435	0.003	1	0.0	0.0	8.302	A
C-A	538	135	0.00			538				
A-B	228	57	0.00			228				
A-C	766	192	0.00			766				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	441	0.000	0	0.0	0.0	0.000	A
B-A	127	32	0.00	303	0.417	127	0.7	0.7	20.354	C
C-AB	1	0.28	0.00	435	0.003	1	0.0	0.0	8.302	A
C-A	538	135	0.00			538				
A-B	228	57	0.00			228				
A-C	766	192	0.00			766				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	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	103	26	0.00	362	0.285	105	0.7	0.4	14.034	B
C-AB	0.90	0.22	0.00	479	0.002	0.90	0.0	0.0	7.536	A
C-A	440	110	0.00			440				
A-B	186	47	0.00			186				
A-C	626	156	0.00			626				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	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	87	22	0.00	405	0.214	87	0.4	0.3	11.349	B
C-AB	0.75	0.19	0.00	510	0.001	0.75	0.0	0.0	7.065	A
C-A	368	92	0.00			368				
A-B	156	39	0.00			156				
A-C	524	131	0.00			524				

D13 - 2042 | GBC Do Something GHC | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Longfield Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	A227 Wortham Road / Longfield Road	T-Junction	Two-way	Two-way	Two-way	15.50	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.50	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2042	GBC Do Something GHC	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A227 (South)		ONE HOUR	✓	955	100.000
B - Longfield Road		ONE HOUR	✓	230	100.000
C - A227 (North)		ONE HOUR	✓	702	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A227 (South)	B - Longfield Road	C - A227 (North)
From	A - A227 (South)	0	278	677
	B - Longfield Road	219	0	11
	C - A227 (North)	684	18	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A227 (South)	B - Longfield Road	C - A227 (North)
From	A - A227 (South)	0	1	3
	B - Longfield Road	0	0	0
	C - A227 (North)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.95	367.18	1.3	F	10	15
B-A	0.94	117.99	7.4	F	201	301
C-AB	0.05	8.93	0.0	A	17	25
C-A					628	941
A-B					255	383
A-C					621	932

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	0.00	458	0.018	8	0.0	0.0	8.003	A
B-A	165	41	0.00	373	0.441	162	0.0	0.8	16.780	C
C-AB	14	3	0.00	502	0.027	13	0.0	0.0	7.361	A
C-A	515	129	0.00			515				
A-B	209	52	0.00			209				
A-C	510	127	0.00			510				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	2	0.00	349	0.028	10	0.0	0.0	10.606	B
B-A	197	49	0.00	325	0.606	194	0.8	1.4	27.021	D
C-AB	16	4	0.00	469	0.035	16	0.0	0.0	7.948	A
C-A	615	154	0.00			615				
A-B	250	62	0.00			250				
A-C	609	152	0.00			609				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	0.00	55	0.221	11	0.0	0.3	81.204	F
B-A	241	60	0.00	257	0.937	224	1.4	5.8	82.341	F
C-AB	20	5	0.00	423	0.047	20	0.0	0.0	8.924	A
C-A	753	188	0.00			753				
A-B	306	77	0.00			306				
A-C	745	186	0.00			745				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	0.00	13	0.948	8	0.3	1.3	367.177	F
B-A	241	60	0.00	257	0.938	235	5.8	7.4	117.988	F
C-AB	20	5	0.00	423	0.047	20	0.0	0.0	8.926	A
C-A	753	188	0.00			753				
A-B	306	77	0.00			306				
A-C	745	186	0.00			745				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	2	0.00	297	0.033	15	1.3	0.0	12.998	B
B-A	197	49	0.00	325	0.607	220	7.4	1.7	40.329	E
C-AB	16	4	0.00	469	0.035	16	0.0	0.0	7.950	A
C-A	615	154	0.00			615				
A-B	250	62	0.00			250				
A-C	609	152	0.00			609				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	0.00	450	0.018	8	0.0	0.0	8.144	A
B-A	165	41	0.00	373	0.442	168	1.7	0.8	17.825	C
C-AB	14	3	0.00	502	0.027	14	0.0	0.0	7.368	A
C-A	515	129	0.00			515				
A-B	209	52	0.00			209				
A-C	510	127	0.00			510				

D14 - 2042 | GBC Do Something GHC | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Longfield Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	A227 Wortham Road / Longfield Road	T-Junction	Two-way	Two-way	Two-way	3.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.61	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
D14	2042	GBC Do Something GHC	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A227 (South)		ONE HOUR	✓	1020	100.000
B - Longfield Road		ONE HOUR	✓	171	100.000
C - A227 (North)		ONE HOUR	✓	528	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A227 (South)	B - Longfield Road	C - A227 (North)
From	A - A227 (South)	0	243	777
	B - Longfield Road	158	0	13
	C - A227 (North)	519	9	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A227 (South)	B - Longfield Road	C - A227 (North)
From	A - A227 (South)	0	1	4
	B - Longfield Road	0	0	0
	C - A227 (North)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.05	13.93	0.1	B	12	18
B-A	0.65	38.59	1.8	E	145	217
C-AB	0.02	9.14	0.0	A	8	12
C-A					476	714
A-B					223	334
A-C					713	1069

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	2	0.00	487	0.020	10	0.0	0.0	7.548	A
B-A	119	30	0.00	379	0.313	117	0.0	0.4	13.636	B
C-AB	7	2	0.00	489	0.014	7	0.0	0.0	7.462	A
C-A	391	98	0.00			391				
A-B	183	46	0.00			183				
A-C	585	146	0.00			585				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	0.00	421	0.028	12	0.0	0.0	8.788	A
B-A	142	36	0.00	332	0.428	141	0.4	0.7	18.741	C
C-AB	8	2	0.00	453	0.018	8	0.0	0.0	8.085	A
C-A	467	117	0.00			467				
A-B	218	55	0.00			218				
A-C	699	175	0.00			699				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14	4	0.00	281	0.051	14	0.0	0.1	13.473	B
B-A	174	43	0.00	266	0.654	170	0.7	1.7	36.119	E
C-AB	10	2	0.00	404	0.025	10	0.0	0.0	9.139	A
C-A	571	143	0.00			571				
A-B	268	67	0.00			268				
A-C	855	214	0.00			855				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14	4	0.00	273	0.052	14	0.1	0.1	13.932	B
B-A	174	43	0.00	266	0.654	174	1.7	1.8	38.589	E
C-AB	10	2	0.00	404	0.025	10	0.0	0.0	9.139	A
C-A	571	143	0.00			571				
A-B	268	67	0.00			268				
A-C	855	214	0.00			855				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	0.00	415	0.028	12	0.1	0.0	8.925	A
B-A	142	36	0.00	332	0.428	146	1.8	0.8	19.767	C
C-AB	8	2	0.00	453	0.018	8	0.0	0.0	8.088	A
C-A	467	117	0.00			467				
A-B	218	55	0.00			218				
A-C	699	175	0.00			699				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	2	0.00	484	0.020	10	0.0	0.0	7.585	A
B-A	119	30	0.00	379	0.313	120	0.8	0.5	13.952	B
C-AB	7	2	0.00	489	0.014	7	0.0	0.0	7.463	A
C-A	391	98	0.00			391				
A-B	183	46	0.00			183				
A-C	585	146	0.00			585				

Junctions 11										
PICADY 11 - Priority Intersection Module										
Version: 11.1.1.2424										
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Filename: The street, jeskyns Road Gravesham Borough Council.j11

Path: L:\PROJECTS\16000 SERIES\16459 - Norwood Lane, Meopham\Tech\Junction Assessments\Picady\2026 Sensitivity Test Model

Report generation date: 21/04/2026 14:13:21

- »D7 - 2042 | GBC Reference Case GH0 | AM
- »D8 - 2042 | GBC Reference Case GH0 | PM
- »D9 - 2042 | GBC Do Something GH0 | AM
- »D10 - 2042 | GBC Do Something GH0 | PM
- »D11 - 2042 | GBC Reference Case GHC | AM
- »D12 - 2042 | GBC Reference Case GHC | PM
- »D13 - 2042 | GBC Do Something GHC | AM
- »D14 - 2042 | GBC Do Something GHC | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2042 - GBC Reference Case GH0									
Stream B-AC	D7	1.3	14.92	0.56	B	D8	2.1	20.27	0.67	C
Stream C-AB		0.6	8.81	0.37	A		0.4	7.67	0.30	A
	2042 - GBC Do Something GH0									
Stream B-AC	D9	3.1	27.58	0.76	D	D10	3.6	31.96	0.79	D
Stream C-AB		0.9	10.44	0.47	B		0.6	8.67	0.39	A
	2042 - GBC Reference Case GHC									
Stream B-AC	D11	1.3	14.74	0.55	B	D12	2.1	20.44	0.67	C
Stream C-AB		0.6	8.81	0.37	A		0.4	7.60	0.30	A
	2042 - GBC Do Something GHC									
Stream B-AC	D13	3.3	28.71	0.77	D	D14	3.8	34.15	0.80	D
Stream C-AB		0.8	10.10	0.45	B		0.8	9.55	0.44	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	17/04/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\manchesterhotdesk
Description	

Units

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

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
D7	2042	GBC Reference Case GH0	AM	ONE HOUR	07:45	09:15	15	✓
D8	2042	GBC Reference Case GH0	PM	ONE HOUR	17:00	18:30	15	✓
D9	2042	GBC Do Something GH0	AM	ONE HOUR	07:45	09:15	15	✓
D10	2042	GBC Do Something GH0	PM	ONE HOUR	17:00	18:30	15	✓
D11	2042	GBC Reference Case GHC	AM	ONE HOUR	07:45	09:15	15	✓
D12	2042	GBC Reference Case GHC	PM	ONE HOUR	17:00	18:30	15	✓
D13	2042	GBC Do Something GHC	AM	ONE HOUR	07:45	09:15	15	✓
D14	2042	GBC Do Something GHC	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

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

D7 - 2042 | GBC Reference Case GH0 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Jeskyns Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	The Street / Jeskyns Road	T-Junction	Two-way	Two-way	Two-way	10.77	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.77	B

Arms

Arms

Arm	Name	Description	Arm type
A	The Street		Major
B	Sole Street		Minor
C	Jeskyns Road		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 - Jeskyns Road	5.93			222.3	✓	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 - Sole Street	One lane	4.72	15	41

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	589	0.108	0.272	0.171	0.389
B-C	761	0.117	0.296	-	-
C-B	703	0.273	0.273	-	-

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
D7	2042	GBC Reference Case GH0	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street		ONE HOUR	✓	65	100.000
B - Sole Street		ONE HOUR	✓	276	100.000
C - Jeskyns Road		ONE HOUR	✓	219	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - The Street	B - Sole Street	C - Jeskyns Road
From	A - The Street	0	60	5
	B - Sole Street	164	0	112
	C - Jeskyns Road	0	219	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - The Street	B - Sole Street	C - Jeskyns Road
From	A - The Street	0	5	2
	B - Sole Street	3	0	4
	C - Jeskyns Road	100	5	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	0.56	14.92	1.3	B	262	393
C-AB	0.37	8.81	0.6	A	211	317
C-A					0	0
A-B					58	87
A-C					5	7

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	215	54	0.00	592	0.363	213	0.0	0.6	9.753	A
C-AB	173	43	0.00	689	0.251	172	0.0	0.3	7.293	A
C-A	0	0	0.00			0				
A-B	47	12	0.00			47				
A-C	4	0.96	0.00			4				

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	257	64	0.00	580	0.442	256	0.6	0.8	11.444	B
C-AB	207	52	0.00	686	0.301	206	0.3	0.4	7.874	A
C-A	0	0	0.00			0				
A-B	57	14	0.00			57				
A-C	5	1	0.00			5				

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	314	79	0.00	564	0.558	312	0.8	1.3	14.708	B
C-AB	253	63	0.00	682	0.371	253	0.4	0.6	8.784	A
C-A	0	0	0.00			0				
A-B	69	17	0.00			69				
A-C	6	1	0.00			6				

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	314	79	0.00	563	0.558	314	1.3	1.3	14.922	B
C-AB	253	63	0.00	682	0.371	253	0.6	0.6	8.809	A
C-A	0	0	0.00			0				
A-B	69	17	0.00			69				
A-C	6	1	0.00			6				

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	257	64	0.00	580	0.443	258	1.3	0.8	11.647	B
C-AB	207	52	0.00	686	0.301	207	0.6	0.5	7.907	A
C-A	0	0	0.00			0				
A-B	57	14	0.00			57				
A-C	5	1	0.00			5				

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	215	54	0.00	591	0.363	216	0.8	0.6	9.938	A
C-AB	173	43	0.00	689	0.251	174	0.5	0.4	7.342	A
C-A	0	0	0.00			0				
A-B	47	12	0.00			47				
A-C	4	0.96	0.00			4				

D8 - 2042 | GBC Reference Case GHO | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Jeskyns Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	The Street / Jeskyns Road	T-Junction	Two-way	Two-way	Two-way	14.53	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.53	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2042	GBC Reference Case GHO	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street		ONE HOUR	✓	43	100.000
B - Sole Street		ONE HOUR	✓	319	100.000
C - Jeskyns Road		ONE HOUR	✓	186	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - The Street	B - Sole Street	C - Jeskyns Road
From	A - The Street	0	43	0
	B - Sole Street	209	0	110
	C - Jeskyns Road	3	183	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - The Street	B - Sole Street	C - Jeskyns Road
From	A - The Street	0	1	100
	B - Sole Street	8	0	6
	C - Jeskyns Road	6	3	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	0.67	20.27	2.1	C	314	471
C-AB	0.30	7.67	0.4	A	174	261
C-A					2	3
A-B					40	60
A-C					0	0

Main Results for each time segment

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	258	64	0.00	590	0.437	254	0.0	0.8	11.401	B
C-AB	142	36	0.00	695	0.205	141	0.0	0.3	6.683	A
C-A	2	0.48	0.00			2				
A-B	33	8	0.00			33				
A-C	0	0	0.00			0				

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	308	77	0.00	580	0.530	306	0.8	1.2	14.023	B
C-AB	170	43	0.00	694	0.245	170	0.3	0.3	7.075	A
C-A	2	0.54	0.00			2				
A-B	39	10	0.00			39				
A-C	0	0	0.00			0				

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	377	94	0.00	567	0.665	374	1.2	2.0	19.651	C
C-AB	209	52	0.00	692	0.302	208	0.3	0.4	7.661	A
C-A	2	0.61	0.00			2				
A-B	48	12	0.00			48				
A-C	0	0	0.00			0				

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	377	94	0.00	567	0.665	377	2.0	2.1	20.272	C
C-AB	209	52	0.00	692	0.302	209	0.4	0.4	7.673	A
C-A	2	0.61	0.00			2				
A-B	48	12	0.00			48				
A-C	0	0	0.00			0				

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	308	77	0.00	580	0.531	311	2.1	1.3	14.528	B
C-AB	170	43	0.00	694	0.245	171	0.4	0.3	7.095	A
C-A	2	0.54	0.00			2				
A-B	39	10	0.00			39				
A-C	0	0	0.00			0				

18:15 - 18:30

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	258	64	0.00	590	0.437	259	1.3	0.9	11.750	B
C-AB	142	36	0.00	695	0.205	143	0.3	0.3	6.716	A
C-A	2	0.47	0.00			2				
A-B	33	8	0.00			33				
A-C	0	0	0.00			0				

D9 - 2042 | GBC Do Something GHO | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Jeskyns Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	The Street / Jeskyns Road	T-Junction	Two-way	Two-way	Two-way	17.76	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	17.76	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2042	GBC Do Something GHO	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street		ONE HOUR	✓	90	100.000
B - Sole Street		ONE HOUR	✓	379	100.000
C - Jeskyns Road		ONE HOUR	✓	282	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - The Street	B - Sole Street	C - Jeskyns Road
From	A - The Street	0	84	6
	B - Sole Street	203	0	176
	C - Jeskyns Road	0	282	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - The Street	B - Sole Street	C - Jeskyns Road
From	A - The Street	0	3	2
	B - Sole Street	1	0	2
	C - Jeskyns Road	100	3	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	0.76	27.58	3.1	D	353	529
C-AB	0.47	10.44	0.9	B	267	400
C-A					0	0
A-B					79	119
A-C					6	8

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	290	72	0.00	589	0.491	286	0.0	1.0	11.882	B
C-AB	219	55	0.00	684	0.320	217	0.0	0.5	7.910	A
C-A	0	0	0.00			0				
A-B	65	16	0.00			65				
A-C	5	1	0.00			5				

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	346	86	0.00	575	0.602	344	1.0	1.5	15.670	C
C-AB	261	65	0.00	680	0.384	261	0.5	0.6	8.826	A
C-A	0	0	0.00			0				
A-B	78	19	0.00			78				
A-C	6	1	0.00			6				

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	423	106	0.00	554	0.764	417	1.5	3.0	25.669	D
C-AB	320	80	0.00	675	0.474	319	0.6	0.9	10.378	B
C-A	0	0	0.00			0				
A-B	95	24	0.00			95				
A-C	7	2	0.00			7				

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	423	106	0.00	554	0.765	423	3.0	3.1	27.577	D
C-AB	320	80	0.00	675	0.474	320	0.9	0.9	10.439	B
C-A	0	0	0.00			0				
A-B	95	24	0.00			95				
A-C	7	2	0.00			7				

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	346	86	0.00	574	0.602	352	3.1	1.6	16.845	C
C-AB	261	65	0.00	680	0.384	262	0.9	0.7	8.898	A
C-A	0	0	0.00			0				
A-B	78	19	0.00			78				
A-C	6	1	0.00			6				

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	290	72	0.00	589	0.492	292	1.6	1.0	12.402	B
C-AB	219	55	0.00	684	0.320	219	0.7	0.5	7.998	A
C-A	0	0	0.00			0				
A-B	65	16	0.00			65				
A-C	5	1	0.00			5				

D10 - 2042 | GBC Do Something GHO | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Jeskyns Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	The Street / Jeskyns Road	T-Junction	Two-way	Two-way	Two-way	21.00	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	21.00	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2042	GBC Do Something GHO	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street		ONE HOUR	✓	56	100.000
B - Sole Street		ONE HOUR	✓	367	100.000
C - Jeskyns Road		ONE HOUR	✓	242	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - The Street	B - Sole Street	C - Jeskyns Road
From	A - The Street	0	56	0
	B - Sole Street	239	0	128
	C - Jeskyns Road	7	235	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - The Street	B - Sole Street	C - Jeskyns Road
From	A - The Street	0	1	15
	B - Sole Street	7	0	5
	C - Jeskyns Road	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.79	31.96	3.6	D	358	537
C-AB	0.39	8.67	0.6	A	222	333
C-A					4	7
A-B					52	78
A-C					0	0

Main Results for each time segment

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	294	73	0.00	577	0.509	289	0.0	1.1	13.117	B
C-AB	182	45	0.00	694	0.262	180	0.0	0.4	7.124	A
C-A	4	0.99	0.00			4				
A-B	43	11	0.00			43				
A-C	0	0	0.00			0				

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	351	88	0.00	564	0.622	348	1.1	1.7	17.526	C
C-AB	218	54	0.00	693	0.314	217	0.4	0.5	7.713	A
C-A	4	1	0.00			4				
A-B	51	13	0.00			51				
A-C	0	0	0.00			0				

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	430	107	0.00	547	0.786	423	1.7	3.4	29.280	D
C-AB	267	67	0.00	691	0.387	266	0.5	0.6	8.641	A
C-A	5	1	0.00			5				
A-B	62	16	0.00			62				
A-C	0	0	0.00			0				

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	430	107	0.00	546	0.786	429	3.4	3.6	31.962	D
C-AB	267	67	0.00	691	0.387	267	0.6	0.6	8.668	A
C-A	5	1	0.00			5				
A-B	62	16	0.00			62				
A-C	0	0	0.00			0				

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	351	88	0.00	564	0.622	358	3.6	1.8	19.174	C
C-AB	218	54	0.00	693	0.314	218	0.6	0.5	7.748	A
C-A	4	1	0.00			4				
A-B	51	13	0.00			51				
A-C	0	0	0.00			0				

18:15 - 18:30

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	294	73	0.00	576	0.509	297	1.8	1.1	13.801	B
C-AB	182	45	0.00	694	0.262	182	0.5	0.4	7.176	A
C-A	4	0.99	0.00			4				
A-B	43	11	0.00			43				
A-C	0	0	0.00			0				

D11 - 2042 | GBC Reference Case GHC | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Jeskyns Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	The Street / Jeskyns Road	T-Junction	Two-way	Two-way	Two-way	10.68	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.68	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2042	GBC Reference Case GHC	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street		ONE HOUR	✓	65	100.000
B - Sole Street		ONE HOUR	✓	274	100.000
C - Jeskyns Road		ONE HOUR	✓	219	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - The Street	B - Sole Street	C - Jeskyns Road
From	A - The Street	0	60	5
	B - Sole Street	162	0	112
	C - Jeskyns Road	0	219	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - The Street	B - Sole Street	C - Jeskyns Road
From	A - The Street	0	4	2
	B - Sole Street	3	0	4
	C - Jeskyns Road	100	5	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	0.55	14.74	1.3	B	260	390
C-AB	0.37	8.81	0.6	A	211	317
C-A					0	0
A-B					57	86
A-C					5	7

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	213	53	0.00	593	0.360	211	0.0	0.6	9.695	A
C-AB	173	43	0.00	689	0.251	172	0.0	0.3	7.291	A
C-A	0	0	0.00			0				
A-B	47	12	0.00			47				
A-C	4	0.96	0.00			4				

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	255	64	0.00	581	0.439	254	0.6	0.8	11.356	B
C-AB	207	52	0.00	686	0.301	206	0.3	0.4	7.872	A
C-A	0	0	0.00			0				
A-B	56	14	0.00			56				
A-C	5	1	0.00			5				

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	312	78	0.00	564	0.553	310	0.8	1.2	14.540	B
C-AB	253	63	0.00	682	0.371	253	0.4	0.6	8.780	A
C-A	0	0	0.00			0				
A-B	69	17	0.00			69				
A-C	6	1	0.00			6				

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	312	78	0.00	564	0.553	312	1.2	1.3	14.742	B
C-AB	253	63	0.00	682	0.371	253	0.6	0.6	8.806	A
C-A	0	0	0.00			0				
A-B	69	17	0.00			69				
A-C	6	1	0.00			6				

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	255	64	0.00	580	0.439	256	1.3	0.8	11.551	B
C-AB	207	52	0.00	686	0.301	207	0.6	0.5	7.905	A
C-A	0	0	0.00			0				
A-B	56	14	0.00			56				
A-C	5	1	0.00			5				

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	213	53	0.00	592	0.360	214	0.8	0.6	9.876	A
C-AB	173	43	0.00	689	0.251	174	0.5	0.4	7.340	A
C-A	0	0	0.00			0				
A-B	47	12	0.00			47				
A-C	4	0.96	0.00			4				

D12 - 2042 | GBC Reference Case GHC | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Jeskyns Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	The Street / Jeskyns Road	T-Junction	Two-way	Two-way	Two-way	14.63	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.63	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2042	GBC Reference Case GHC	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street		ONE HOUR	✓	43	100.000
B - Sole Street		ONE HOUR	✓	322	100.000
C - Jeskyns Road		ONE HOUR	✓	188	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - The Street	B - Sole Street	C - Jeskyns Road
From	A - The Street	0	43	0
	B - Sole Street	210	0	112
	C - Jeskyns Road	3	185	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - The Street	B - Sole Street	C - Jeskyns Road
From	A - The Street	0	1	100
	B - Sole Street	8	0	5
	C - Jeskyns Road	6	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.67	20.44	2.1	C	316	474
C-AB	0.30	7.60	0.4	A	174	261
C-A					2	3
A-B					40	60
A-C					0	0

Main Results for each time segment

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	259	65	0.00	590	0.439	256	0.0	0.8	11.411	B
C-AB	143	36	0.00	695	0.205	142	0.0	0.3	6.620	A
C-A	2	0.48	0.00			2				
A-B	33	8	0.00			33				
A-C	0	0	0.00			0				

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	310	77	0.00	580	0.533	308	0.8	1.2	14.064	B
C-AB	170	43	0.00	694	0.246	170	0.3	0.3	7.009	A
C-A	2	0.54	0.00			2				
A-B	39	10	0.00			39				
A-C	0	0	0.00			0				

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	379	95	0.00	567	0.669	376	1.2	2.0	19.794	C
C-AB	209	52	0.00	692	0.302	208	0.3	0.4	7.591	A
C-A	2	0.61	0.00			2				
A-B	48	12	0.00			48				
A-C	0	0	0.00			0				

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	379	95	0.00	567	0.669	379	2.0	2.1	20.436	C
C-AB	209	52	0.00	692	0.302	209	0.4	0.4	7.603	A
C-A	2	0.61	0.00			2				
A-B	48	12	0.00			48				
A-C	0	0	0.00			0				

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	310	77	0.00	580	0.534	313	2.1	1.3	14.586	B
C-AB	170	43	0.00	694	0.246	171	0.4	0.3	7.029	A
C-A	2	0.54	0.00			2				
A-B	39	10	0.00			39				
A-C	0	0	0.00			0				

18:15 - 18:30

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	259	65	0.00	590	0.440	261	1.3	0.9	11.764	B
C-AB	143	36	0.00	695	0.205	143	0.3	0.3	6.653	A
C-A	2	0.47	0.00			2				
A-B	33	8	0.00			33				
A-C	0	0	0.00			0				

D13 - 2042 | GBC Do Something GHC | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Jeskyns Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	The Street / Jeskyns Road	T-Junction	Two-way	Two-way	Two-way	18.15	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	18.15	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2042	GBC Do Something GHC	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street		ONE HOUR	✓	103	100.000
B - Sole Street		ONE HOUR	✓	382	100.000
C - Jeskyns Road		ONE HOUR	✓	268	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - The Street	B - Sole Street	C - Jeskyns Road
From	A - The Street	0	98	5
	B - Sole Street	205	0	177
	C - Jeskyns Road	0	268	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - The Street	B - Sole Street	C - Jeskyns Road
From	A - The Street	0	2	2
	B - Sole Street	2	0	3
	C - Jeskyns Road	100	3	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	0.77	28.71	3.3	D	359	539
C-AB	0.45	10.10	0.8	B	253	380
C-A					0	0
A-B					92	138
A-C					5	7

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	295	74	0.00	591	0.498	291	0.0	1.0	12.115	B
C-AB	208	52	0.00	681	0.305	206	0.0	0.4	7.777	A
C-A	0	0	0.00			0				
A-B	75	19	0.00			75				
A-C	4	0.96	0.00			4				

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	352	88	0.00	577	0.610	350	1.0	1.5	16.058	C
C-AB	248	62	0.00	677	0.367	248	0.4	0.6	8.626	A
C-A	0	0	0.00			0				
A-B	90	22	0.00			90				
A-C	5	1	0.00			5				

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	431	108	0.00	557	0.773	425	1.5	3.1	26.576	D
C-AB	304	76	0.00	671	0.453	303	0.6	0.8	10.042	B
C-A	0	0	0.00			0				
A-B	110	28	0.00			110				
A-C	6	1	0.00			6				

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	431	108	0.00	557	0.774	430	3.1	3.3	28.707	D
C-AB	304	76	0.00	671	0.453	304	0.8	0.8	10.096	B
C-A	0	0	0.00			0				
A-B	110	28	0.00			110				
A-C	6	1	0.00			6				

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	352	88	0.00	577	0.610	358	3.3	1.7	17.355	C
C-AB	248	62	0.00	677	0.367	249	0.8	0.6	8.688	A
C-A	0	0	0.00			0				
A-B	90	22	0.00			90				
A-C	5	1	0.00			5				

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	295	74	0.00	591	0.499	297	1.7	1.0	12.670	B
C-AB	208	52	0.00	681	0.305	208	0.6	0.5	7.855	A
C-A	0	0	0.00			0				
A-B	75	19	0.00			75				
A-C	4	0.96	0.00			4				

D14 - 2042 | GBC Do Something GHC | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Jeskyns Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	The Street / Jeskyns Road	T-Junction	Two-way	Two-way	Two-way	22.04	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	22.04	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2042	GBC Do Something GHC	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street		ONE HOUR	✓	57	100.000
B - Sole Street		ONE HOUR	✓	364	100.000
C - Jeskyns Road		ONE HOUR	✓	268	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - The Street	B - Sole Street	C - Jeskyns Road
From	A - The Street	0	57	0
	B - Sole Street	237	0	127
	C - Jeskyns Road	0	268	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - The Street	B - Sole Street	C - Jeskyns Road
From	A - The Street	0	1	12
	B - Sole Street	7	0	5
	C - Jeskyns Road	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.80	34.15	3.8	D	355	533
C-AB	0.44	9.55	0.8	A	251	376
C-A					0	0
A-B					53	79
A-C					0	0

Main Results for each time segment

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	291	73	0.00	570	0.511	287	0.0	1.1	13.350	B
C-AB	206	51	0.00	691	0.298	204	0.0	0.4	7.518	A
C-A	0	0	0.00			0				
A-B	43	11	0.00			43				
A-C	0	0	0.00			0				

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	348	87	0.00	555	0.627	345	1.1	1.7	18.031	C
C-AB	246	61	0.00	689	0.357	245	0.4	0.6	8.272	A
C-A	0	0	0.00			0				
A-B	52	13	0.00			52				
A-C	0	0	0.00			0				

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	426	107	0.00	535	0.796	418	1.7	3.6	30.949	D
C-AB	301	75	0.00	685	0.439	300	0.6	0.8	9.506	A
C-A	0	0	0.00			0				
A-B	63	16	0.00			63				
A-C	0	0	0.00			0				

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	426	107	0.00	535	0.797	425	3.6	3.8	34.152	D
C-AB	301	75	0.00	685	0.439	301	0.8	0.8	9.549	A
C-A	0	0	0.00			0				
A-B	63	16	0.00			63				
A-C	0	0	0.00			0				

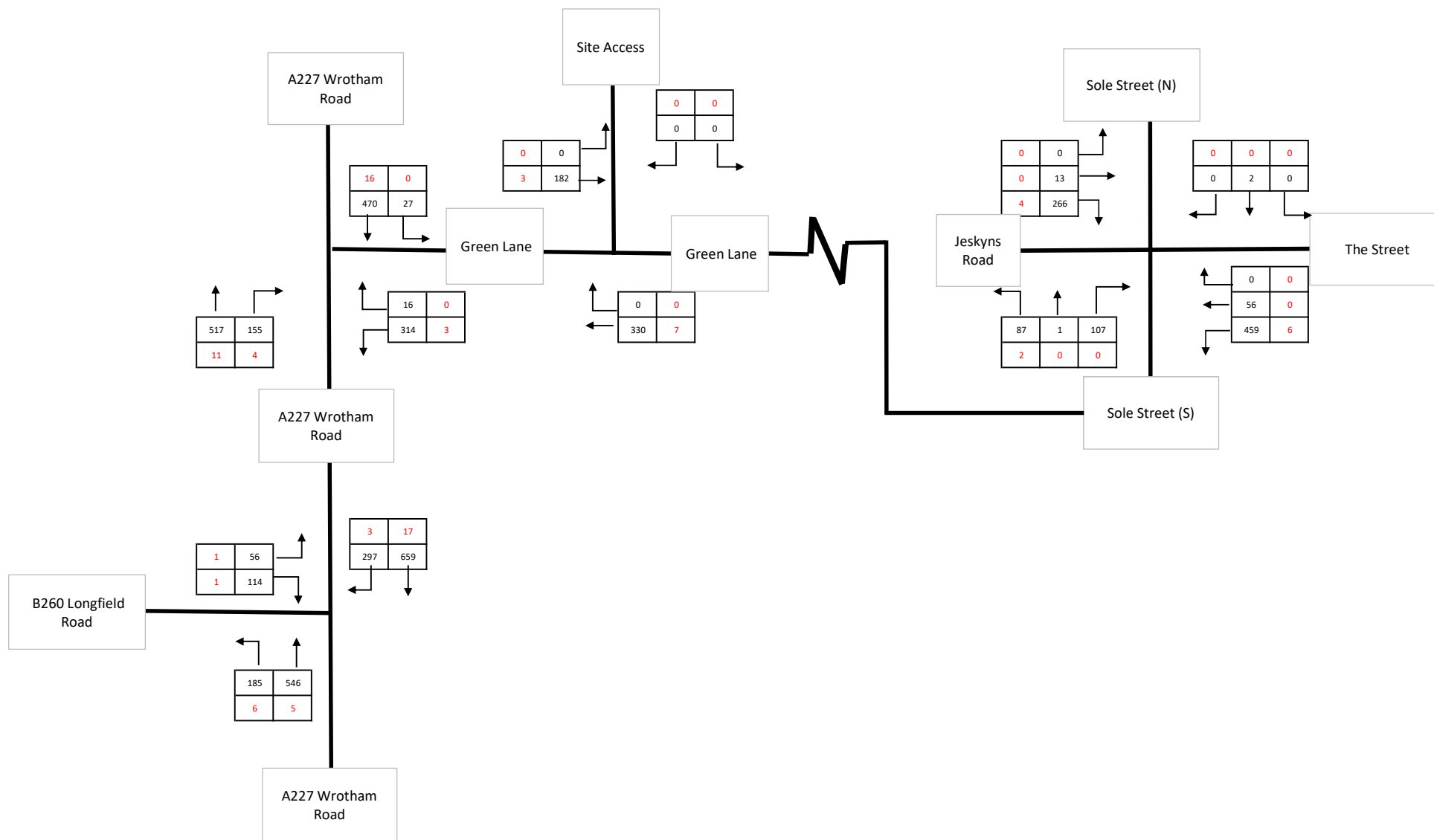
18:00 - 18:15

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	348	87	0.00	554	0.627	356	3.8	1.9	19.928	C
C-AB	246	61	0.00	689	0.357	247	0.8	0.6	8.326	A
C-A	0	0	0.00			0				
A-B	52	13	0.00			52				
A-C	0	0	0.00			0				

18:15 - 18:30

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	291	73	0.00	569	0.512	294	1.9	1.1	14.082	B
C-AB	206	51	0.00	691	0.298	206	0.6	0.4	7.586	A
C-A	0	0	0.00			0				
A-B	43	11	0.00			43				
A-C	0	0	0.00			0				

APPENDIX C. REVISED TRAFFIC FLOW DIAGRAMS



33 Queen Street, London
EC4R 1AP
www.i-transport.co.uk

Norwood Lane, Meopham

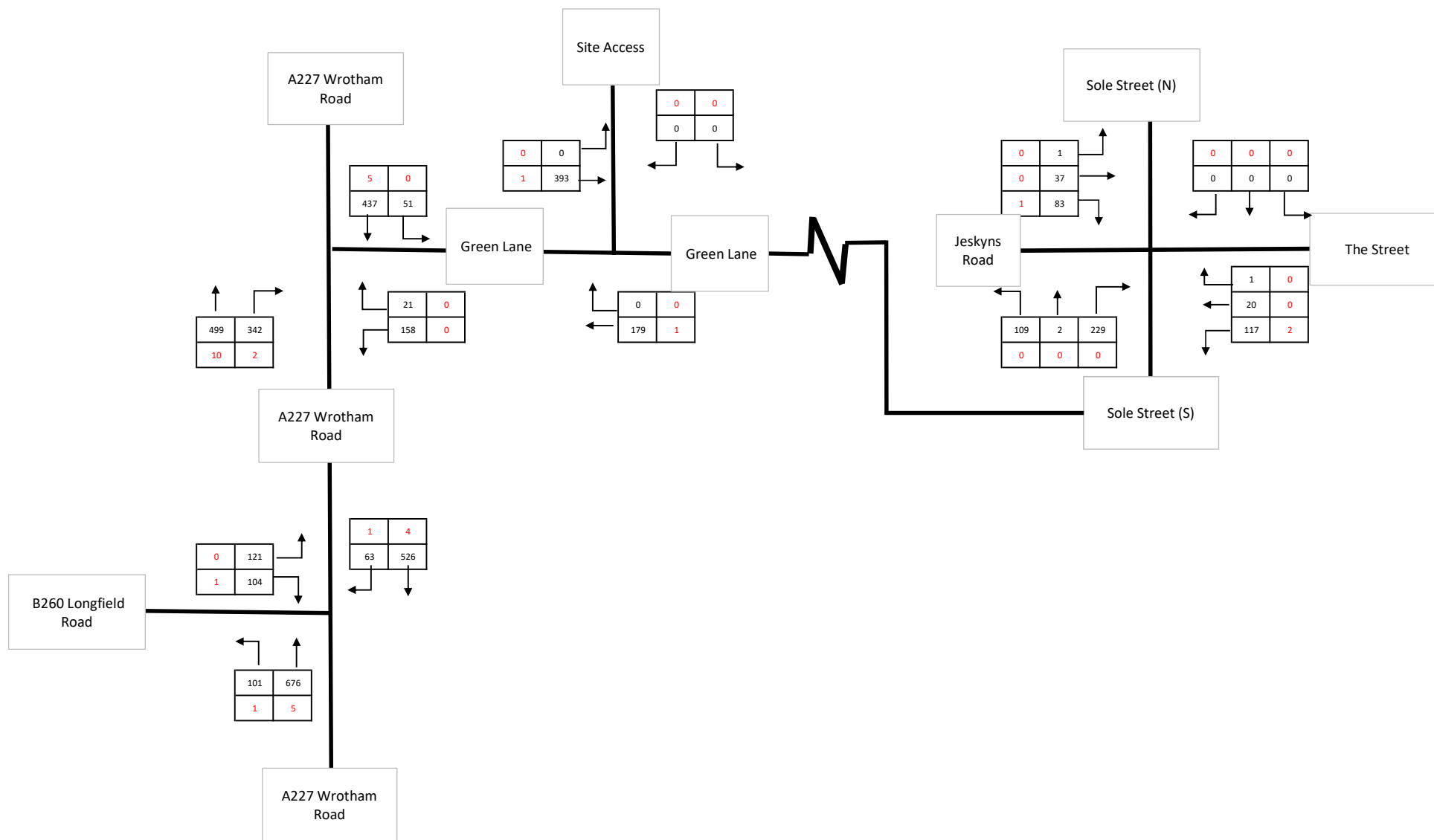
TFD 1.1

2025 Observed AM Peak Hour (0745 - 0845)

KEY

500 = TOTAL
VEHICLES

25 = HGVs



33 Queen Street, London
EC4R 1AP
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Norwood Lane, Meopham

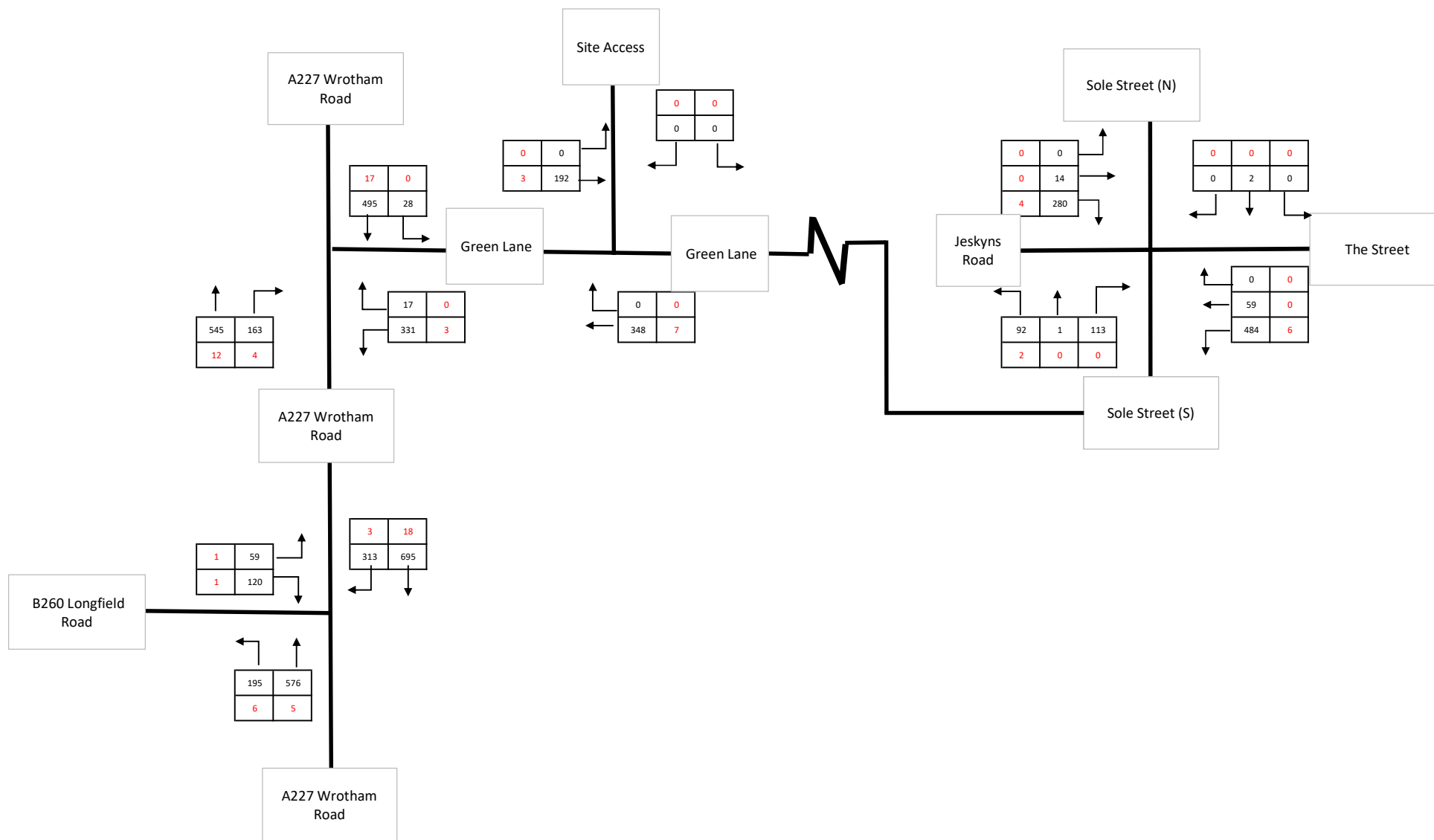
TFD 1.2

2025 Observed PM Peak Hour (1700 - 1800)

KEY

500 = TOTAL VEHICLES

25 = HGVs



33 Queen Street, London
EC4R 1AP
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Norwood Lane, Meopham

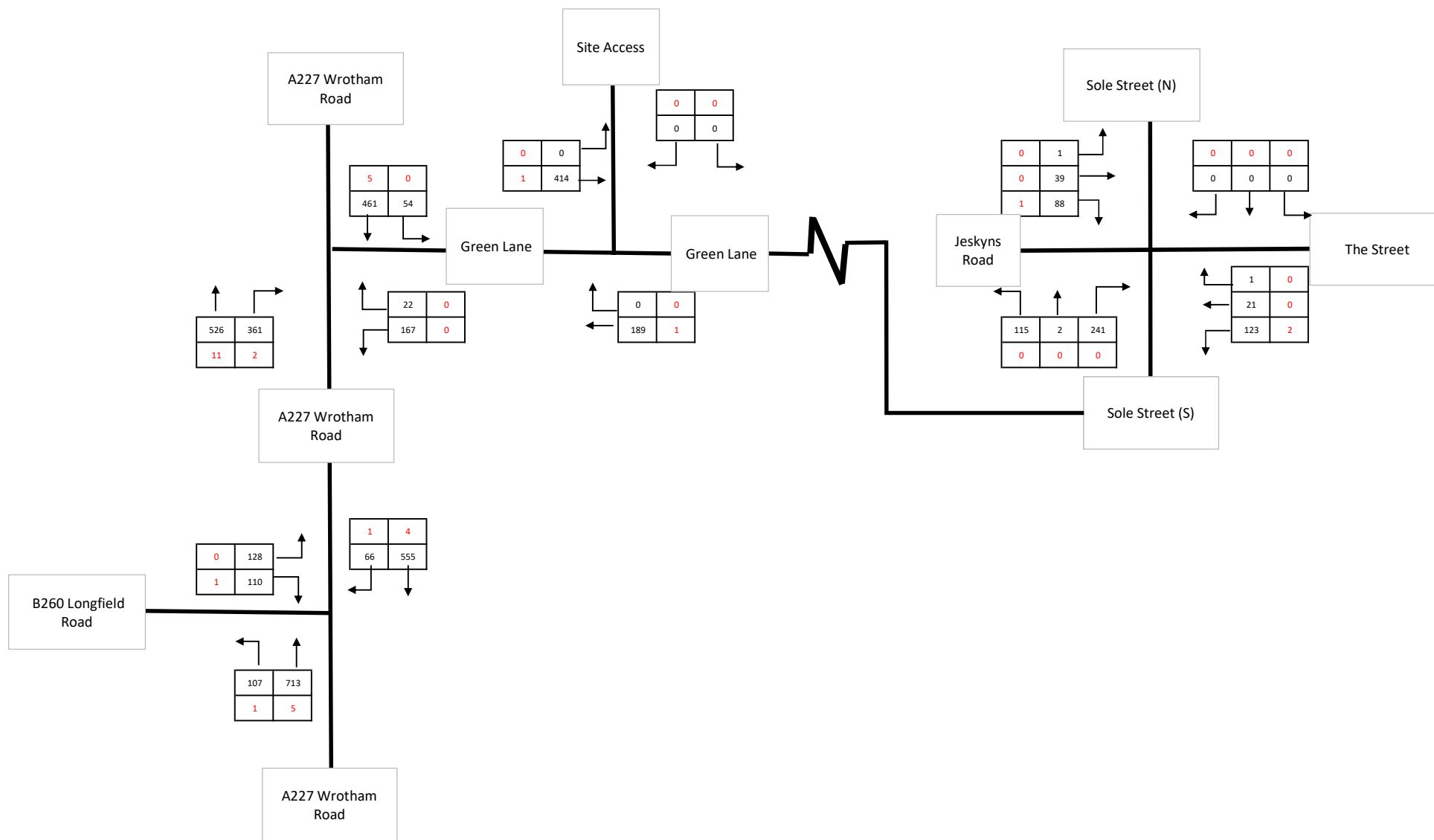
TFD 1.3

2030 Base Without Development AM

KEY

500 = TOTAL
VEHICLES

25 = HGVs



33 Queen Street, London
EC4R 1AP
www.i-transport.co.uk

Norwood Lane, Meopham

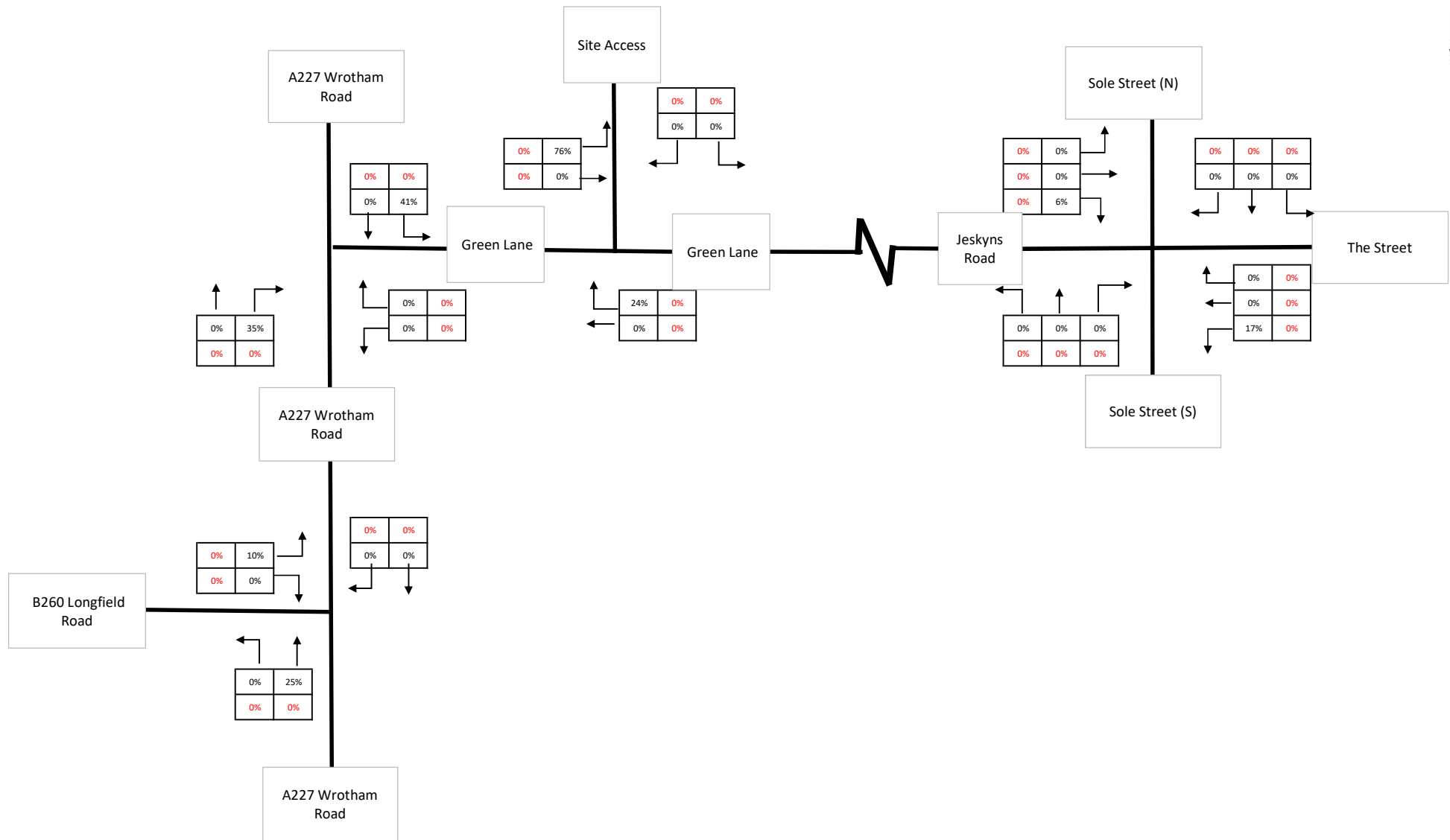
TFD 1.4

2030 Base Without Development PM

KEY

500 = TOTAL
VEHICLES

25 = HGVs



33 Queen Street, London
EC4R 1AP
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Norwood Lane, Meopham

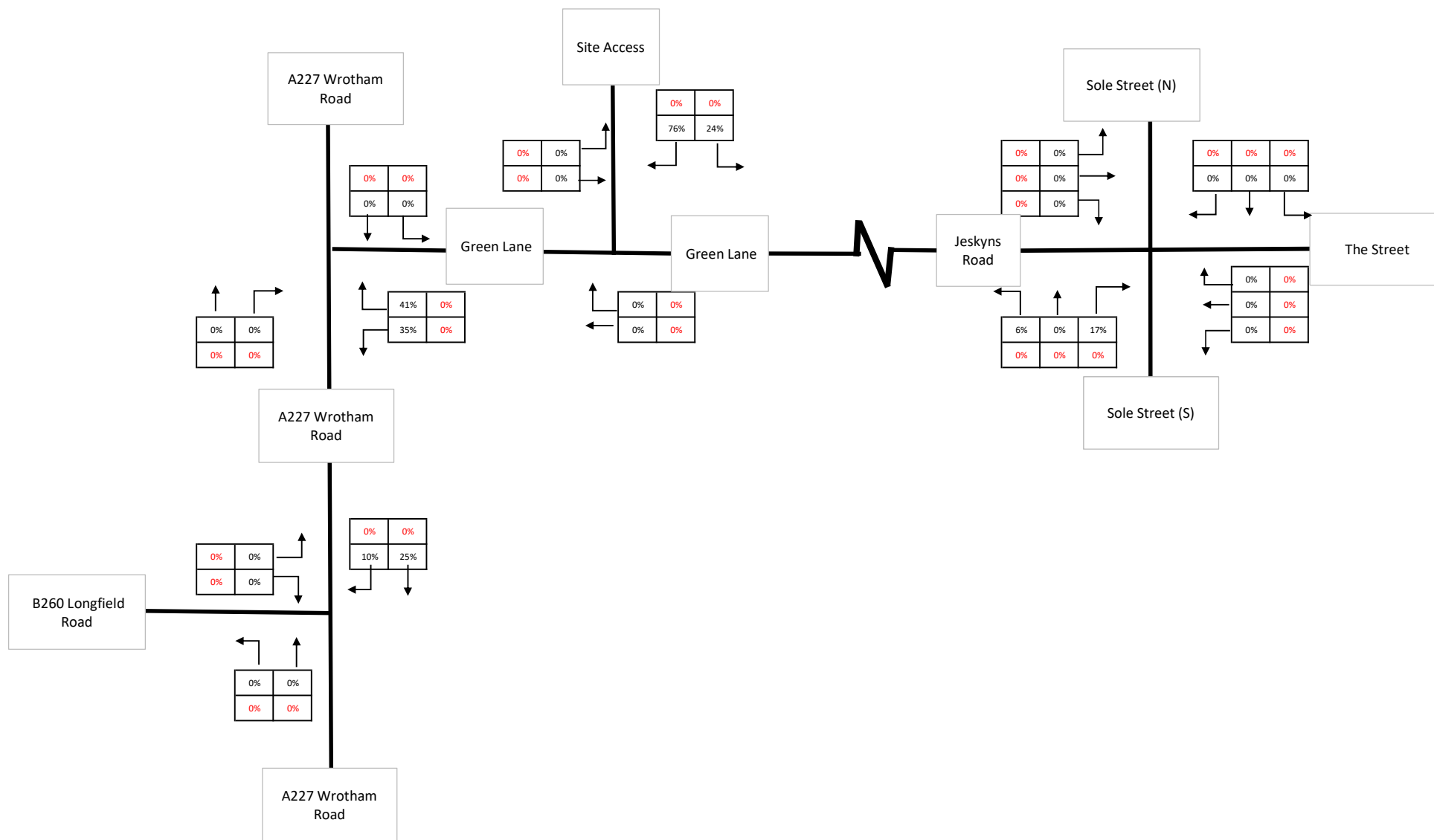
TFD 1.5

Development Distribution % Arrivals (AM Peak Hour)

KEY

500 = TOTAL
VEHICLES

25 = HGVs



33 Queen Street, London
EC4R 1AP
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Norwood Lane, Meopham

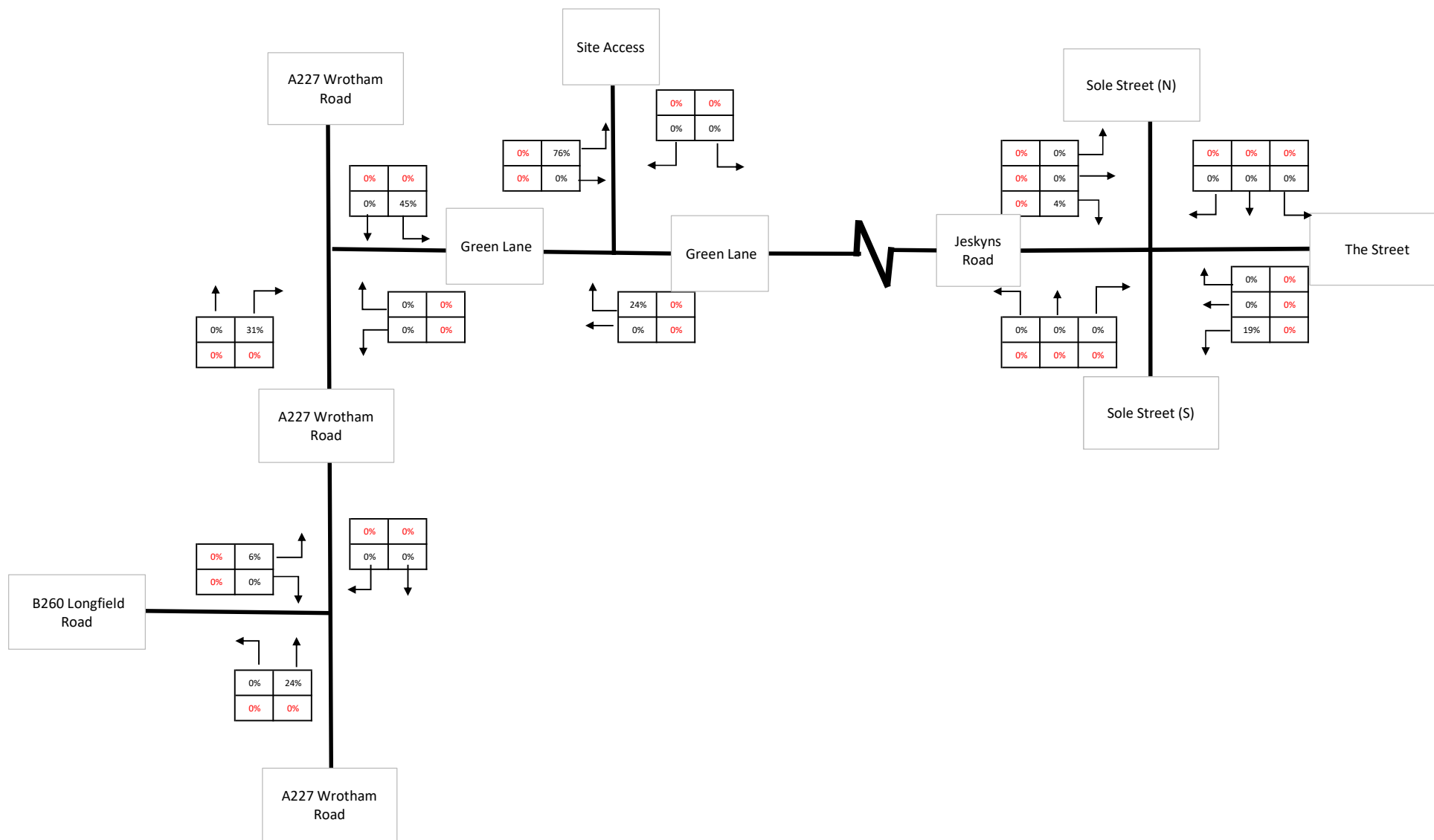
TFD 1.6

Development Distribution % Departures (AM Peak Hour)

KEY

500 = TOTAL VEHICLES

25 = HGVs



33 Queen Street, London
EC4R 1AP
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Norwood Lane, Meopham

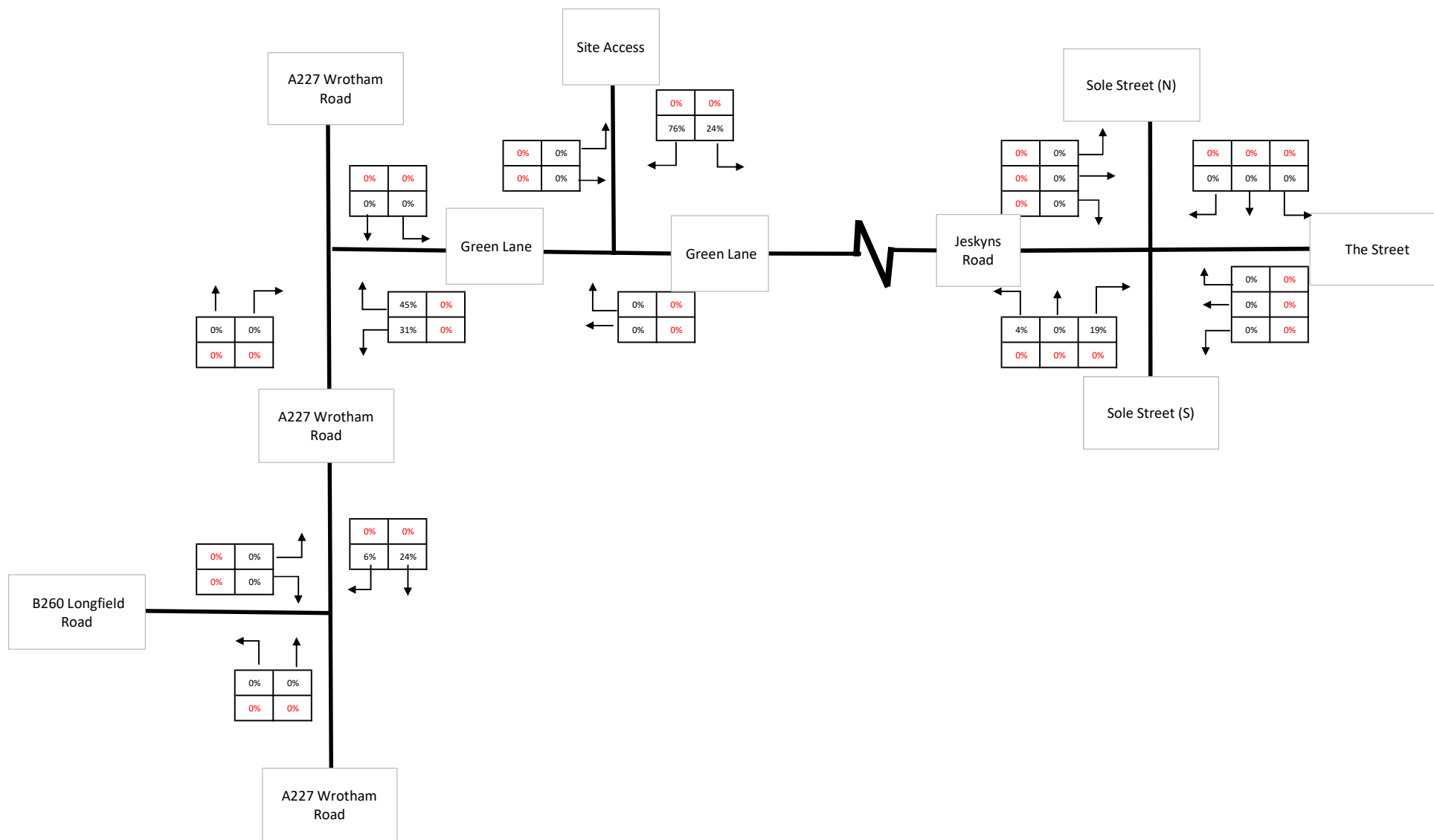
TFD 1.7

Development Distribution % Arrivals (PM Peak Hour)

KEY

500 = TOTAL
VEHICLES

25 = HGVs



33 Queen Street, London
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Norwood Lane, Meopham

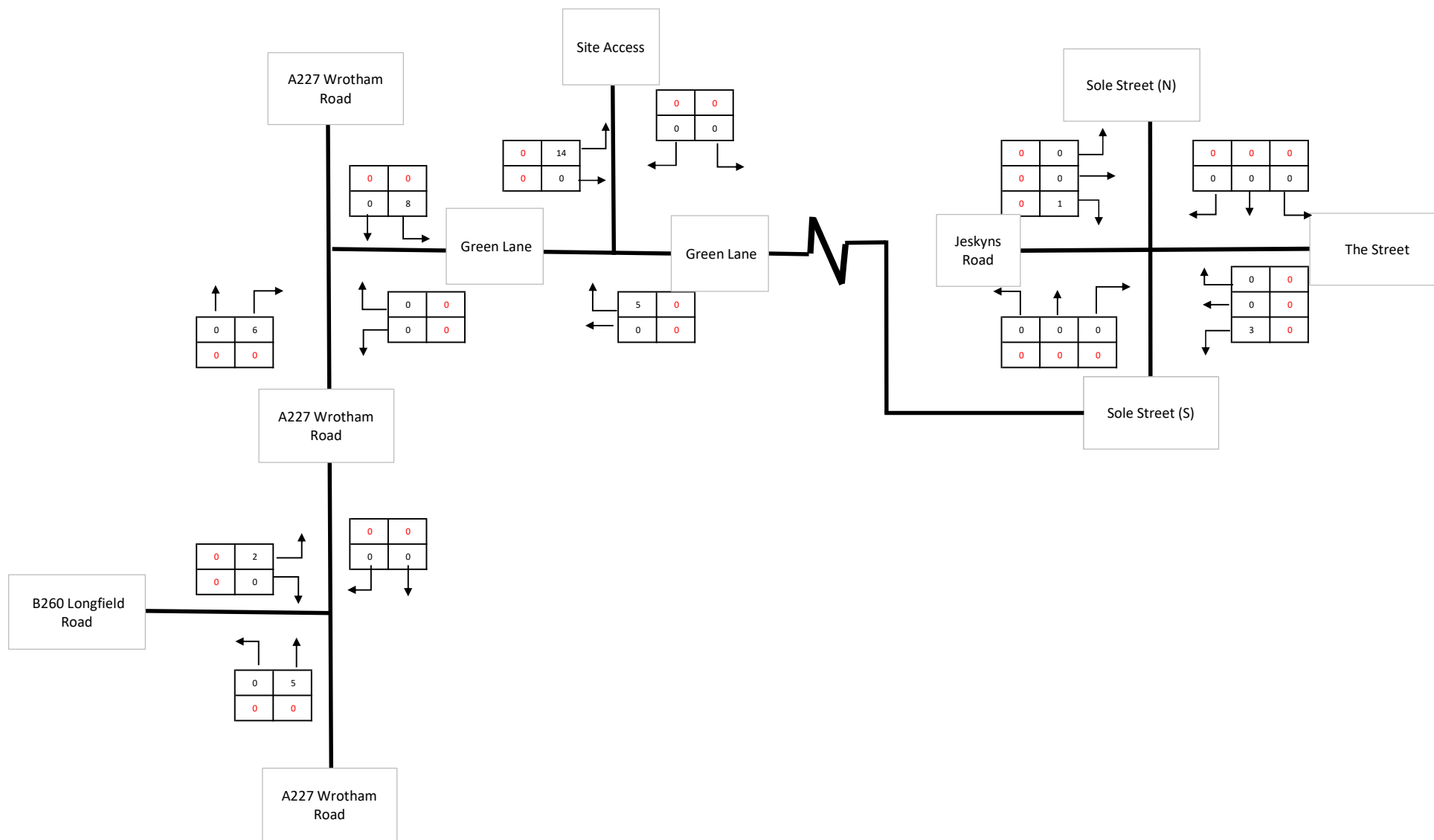
TFD 1.8

Development Distribution % Departures (PM Peak Hour)

KEY

500 = TOTAL
VEHICLES

25 = HGVS



33 Queen Street, London
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Norwood Lane, Meopham

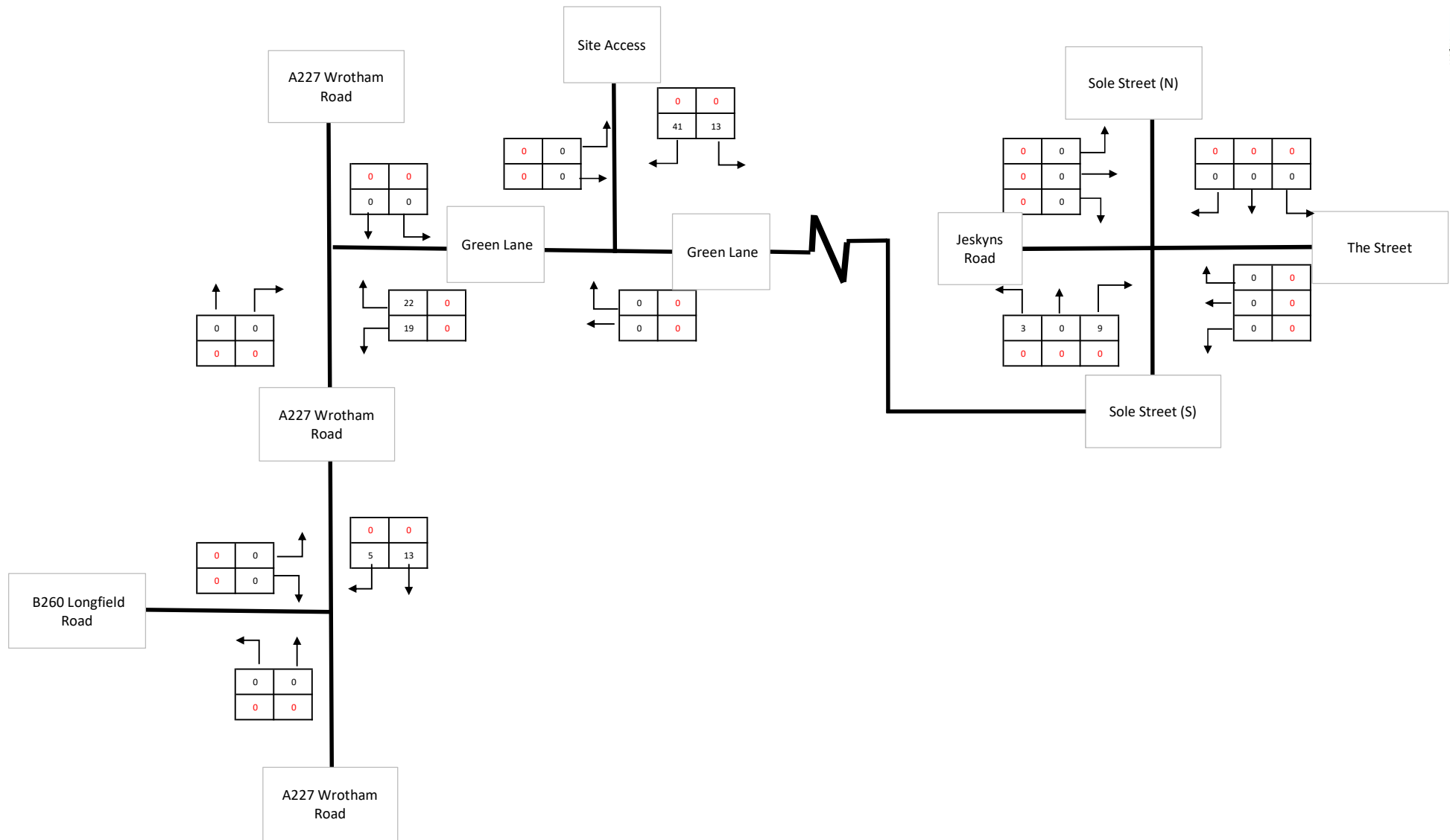
TFD 1.9

Development Assignment Arrivals (AM Peak Hour)

KEY

500 = TOTAL
VEHICLES

25 = HGVs



33 Queen Street, London
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KEY

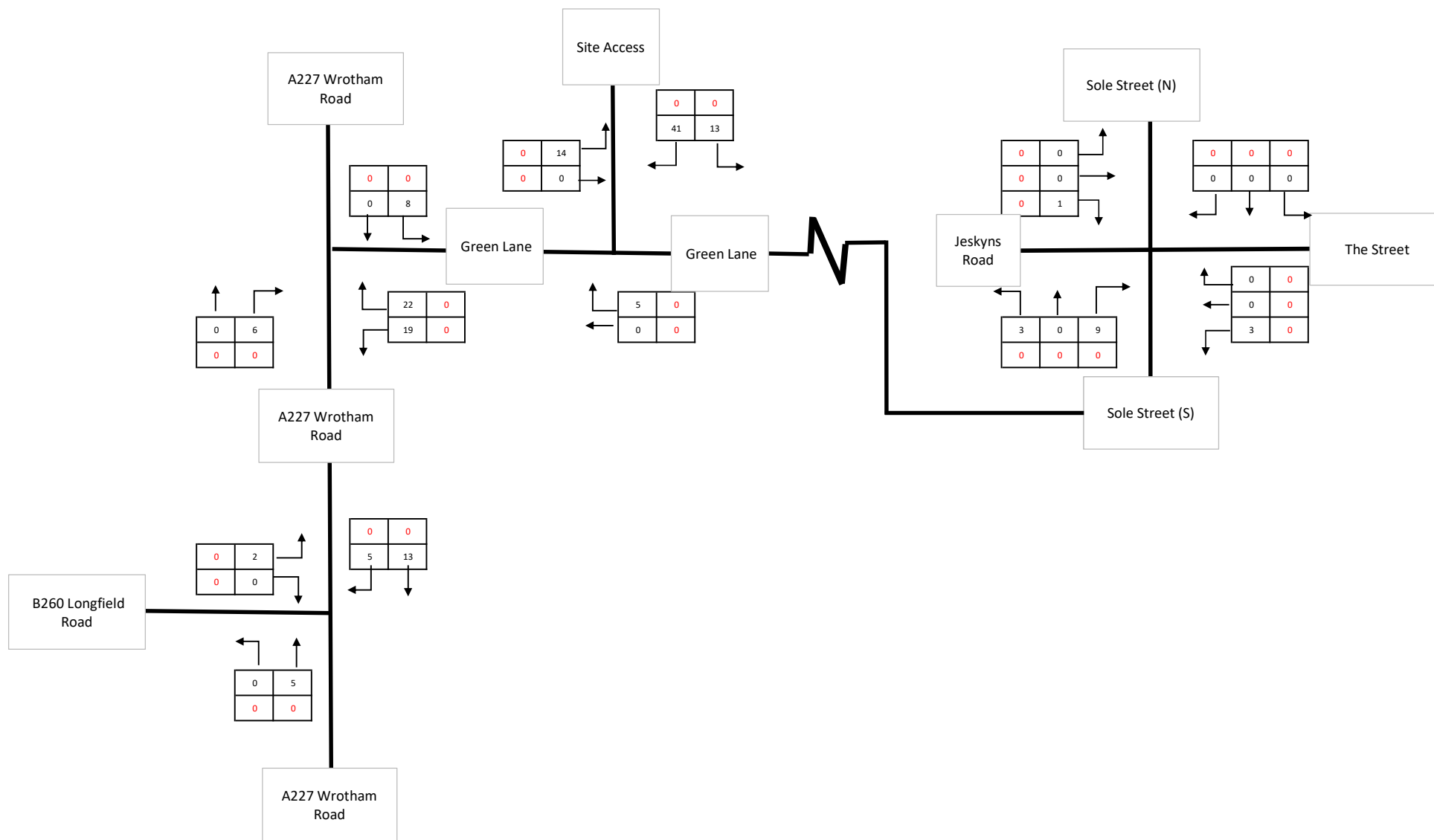
500 = TOTAL
VEHICLES

25 = HGVs

Norwood Lane, Meopham

TFD 1.10

Development Assignment Departures (AM Peak Hour)



33 Queen Street, London
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Norwood Lane, Meopham

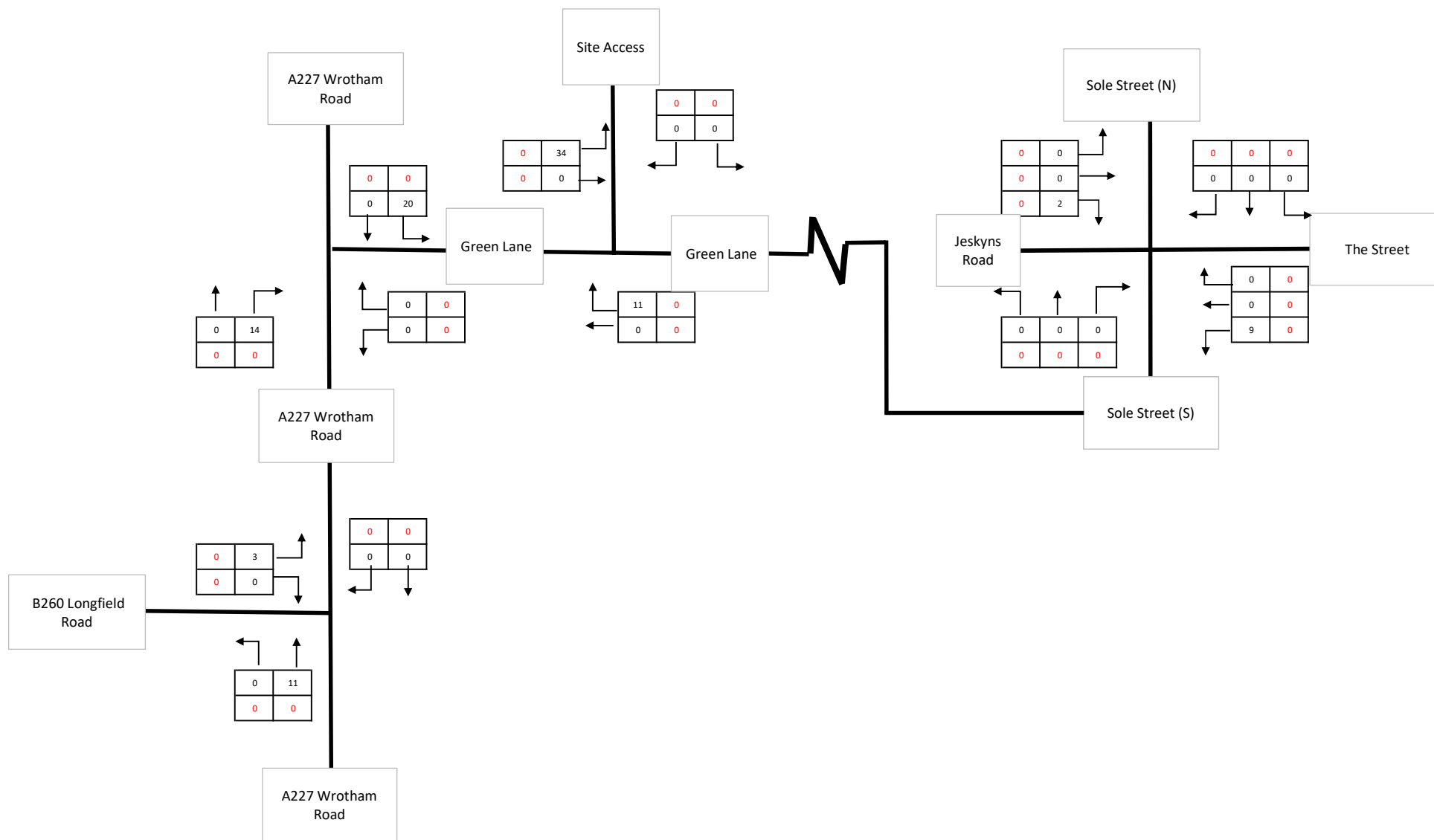
TFD 1.11

Development Assignment TOTAL (AM Peak Hour)

KEY

500 = TOTAL
VEHICLES

25 = HGVs



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Norwood Lane, Meopham

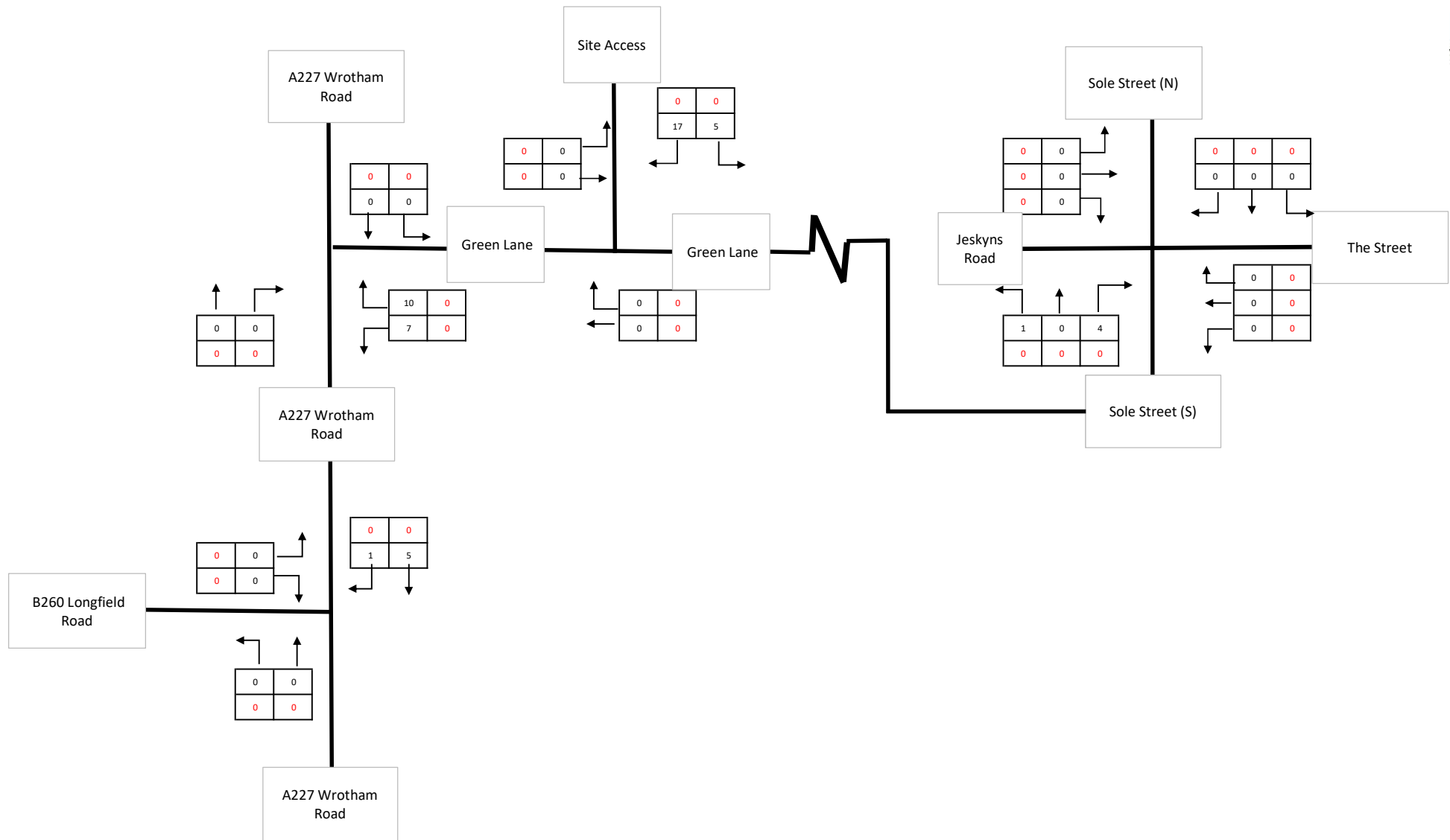
TFD 1.12

Development Assignment Arrivals (PM Peak Hour)

KEY

500 = TOTAL
VEHICLES

25 = HGVs



33 Queen Street, London
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Norwood Lane, Meopham

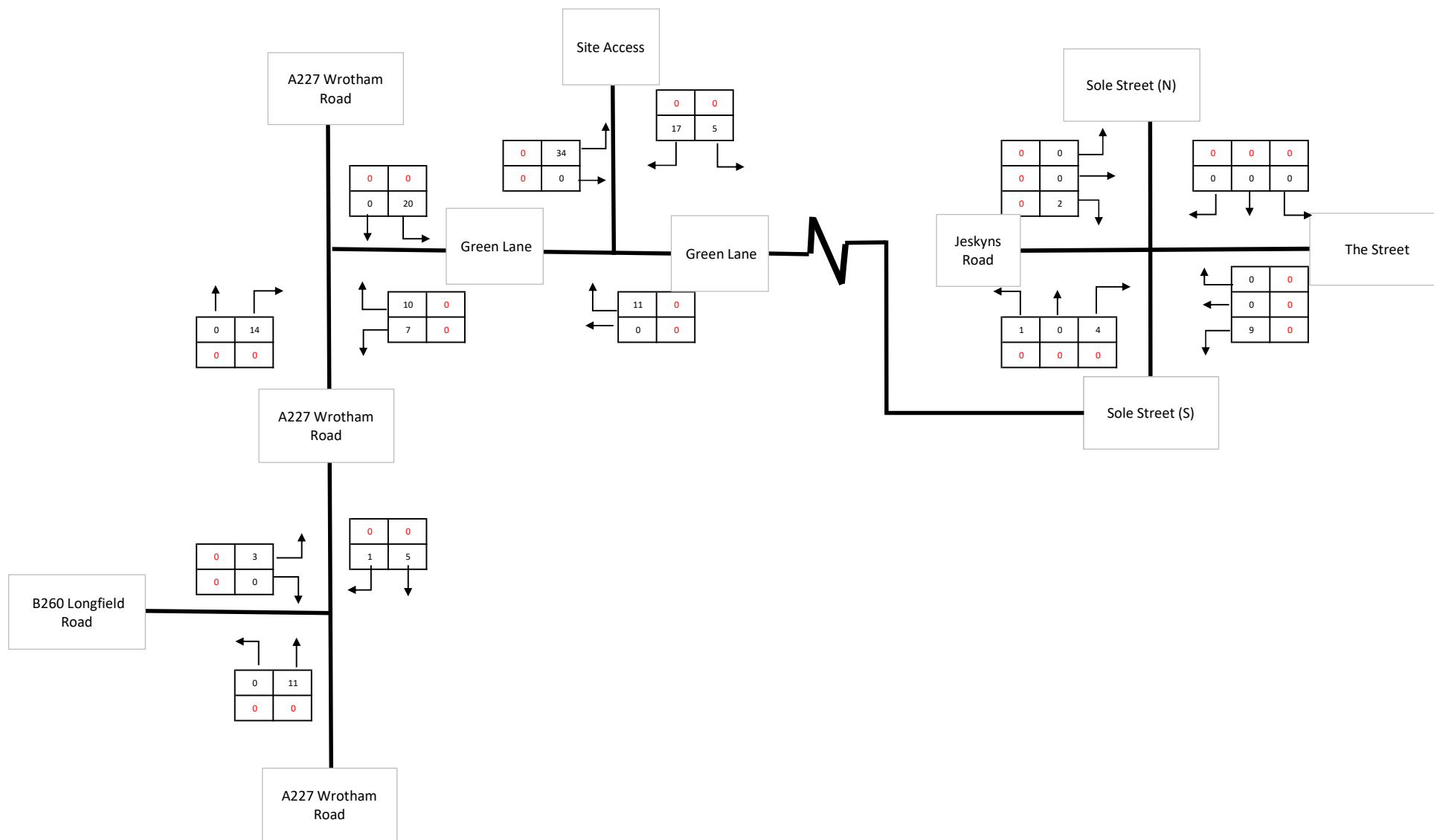
TFD 1.13

Development Assignment Departures (PM Peak Hour)

KEY

500 = TOTAL
VEHICLES

25 = HGVs



33 Queen Street, London
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Norwood Lane, Meopham

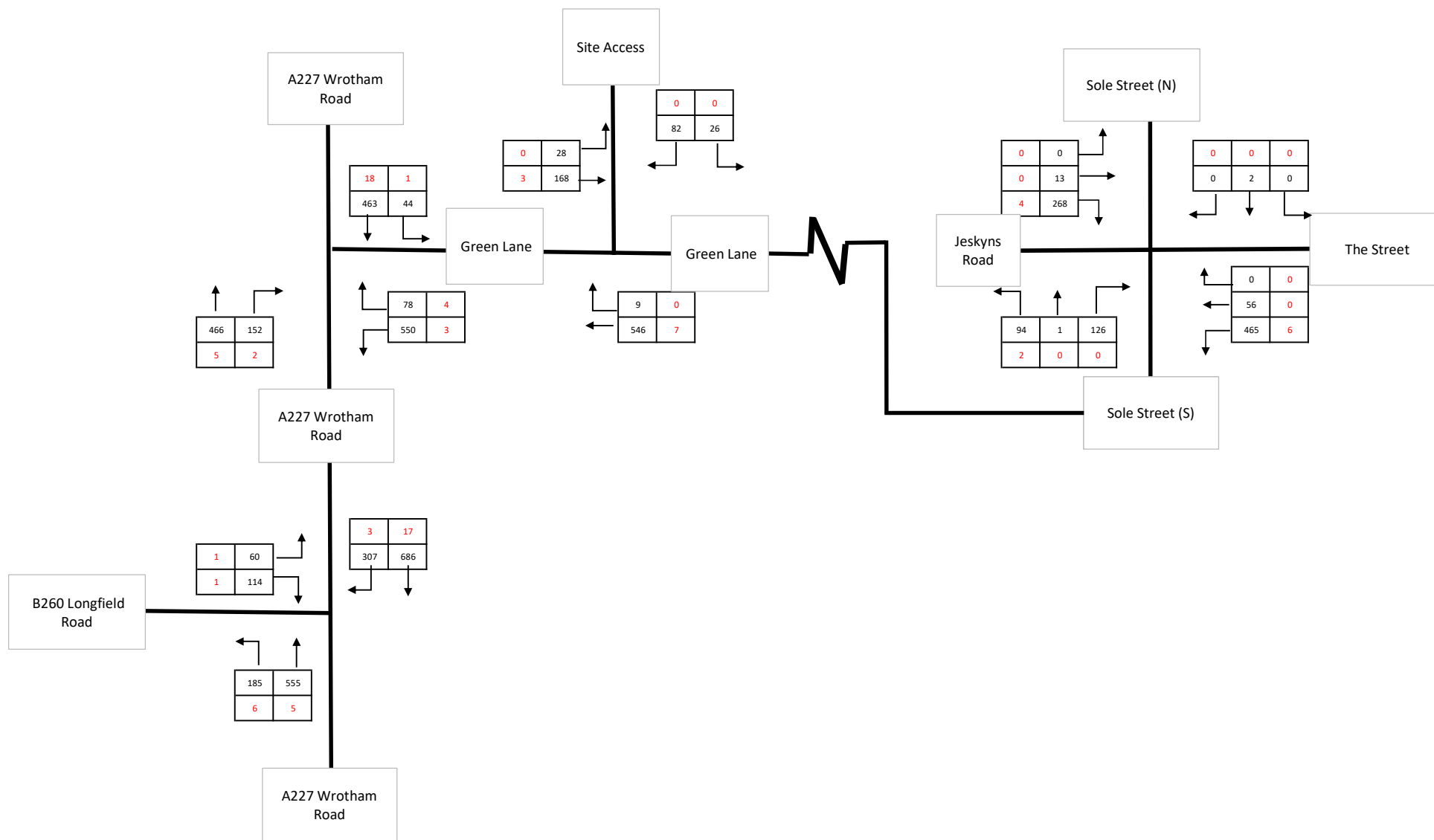
TFD 1.14

Development Assignment TOTAL (PM Peak Hour)

KEY

500 = TOTAL
VEHICLES

25 = HGVs



33 Queen Street, London
EC4R 1AP
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Norwood Lane, Meopham

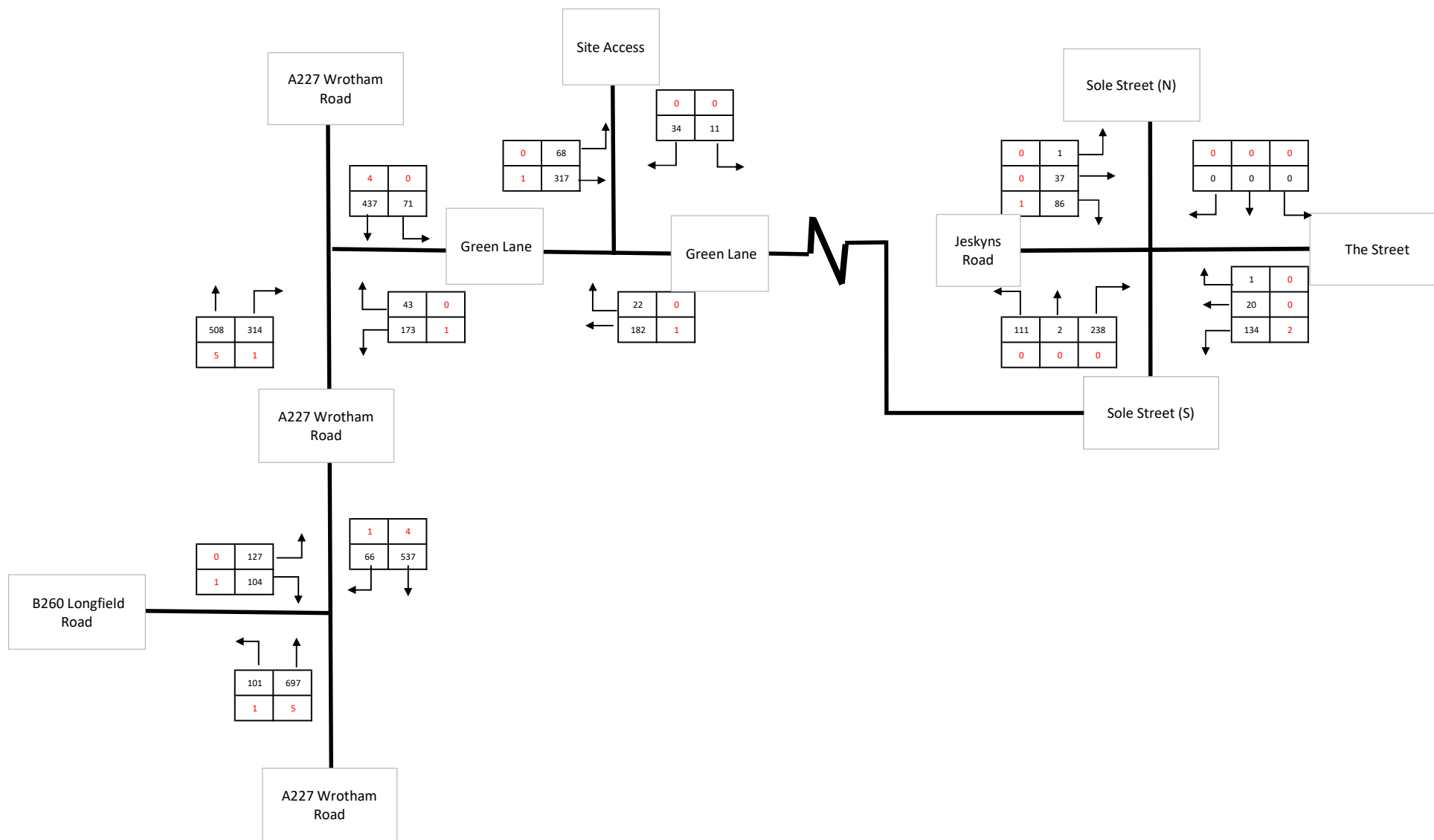
TFD 1.15

2030 "with development" Traffic Flows - AM Peak Hour (0800 - 0900)

KEY

500 = TOTAL
VEHICLES

25 = HGVs



33 Queen Street, London
EC4R 1AP
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Norwood Lane, Meopham

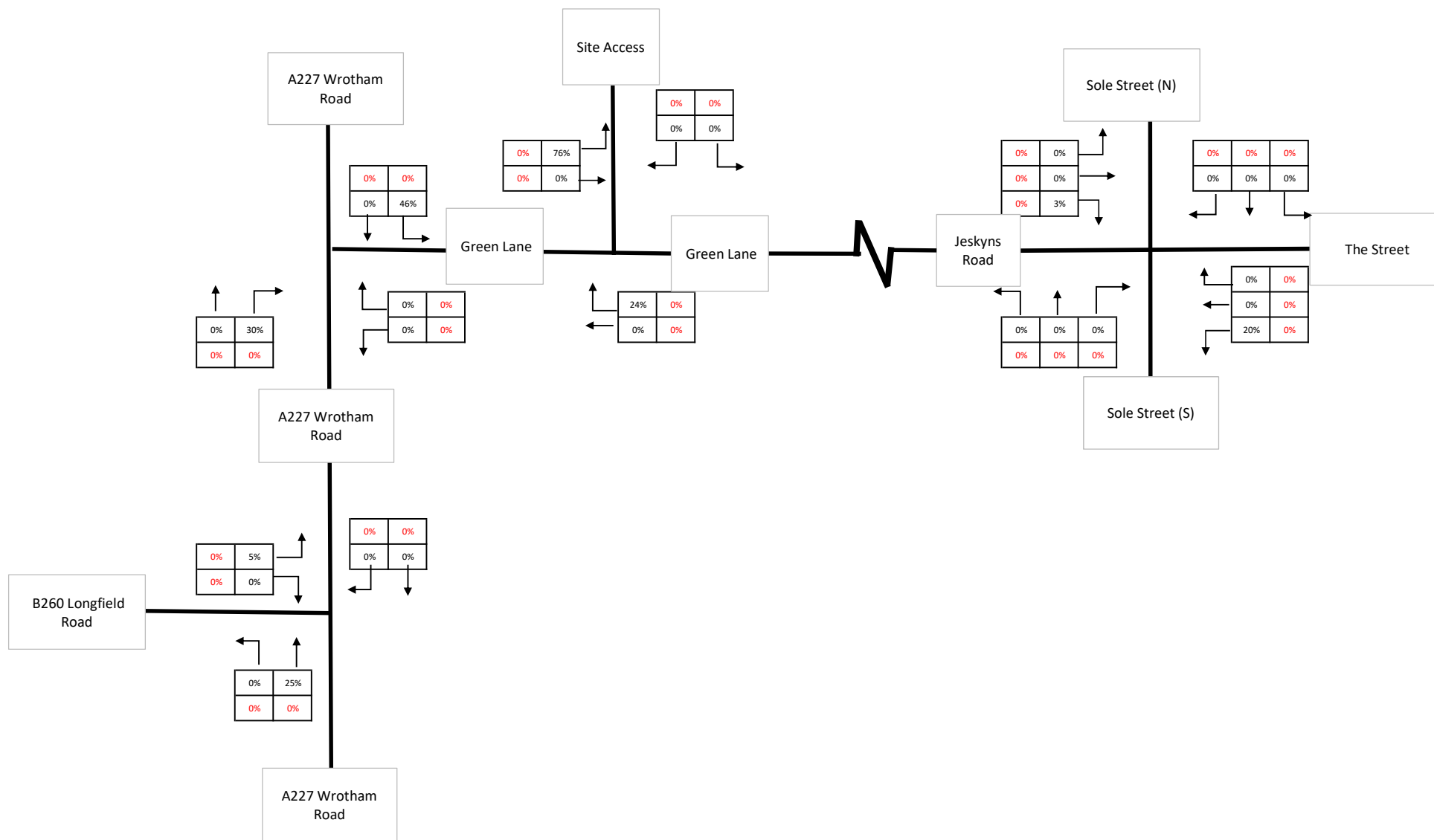
TFD 1.16

2030 "with development" Traffic Flows - PM Peak Hour (1700 - 1800)

KEY

500 = TOTAL
VEHICLES

25 = HGVs



33 Queen Street, London
EC4R 1AP
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Norwood Lane, Meopham

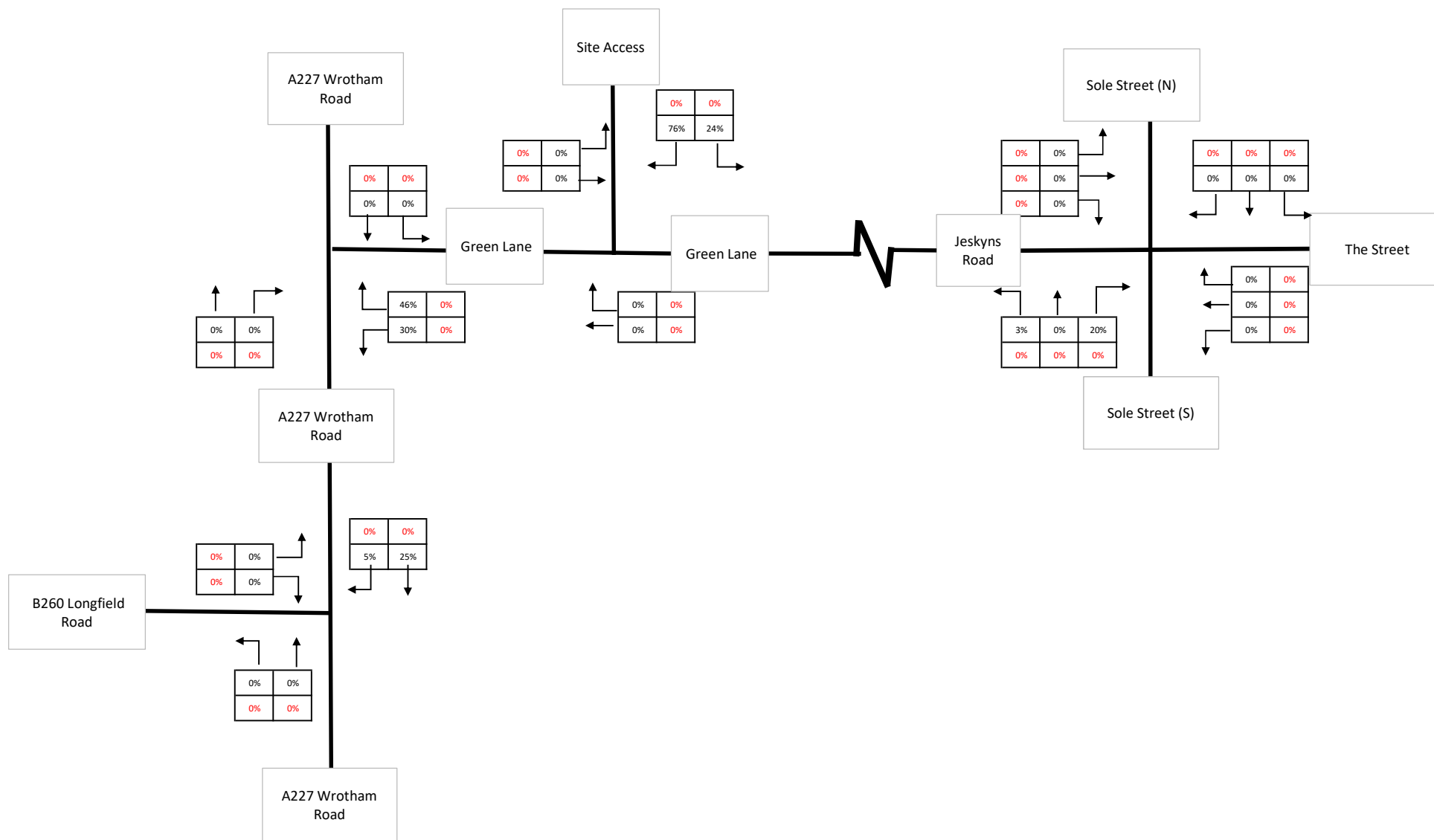
TFD 1.17

Development (Vision) Distribution % Arrivals (AM Peak Hour)

KEY

500 = TOTAL VEHICLES

25 = HGVs



33 Queen Street, London
EC4R 1AP
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Norwood Lane, Meopham

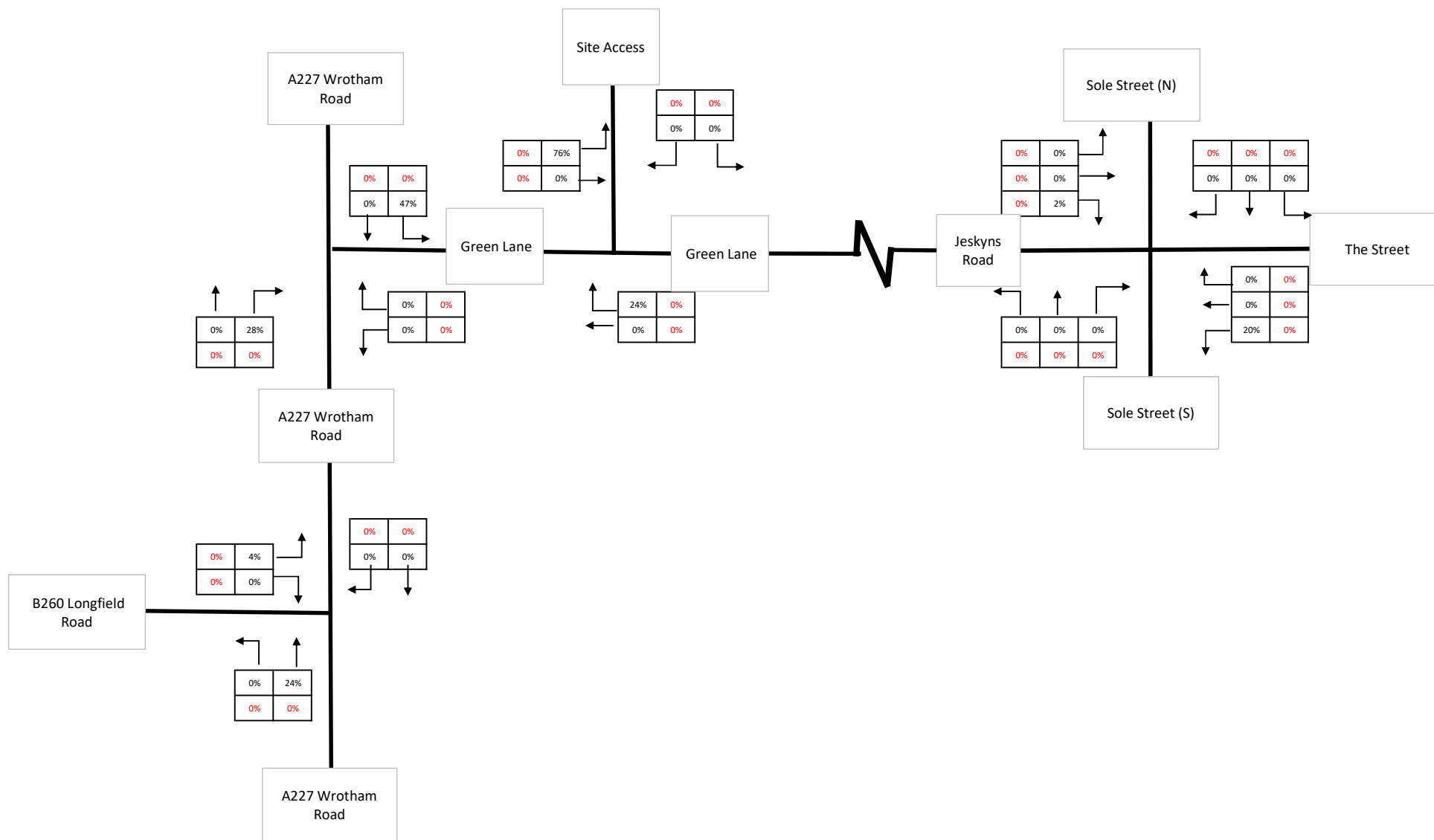
TFD 1.18

Development (Vision) Distribution % Departures (AM Peak Hour)

KEY

500 = TOTAL
VEHICLES

25 = HGVs



33 Queen Street, London
EC4R 1AP
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Norwood Lane, Meopham

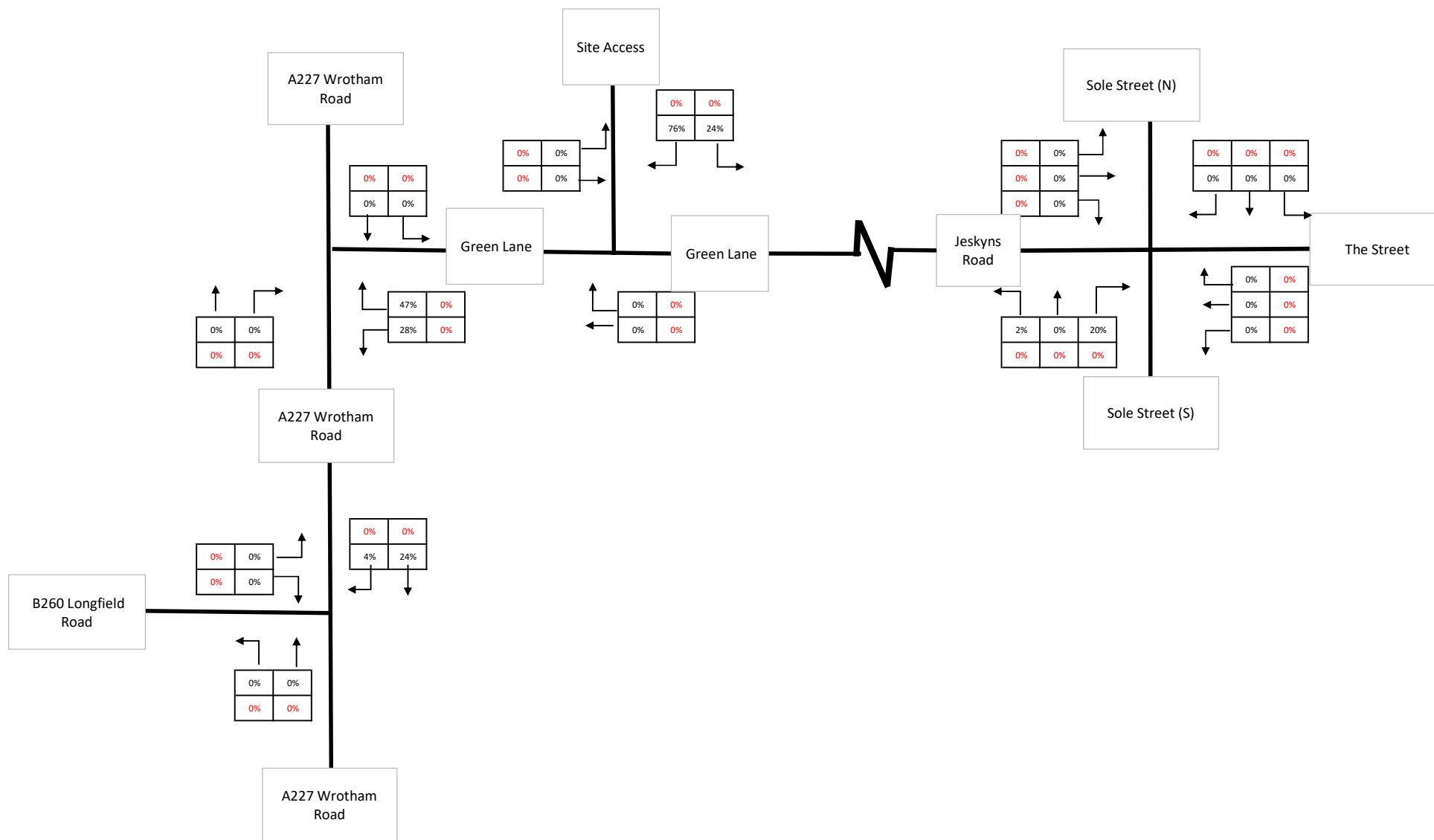
TFD 1.19

Development (Vision) Distribution % Arrivals (PM Peak Hour)

KEY

500 = TOTAL VEHICLES

25 = HGVs



33 Queen Street, London
EC4R 1AP
www.i-transport.co.uk

Norwood Lane, Meopham

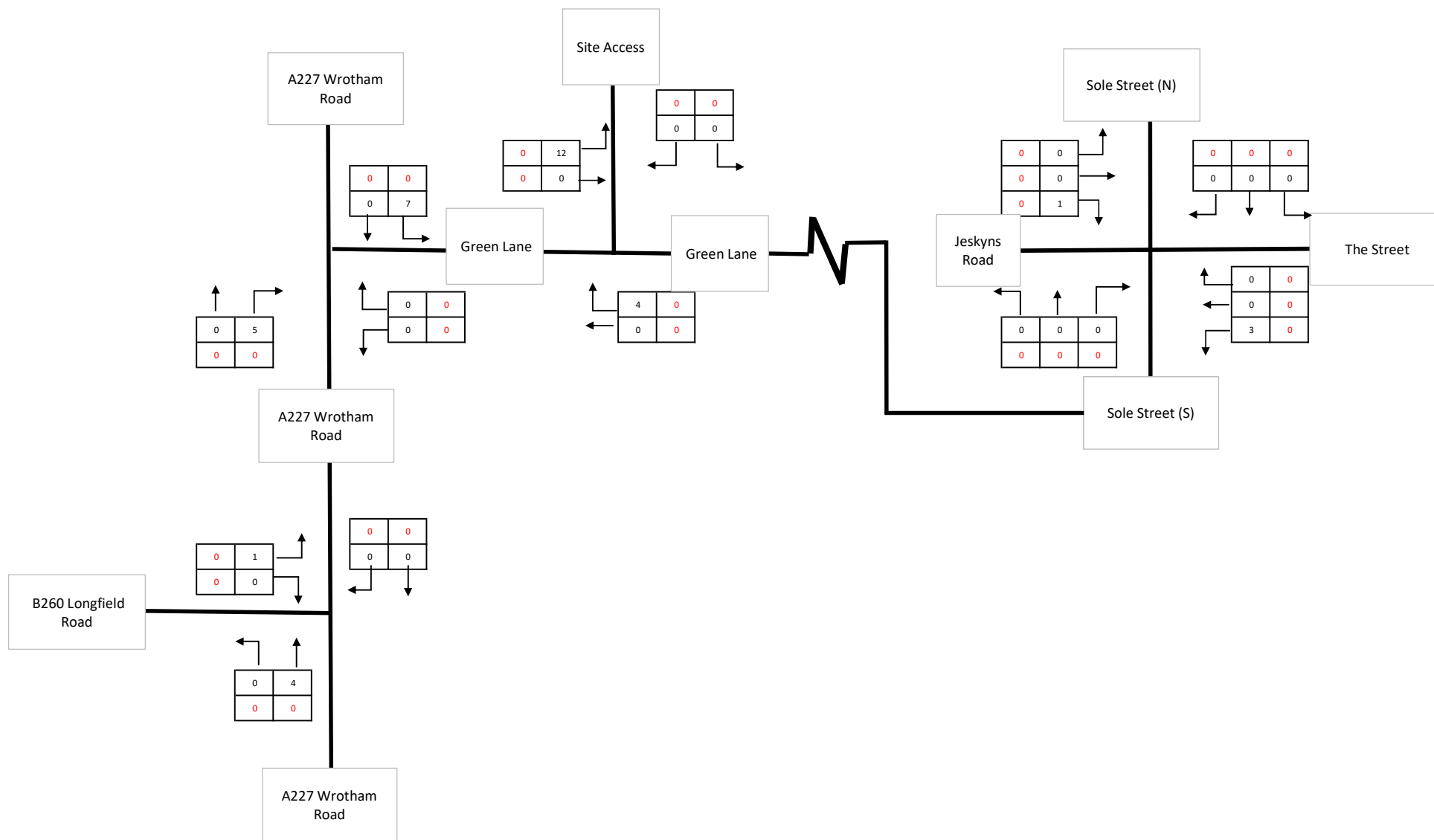
TFD 1.20

Development (Vision) Distribution % Departures (PM Peak Hour)

KEY

500 = TOTAL
VEHICLES

25 = HGVS



33 Queen Street, London
EC4R 1AP
www.i-transport.co.uk

Norwood Lane, Meopham

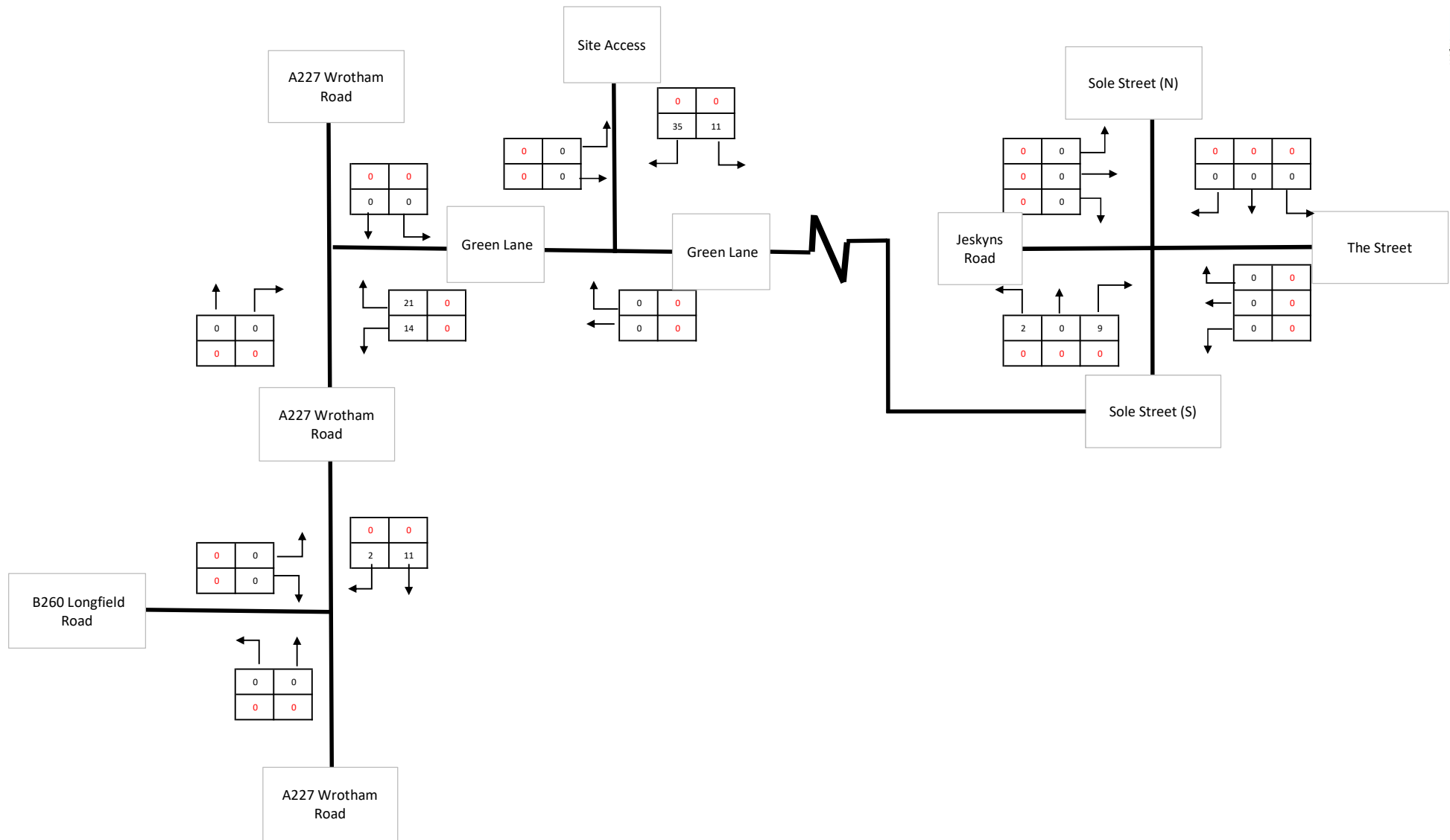
TFD 1.21

Development (Vision) Assignment Arrivals (AM Peak Hour)

KEY

500 = TOTAL
VEHICLES

25 = HGVs



33 Queen Street, London
EC4R 1AP
www.i-transport.co.uk

Norwood Lane, Meopham

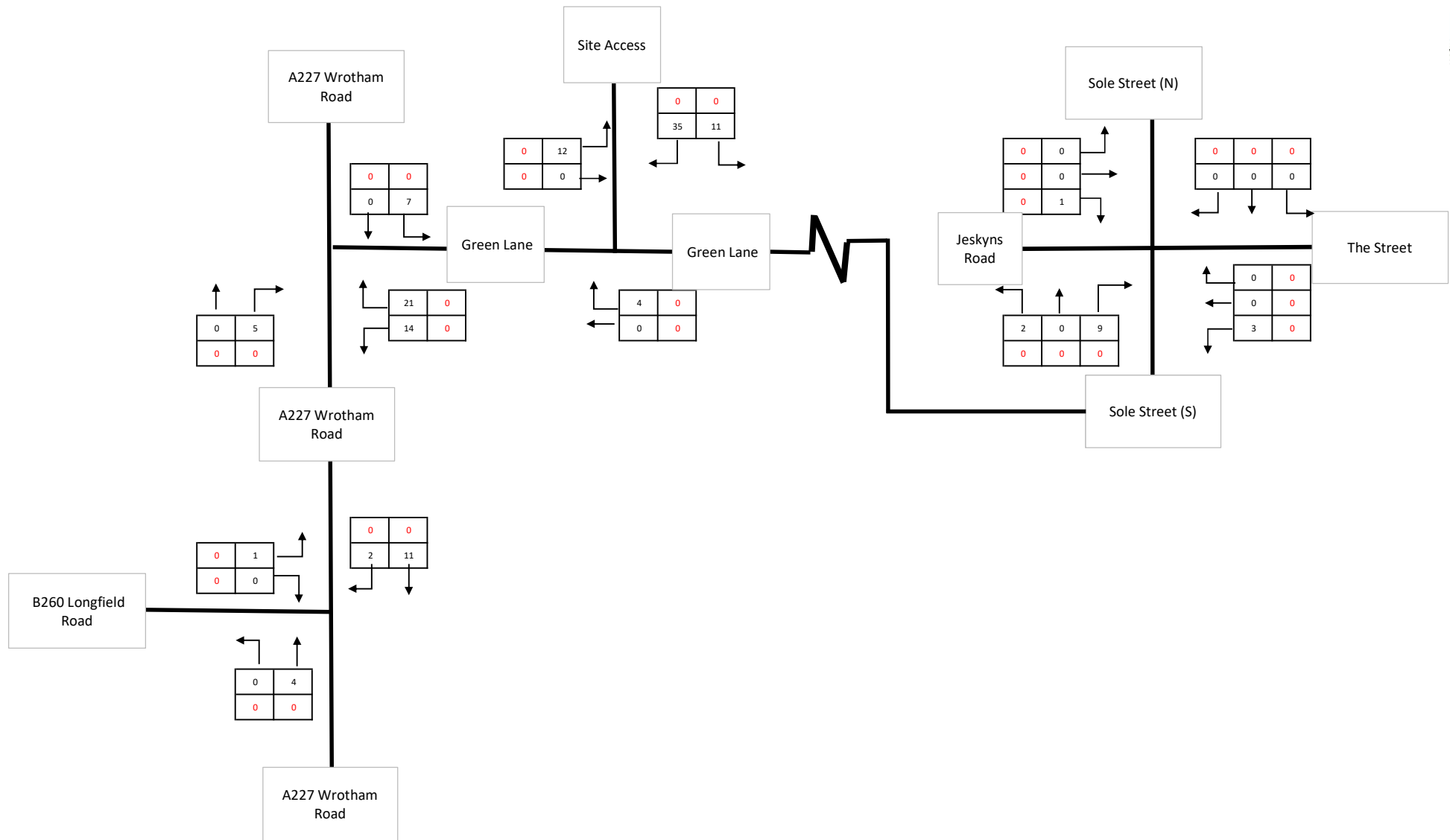
TFD 1.22

Development (Vision) Assignment Departures (AM Peak Hour)

KEY

500 = TOTAL
VEHICLES

25 = HGVs



33 Queen Street, London
EC4R 1AP
www.i-transport.co.uk

Norwood Lane, Meopham

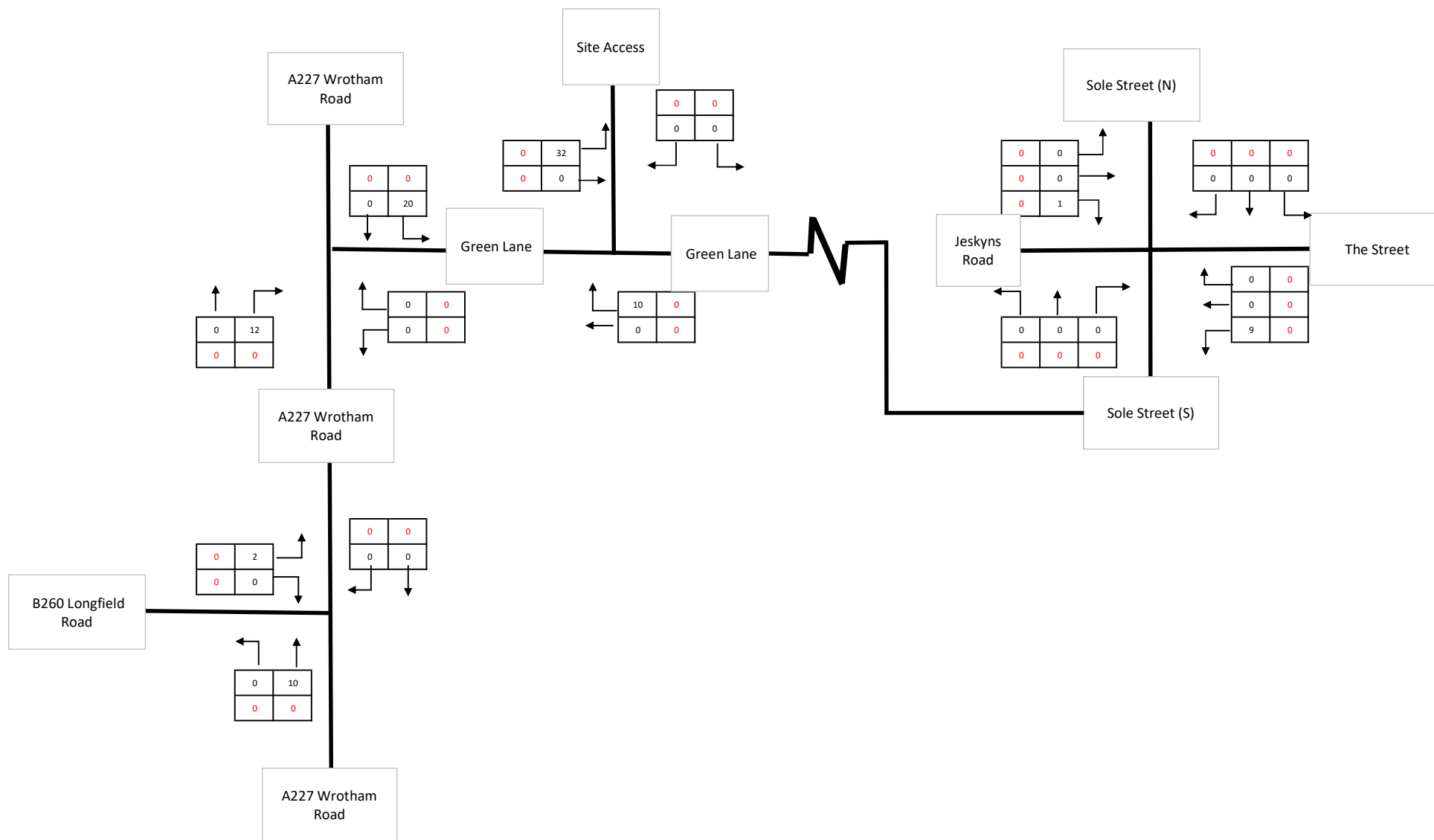
TFD 1.23

Development (Vision) Assignment TOTAL (AM Peak Hour)

KEY

500 = TOTAL
VEHICLES

25 = HGVs



33 Queen Street, London
EC4R 1AP
www.i-transport.co.uk

Norwood Lane, Meopham

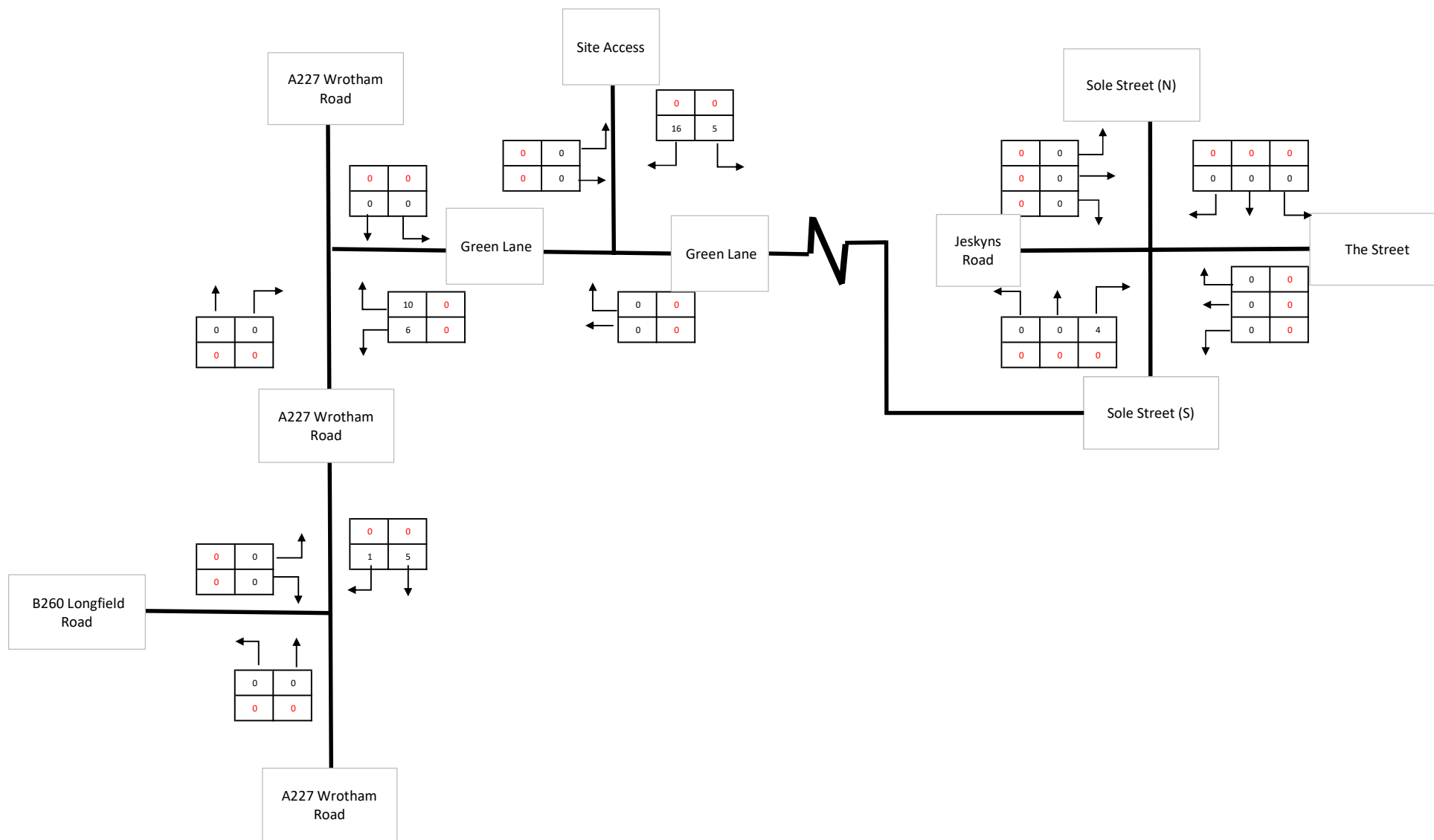
TFD 1.24

Development (Vision) Assignment Arrivals (PM Peak Hour)

KEY

500 = TOTAL
VEHICLES

25 = HGVs



33 Queen Street, London
EC4R 1AP
www.i-transport.co.uk

Norwood Lane, Meopham

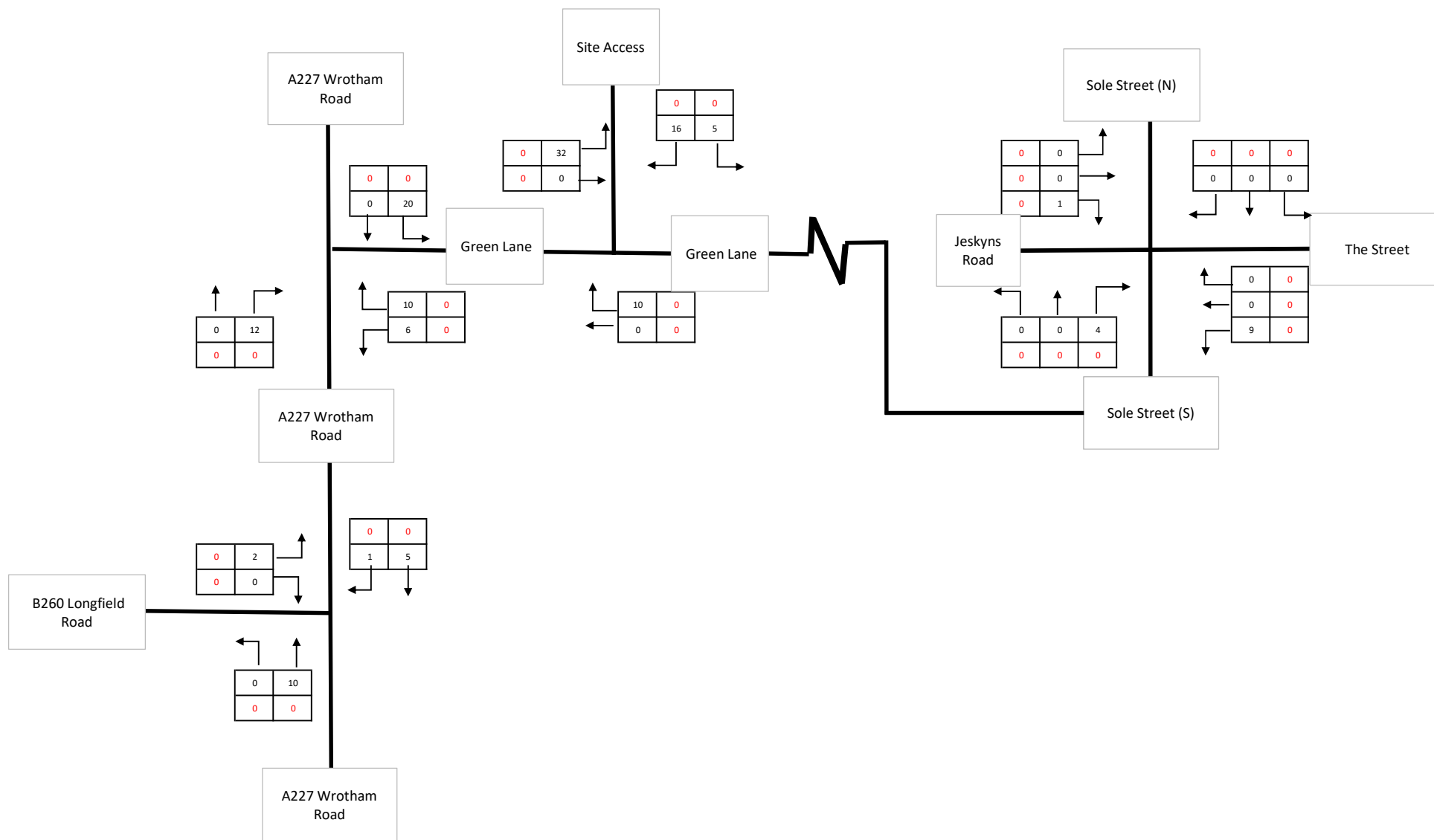
TFD 1.25

Development (Vision) Assignment Departures (PM Peak Hour)

KEY

500 = TOTAL
VEHICLES

25 = HGVs



33 Queen Street, London
EC4R 1AP
www.i-transport.co.uk

Norwood Lane, Meopham

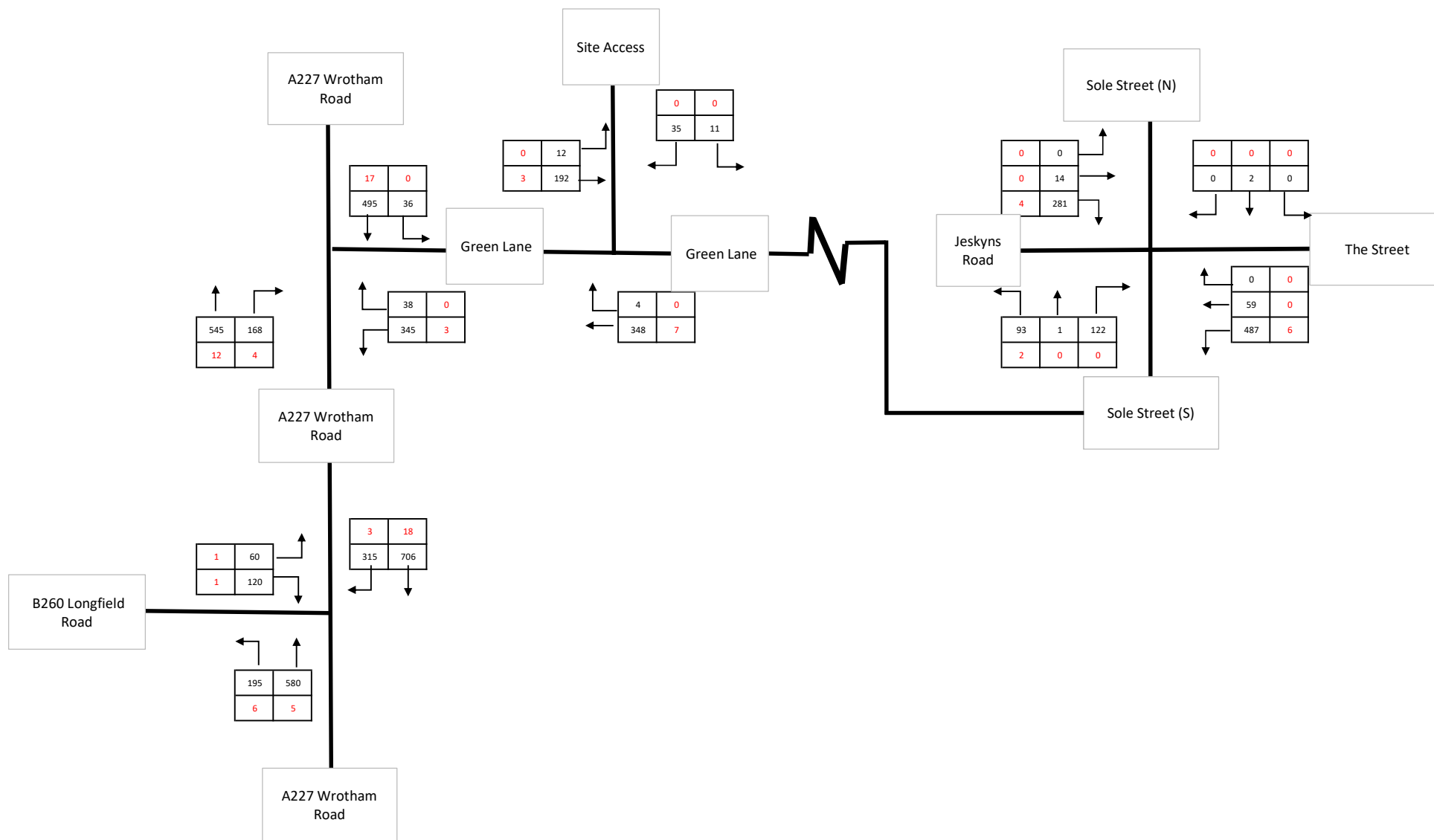
TFD 1.26

Development (Vision) Assignment TOTAL (PM Peak Hour)

KEY

500 = TOTAL
VEHICLES

25 = HGVs



33 Queen Street, London
EC4R 1AP
www.i-transport.co.uk

Norwood Lane, Meopham

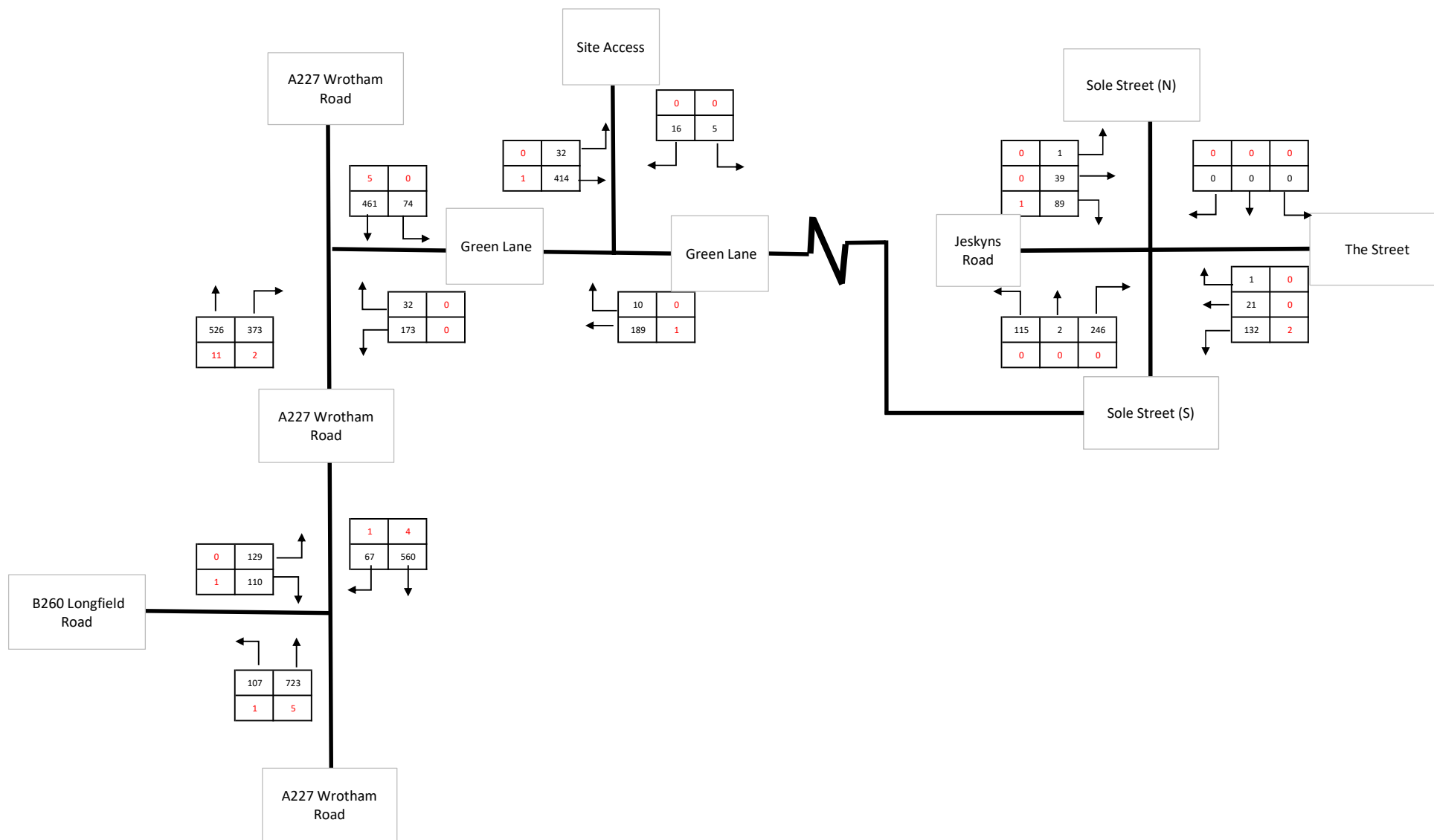
TFD 1.27

2030 Base With Development and Vision Traffic Flows - AM Peak Hour (0800 - 0900)

KEY

500 = TOTAL
VEHICLES

25 = HGVs



33 Queen Street, London
EC4R 1AP
www.i-transport.co.uk

Norwood Lane, Meopham

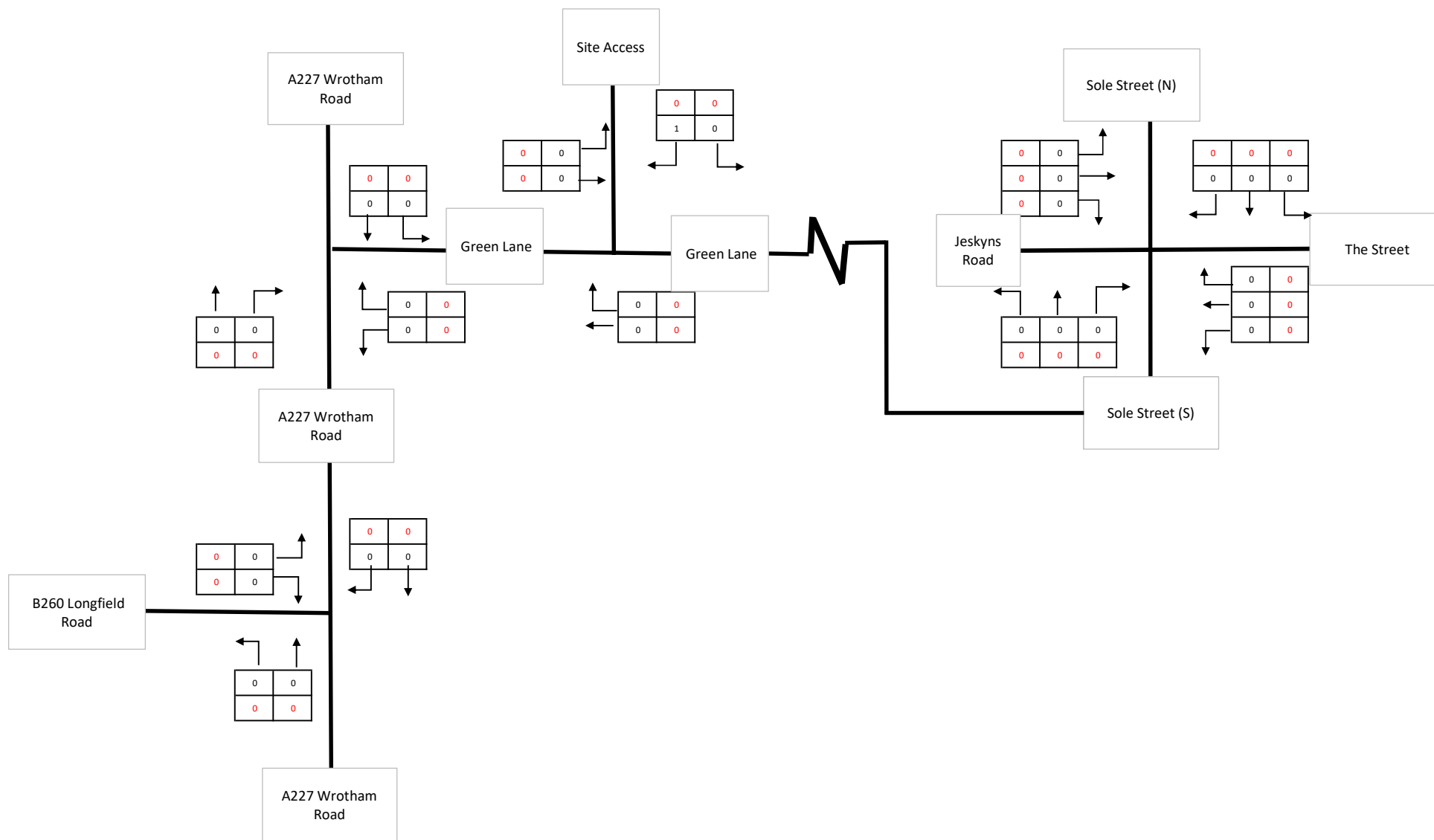
TFD 1.28

2030 Base With Development and Vision Traffic Flows - PM Peak Hour (1700 - 1800)

KEY

500 = TOTAL
VEHICLES

25 = HGVs



33 Queen Street, London
EC4R 1AP
www.i-transport.co.uk

Norwood Lane, Meopham

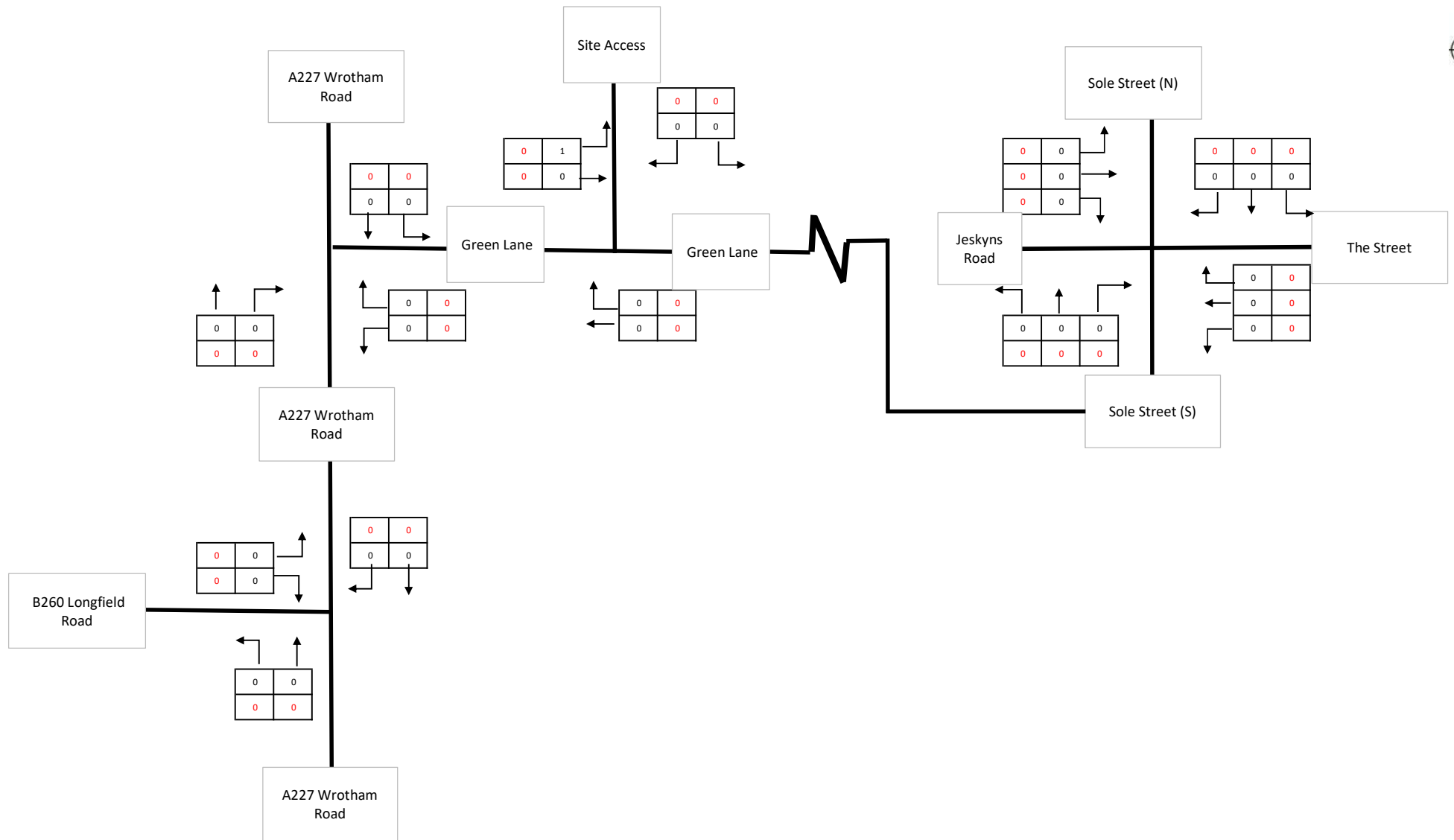
TFD 1.30

Development (Vision2) Distribution % Departures (AM Peak Hour)

KEY

500 = TOTAL
VEHICLES

25 = HGVs



33 Queen Street, London
EC4R 1AP
www.i-transport.co.uk

Norwood Lane, Meopham

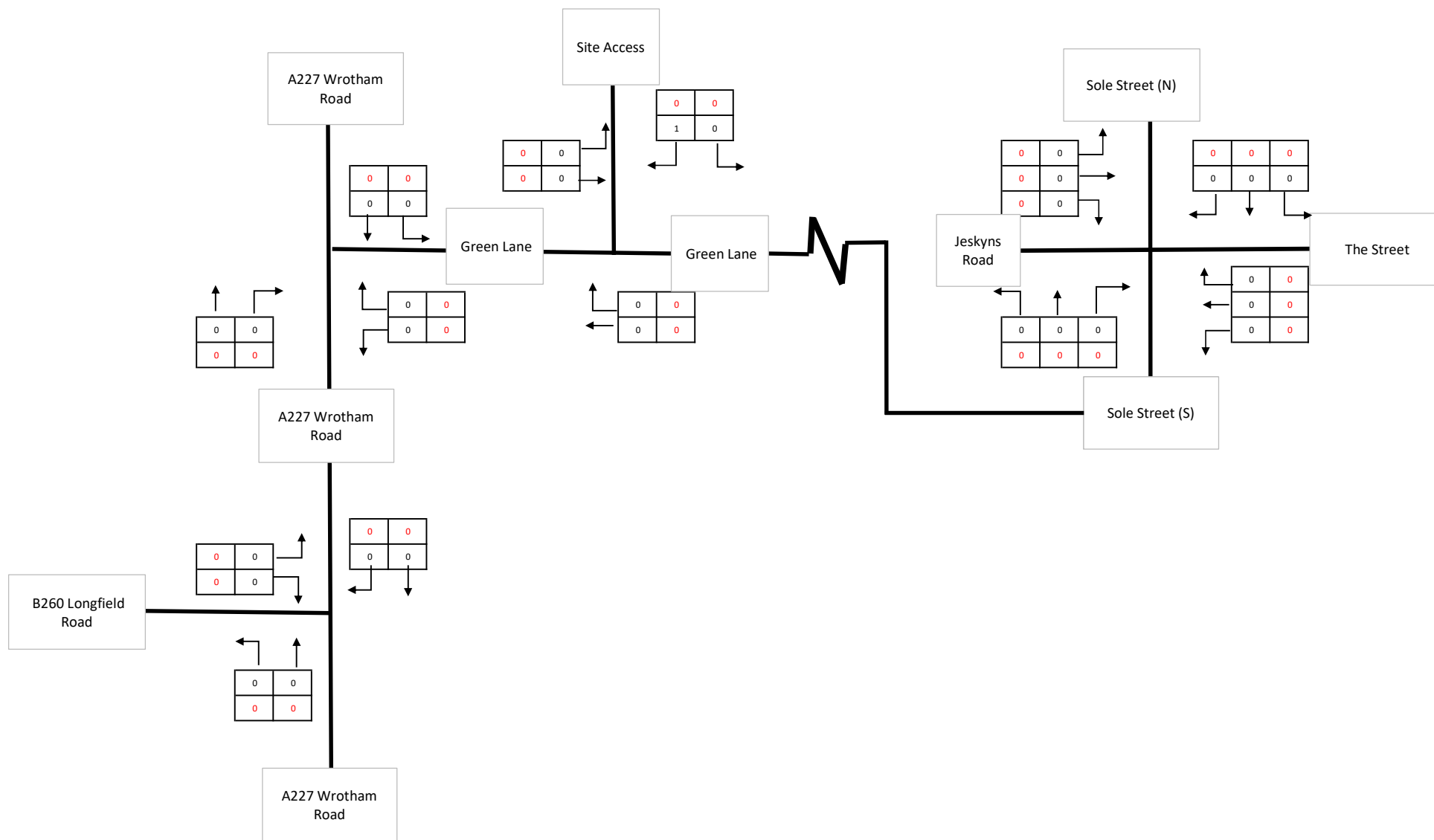
TFD 1.31

Development (Vision2) Distribution % Arrivals (PM Peak Hour)

KEY

500 = TOTAL
VEHICLES

25 = HGVs



33 Queen Street, London
EC4R 1AP
www.i-transport.co.uk

Norwood Lane, Meopham

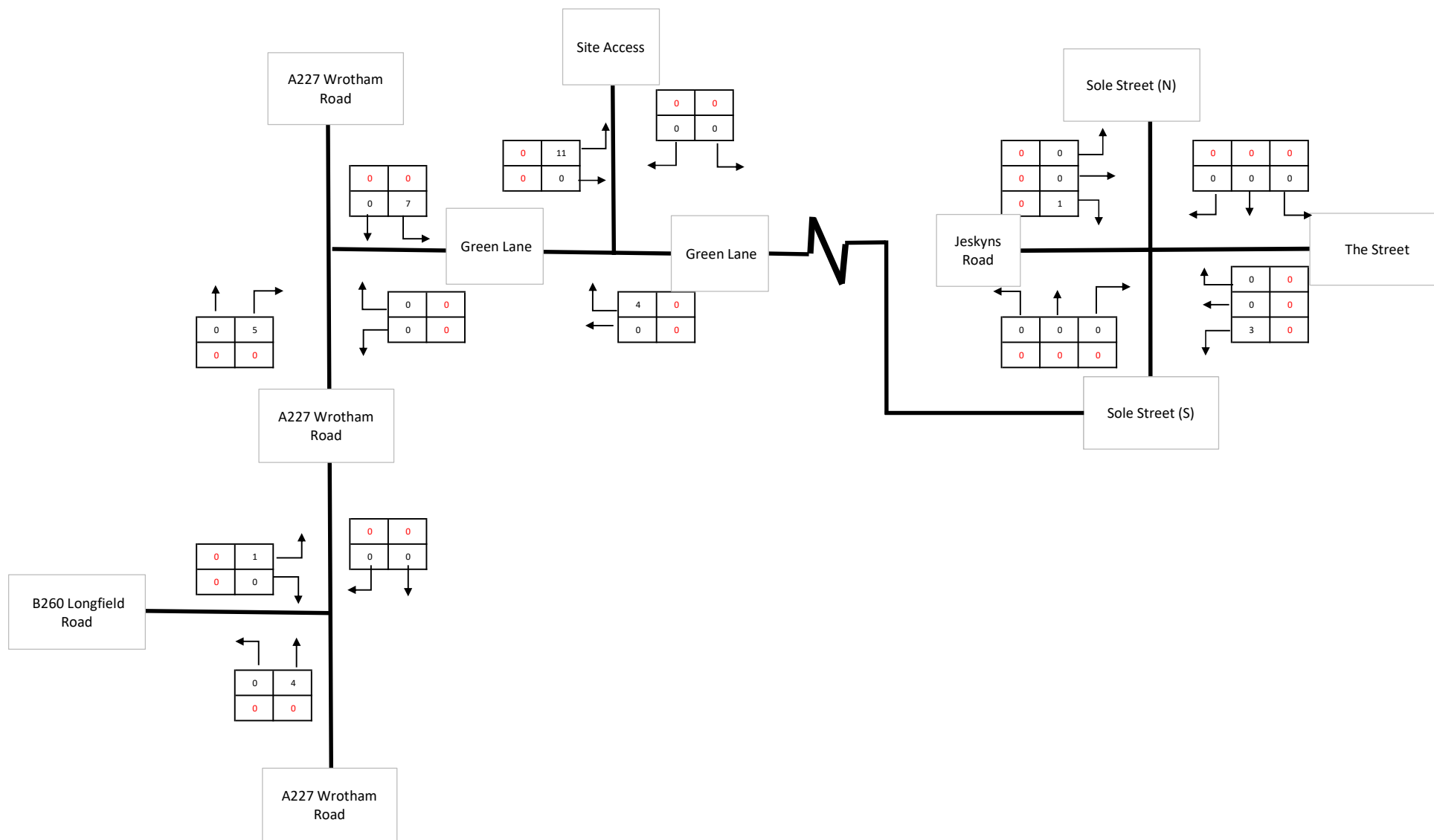
TFD 1.32

Development (Vision2) Distribution % Departures (PM Peak Hour)

KEY

500 = TOTAL
VEHICLES

25 = HGVs



33 Queen Street, London
EC4R 1AP
www.i-transport.co.uk

Norwood Lane, Meopham

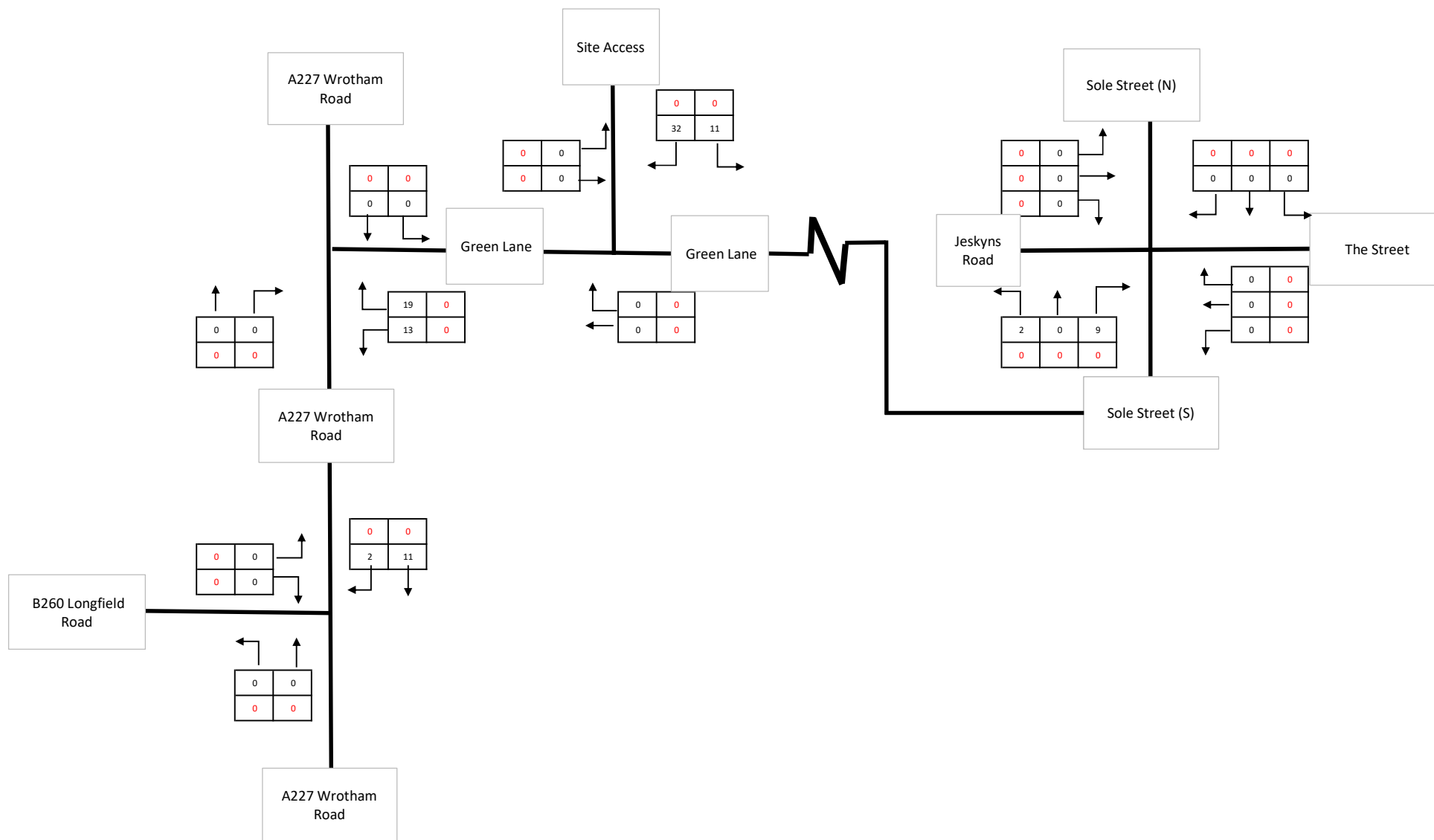
TFD 1.33

Development (Vision2) Assignment Arrivals (AM Peak Hour)

KEY

500 = TOTAL
VEHICLES

25 = HGVs



33 Queen Street, London
EC4R 1AP
www.i-transport.co.uk

Norwood Lane, Meopham

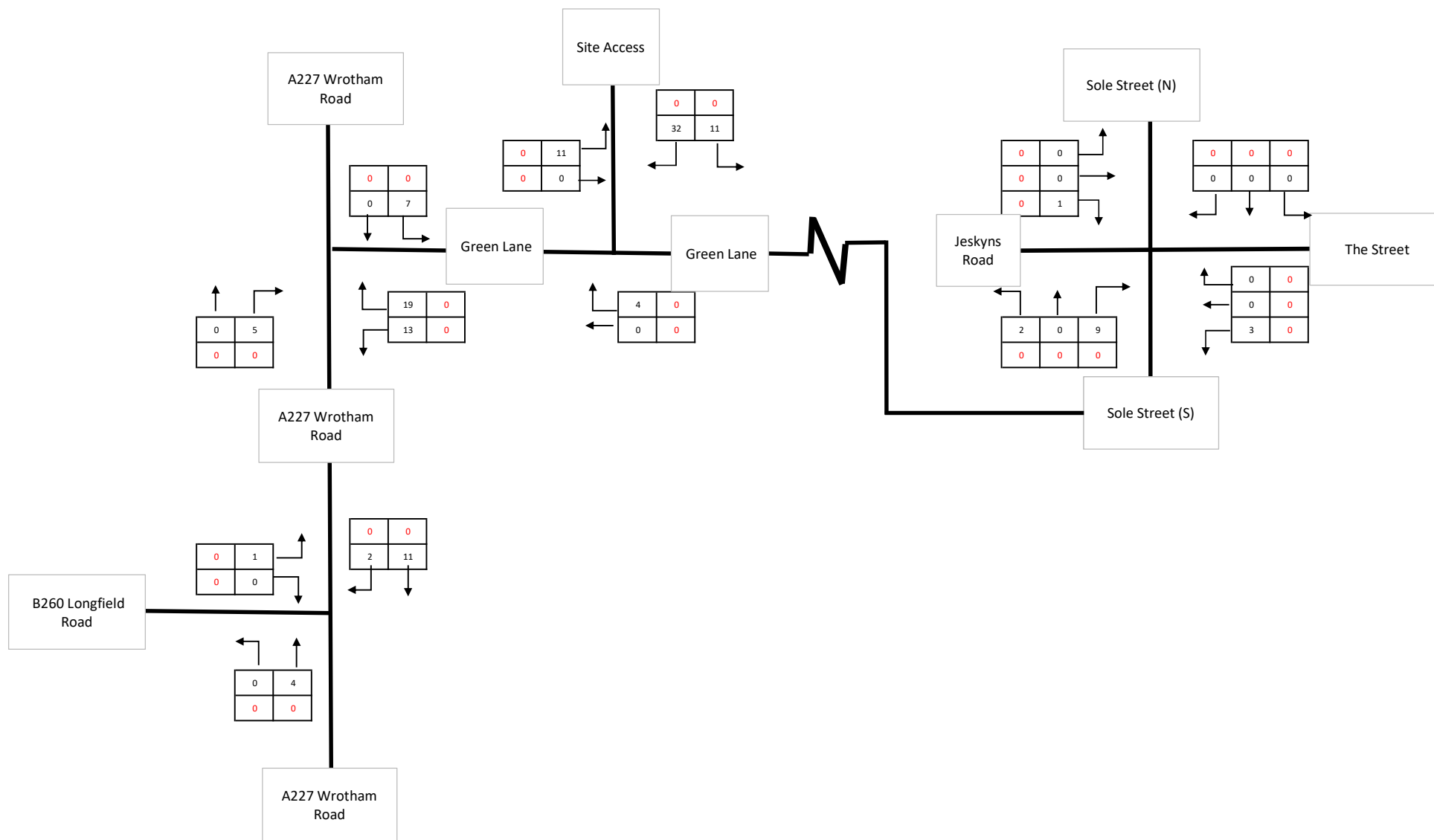
TFD 1.34

Development (Vision2) Assignment Departures (AM Peak Hour)

KEY

500 = TOTAL
VEHICLES

25 = HGVs



33 Queen Street, London
EC4R 1AP
www.i-transport.co.uk

Norwood Lane, Meopham

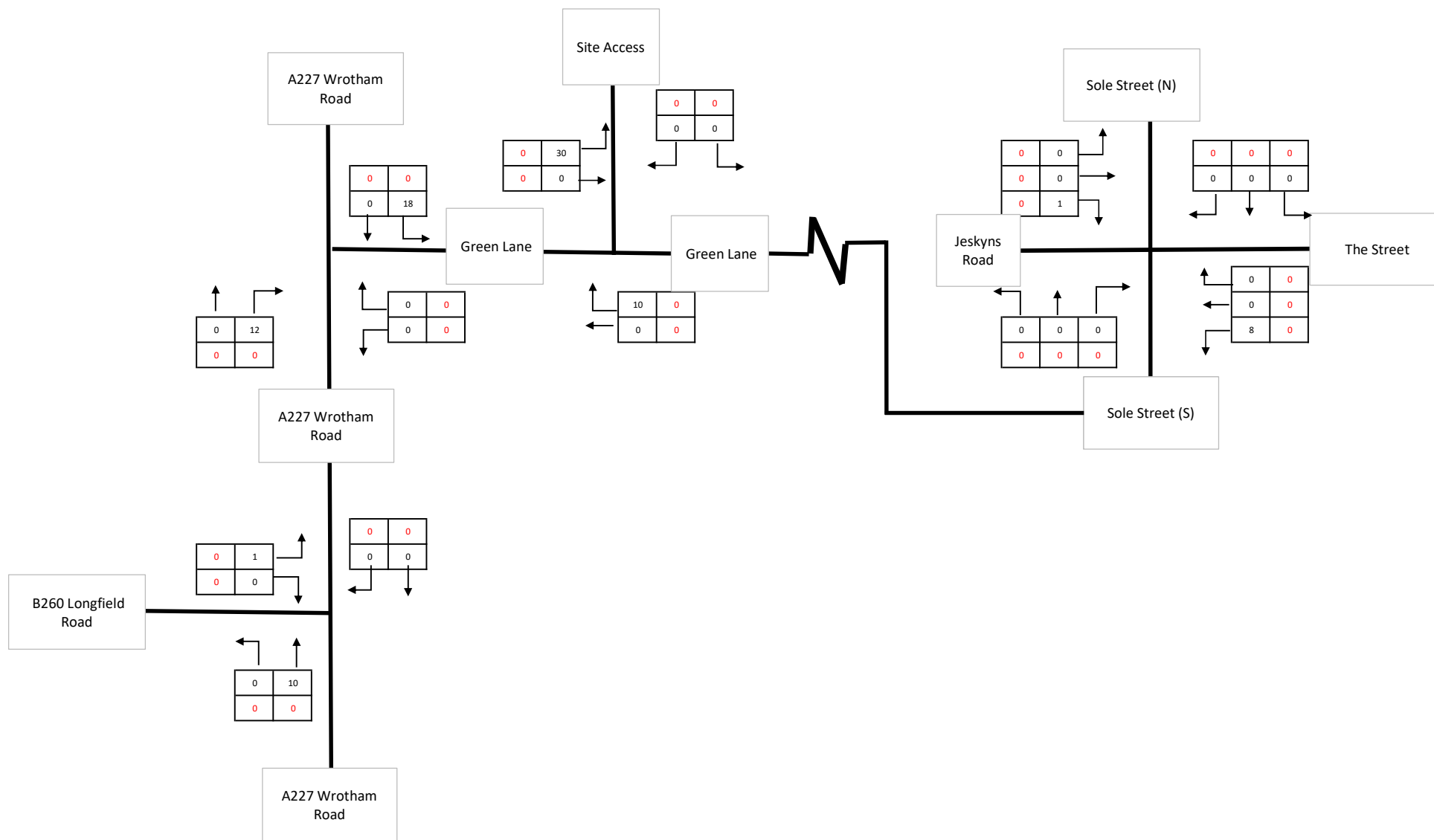
TFD 1.35

Development (Vision2) Assignment TOTAL (AM Peak Hour)

KEY

500 = TOTAL
VEHICLES

25 = HGVs



33 Queen Street, London
EC4R 1AP
www.i-transport.co.uk

Norwood Lane, Meopham

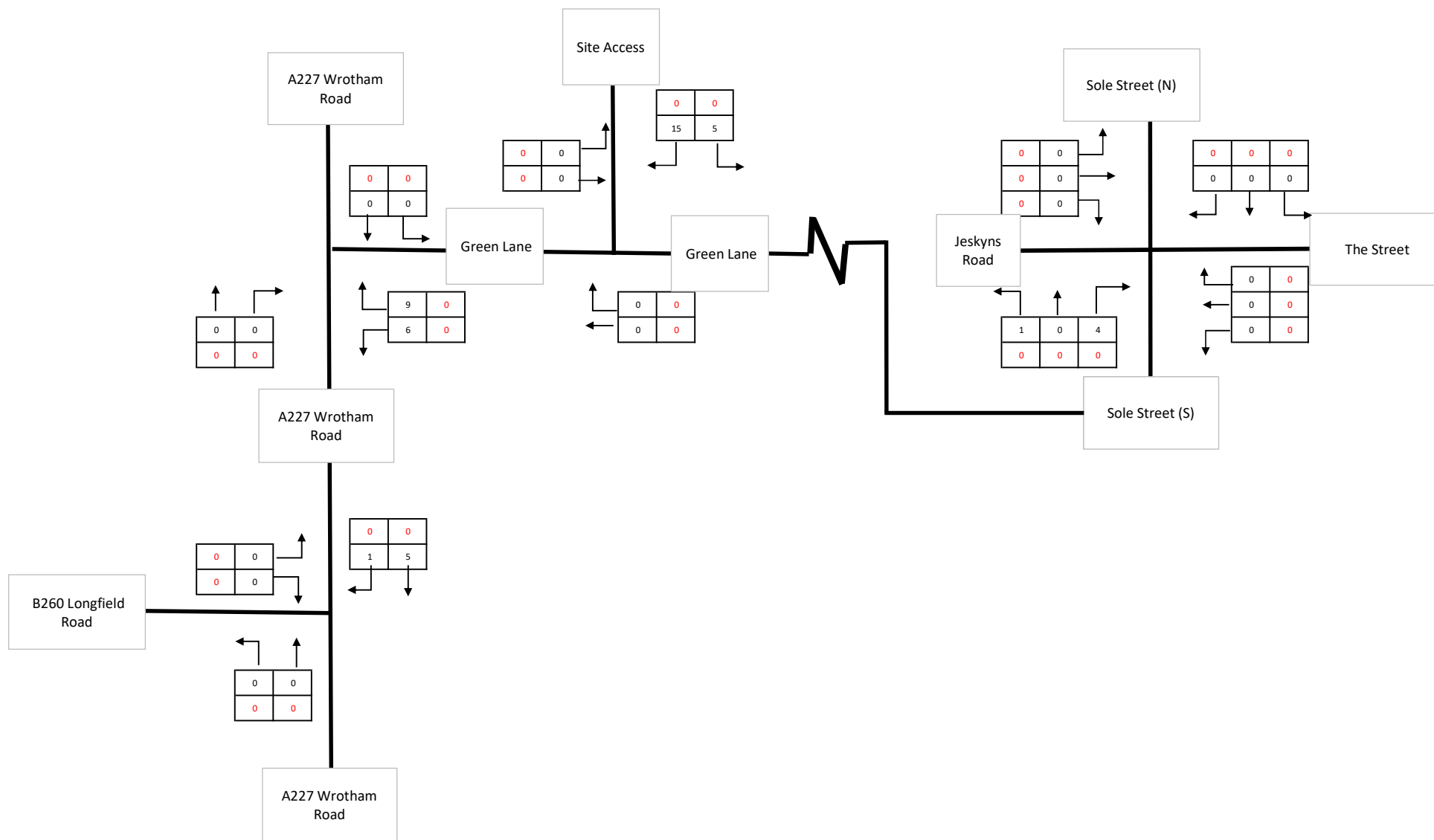
TFD 1.36

Development (Vision2) Assignment Arrivals (PM Peak Hour)

KEY

500 = TOTAL
VEHICLES

25 = HGVs



33 Queen Street, London
EC4R 1AP
www.i-transport.co.uk

Norwood Lane, Meopham

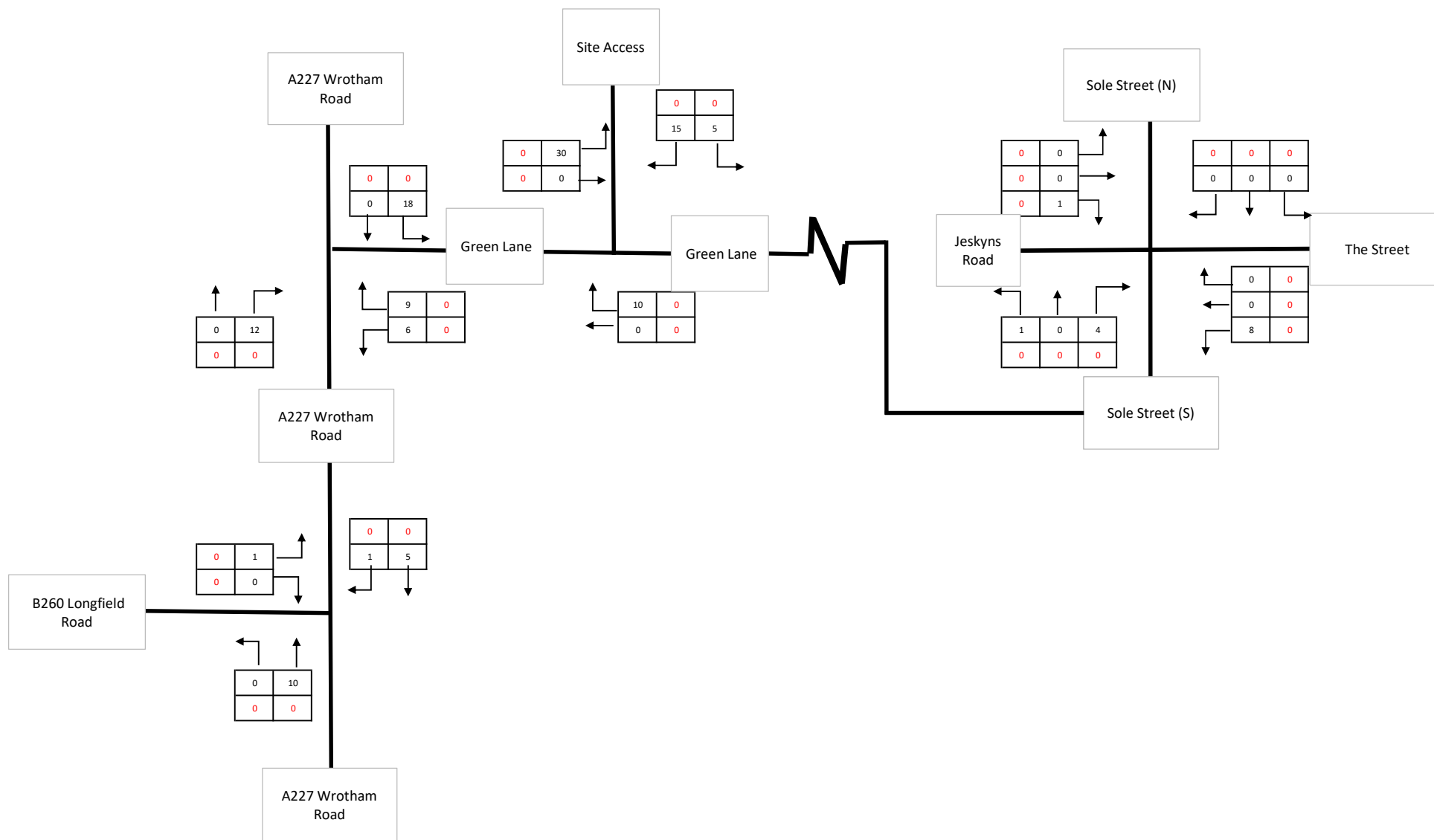
TFD 1.37

Development (Vision2) Assignment Departures (PM Peak Hour)

KEY

500 = TOTAL
VEHICLES

25 = HGVs



33 Queen Street, London
EC4R 1AP
www.i-transport.co.uk

Norwood Lane, Meopham

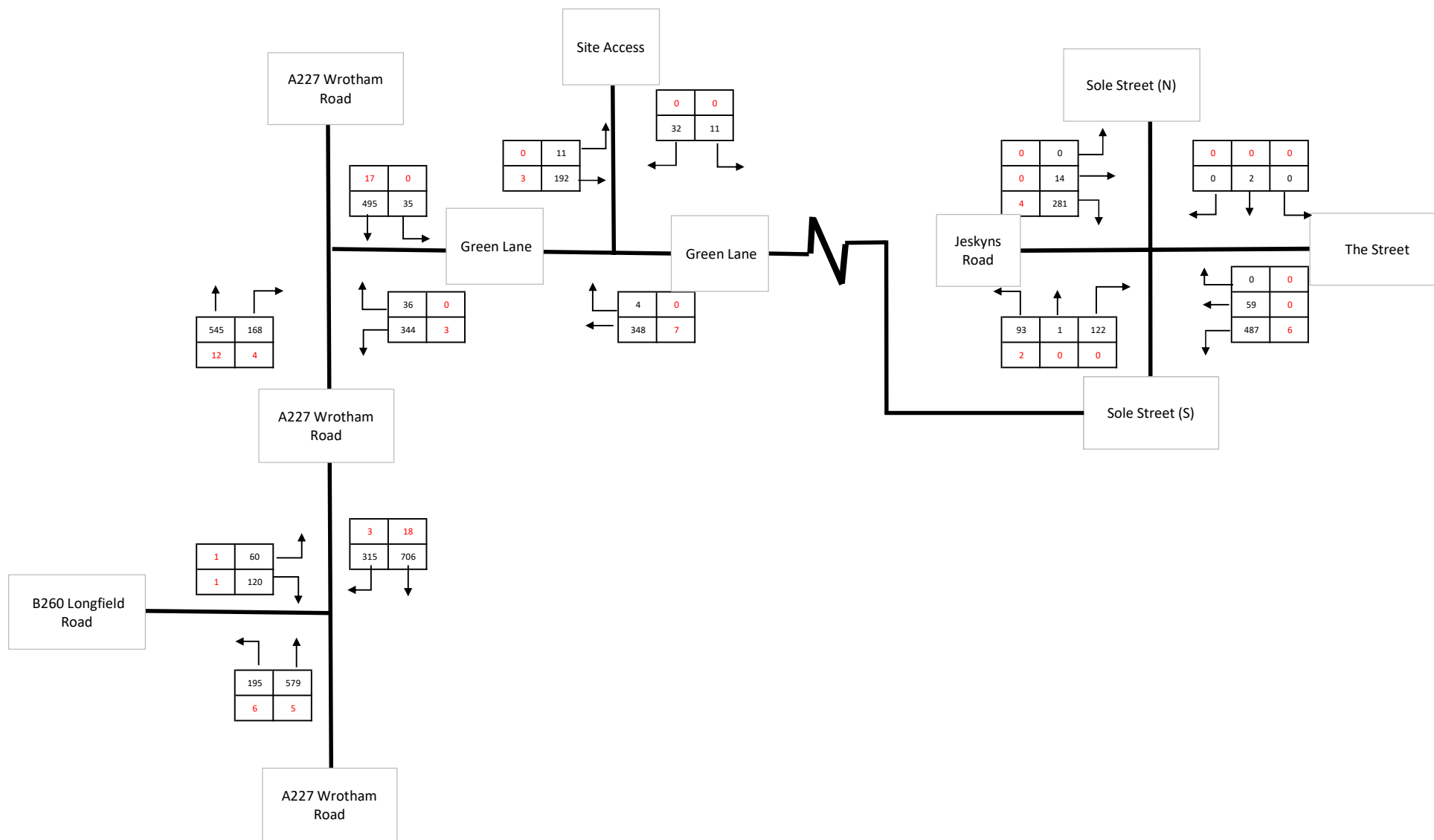
TFD 1.38

Development (Vision2) Assignment TOTAL (PM Peak Hour)

KEY

500 = TOTAL
VEHICLES

25 = HGVs



33 Queen Street, London
EC4R 1AP
www.i-transport.co.uk

Norwood Lane, Meopham

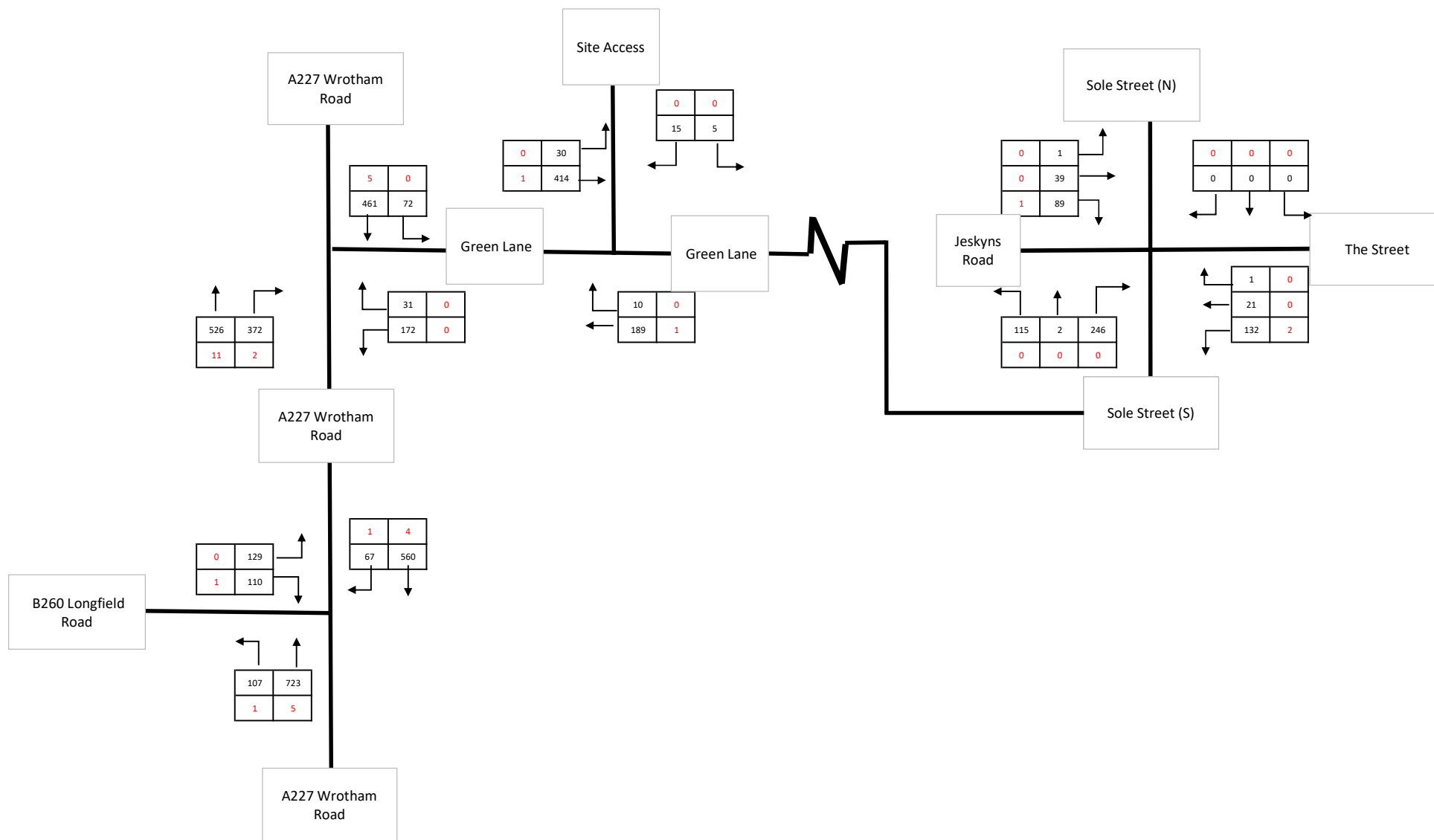
TFD 1.39

2030 Base With Development and Vision 2 Traffic Flows - AM Peak Hour (0800
- 0900)

KEY

500 = TOTAL
VEHICLES

25 = HGVs



33 Queen Street, London
EC4R 1AP
www.i-transport.co.uk

Norwood Lane, Meopham

TFD 1.40

2030 Base With Development and Vision 2 Traffic Flows - PM Peak Hour (1700 - 1800)

KEY

500

 = TOTAL VEHICLES

25

 = HGVs

APPENDIX D. REVISED TA MODEL OUTPUTS

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307

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Filename: Site Access Junction.j11

Path: L:\PROJECTS\16000 SERIES\16459 - Norwood Lane, Meopham\Tech\Junction Assessments\Picady\2026

Models following Response

Report generation date: 15/01/2026 14:11:48

»D1 - 2030 | With Development | AM
 »D2 - 2030 | With Development | PM
 »D3 - 2030 | With Development and Vision | AM
 »D4 - 2030 | With Development and Vision | PM
 »D5 - 2030 | With Development and Vision 2 | AM
 »D6 - 2030 | With Development and Vision 2 | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2030 - With Development									
Stream B-AC	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2030 - With Development and Vision									
Stream B-AC	D3	0.1	9.23	0.11	A	D4	0.1	9.49	0.06	A
Stream C-AB		0.0	4.58	0.01	A		0.0	5.43	0.02	A
	2030 - With Development and Vision 2									
Stream B-AC	D5	0.1	9.09	0.11	A	D6	0.1	9.42	0.05	A
Stream C-AB		0.0	4.58	0.01	A		0.0	5.43	0.02	A

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

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

File summary

File Description

Title	Site Access Junction
Location	
Site number	
Date	10/07/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	ITL16459
Enumerator	I-TRANSPORT\manchesterhotdesk
Description	

Units

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

Analysis Options

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	2030	With Development	AM	ONE HOUR	00:00	01:30	15	✓
D2	2030	With Development	PM	ONE HOUR	00:00	01:30	15	✓
D3	2030	With Development and Vision	AM	ONE HOUR	00:00	01:30	15	✓
D4	2030	With Development and Vision	PM	ONE HOUR	00:00	01:30	15	✓
D5	2030	With Development and Vision 2	AM	ONE HOUR	00:00	01:30	15	✓
D6	2030	With Development and Vision 2	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

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

D1 - 2030 | With Development | AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Arms

Arms

Arm	Name	Description	Arm type
A	Green Lane (W)		Major
B	Site Access		Minor
C	Green Lane (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	7.12			142.2	✓	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	3.31	22	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	510	0.088	0.223	0.140	0.319
B-C	656	0.096	0.242	-	-
C-B	656	0.242	0.242	-	-

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	2030	With Development	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	192	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	348	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	0	192
	B	0	0	0
	C	348	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 (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					319	479
A-B					0	0
A-C					176	264

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	516	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	621	0.000	0	0.0	0.0	0.000	A
C-A	262	65	0.00			262				
A-B	0	0	0.00			0				
A-C	145	36	0.00			145				

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	504	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	615	0.000	0	0.0	0.0	0.000	A
C-A	313	78	0.00			313				
A-B	0	0	0.00			0				
A-C	173	43	0.00			173				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	488	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	605	0.000	0	0.0	0.0	0.000	A
C-A	383	96	0.00			383				
A-B	0	0	0.00			0				
A-C	211	53	0.00			211				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	488	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	605	0.000	0	0.0	0.0	0.000	A
C-A	383	96	0.00			383				
A-B	0	0	0.00			0				
A-C	211	53	0.00			211				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	504	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	615	0.000	0	0.0	0.0	0.000	A
C-A	313	78	0.00			313				
A-B	0	0	0.00			0				
A-C	173	43	0.00			173				

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	516	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	621	0.000	0	0.0	0.0	0.000	A
C-A	262	65	0.00			262				
A-B	0	0	0.00			0				
A-C	145	36	0.00			145				

D2 - 2030 | With Development | PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	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	2030	With Development	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	414	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	189	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	0	414
	B	0	0	0
	C	189	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 (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					173	260
A-B					0	0
A-C					380	570

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	488	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	581	0.000	0	0.0	0.0	0.000	A
C-A	142	36	0.00			142				
A-B	0	0	0.00			0				
A-C	312	78	0.00			312				

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	471	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	566	0.000	0	0.0	0.0	0.000	A
C-A	170	42	0.00			170				
A-B	0	0	0.00			0				
A-C	372	93	0.00			372				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	447	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	546	0.000	0	0.0	0.0	0.000	A
C-A	208	52	0.00			208				
A-B	0	0	0.00			0				
A-C	456	114	0.00			456				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	447	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	546	0.000	0	0.0	0.0	0.000	A
C-A	208	52	0.00			208				
A-B	0	0	0.00			0				
A-C	456	114	0.00			456				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	471	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	566	0.000	0	0.0	0.0	0.000	A
C-A	170	42	0.00			170				
A-B	0	0	0.00			0				
A-C	372	93	0.00			372				

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	488	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	581	0.000	0	0.0	0.0	0.000	A
C-A	142	36	0.00			142				
A-B	0	0	0.00			0				
A-C	312	78	0.00			312				

D3 - 2030 | With Development and Vision | AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.76	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	2030	With Development and Vision	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	204	100.000
B		ONE HOUR	✓	46	100.000
C		ONE HOUR	✓	352	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	12	192
	B	35	0	11
	C	348	4	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 (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.11	9.23	0.1	A	42	63
C-AB	0.01	4.58	0.0	A	6	9
C-A					317	475
A-B					11	17
A-C					176	264

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	0.00	472	0.073	34	0.0	0.1	8.219	A
C-AB	5	1	0.00	791	0.006	4	0.0	0.0	4.576	A
C-A	261	65	0.00			261				
A-B	9	2	0.00			9				
A-C	145	36	0.00			145				

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	10	0.00	459	0.090	41	0.1	0.1	8.620	A
C-AB	6	1	0.00	818	0.007	6	0.0	0.0	4.429	A
C-A	311	78	0.00			311				
A-B	11	3	0.00			11				
A-C	173	43	0.00			173				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	51	13	0.00	441	0.115	51	0.1	0.1	9.223	A
C-AB	8	2	0.00	857	0.009	8	0.0	0.0	4.239	A
C-A	380	95	0.00			380				
A-B	13	3	0.00			13				
A-C	211	53	0.00			211				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	51	13	0.00	441	0.115	51	0.1	0.1	9.229	A
C-AB	8	2	0.00	857	0.009	8	0.0	0.0	4.239	A
C-A	380	95	0.00			380				
A-B	13	3	0.00			13				
A-C	211	53	0.00			211				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	10	0.00	459	0.090	41	0.1	0.1	8.628	A
C-AB	6	1	0.00	818	0.007	6	0.0	0.0	4.431	A
C-A	311	78	0.00			311				
A-B	11	3	0.00			11				
A-C	173	43	0.00			173				

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	0.00	472	0.073	35	0.1	0.1	8.235	A
C-AB	5	1	0.00	791	0.006	5	0.0	0.0	4.578	A
C-A	260	65	0.00			260				
A-B	9	2	0.00			9				
A-C	145	36	0.00			145				

D4 - 2030 | With Development and Vision | PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.41	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
D4	2030	With Development and Vision	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	446	100.000
B		ONE HOUR	✓	21	100.000
C		ONE HOUR	✓	199	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	32	414
	B	16	0	5
	C	189	10	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 (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	9.49	0.1	A	19	29
C-AB	0.02	5.43	0.0	A	12	19
C-A					170	255
A-B					29	44
A-C					380	570

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16	4	0.00	446	0.035	16	0.0	0.0	8.371	A
C-AB	10	2	0.00	672	0.014	9	0.0	0.0	5.434	A
C-A	140	35	0.00			140				
A-B	24	6	0.00			24				
A-C	312	78	0.00			312				

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	5	0.00	427	0.044	19	0.0	0.0	8.811	A
C-AB	12	3	0.00	676	0.018	12	0.0	0.0	5.417	A
C-A	167	42	0.00			167				
A-B	29	7	0.00			29				
A-C	372	93	0.00			372				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	6	0.00	402	0.057	23	0.0	0.1	9.493	A
C-AB	16	4	0.00	684	0.023	16	0.0	0.0	5.391	A
C-A	203	51	0.00			203				
A-B	35	9	0.00			35				
A-C	456	114	0.00			456				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	6	0.00	402	0.057	23	0.1	0.1	9.495	A
C-AB	16	4	0.00	684	0.023	16	0.0	0.0	5.393	A
C-A	203	51	0.00			203				
A-B	35	9	0.00			35				
A-C	456	114	0.00			456				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	5	0.00	427	0.044	19	0.1	0.0	8.816	A
C-AB	12	3	0.00	676	0.018	12	0.0	0.0	5.420	A
C-A	167	42	0.00			167				
A-B	29	7	0.00			29				
A-C	372	93	0.00			372				

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16	4	0.00	446	0.035	16	0.0	0.0	8.378	A
C-AB	10	2	0.00	672	0.014	10	0.0	0.0	5.434	A
C-A	140	35	0.00			140				
A-B	24	6	0.00			24				
A-C	312	78	0.00			312				

D5 - 2030 | With Development and Vision 2 | AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.70	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
D5	2030	With Development and Vision 2	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	203	100.000
B		ONE HOUR	✓	43	100.000
C		ONE HOUR	✓	352	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	11	192
	B	32	0	11
	C	348	4	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 (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.11	9.09	0.1	A	39	59
C-AB	0.01	4.58	0.0	A	6	9
C-A					317	475
A-B					10	15
A-C					176	264

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	8	0.00	475	0.068	32	0.0	0.1	8.131	A
C-AB	5	1	0.00	791	0.006	4	0.0	0.0	4.575	A
C-A	261	65	0.00			261				
A-B	8	2	0.00			8				
A-C	145	36	0.00			145				

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39	10	0.00	462	0.084	39	0.1	0.1	8.511	A
C-AB	6	1	0.00	819	0.007	6	0.0	0.0	4.428	A
C-A	311	78	0.00			311				
A-B	10	2	0.00			10				
A-C	173	43	0.00			173				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	12	0.00	443	0.107	47	0.1	0.1	9.085	A
C-AB	8	2	0.00	857	0.009	8	0.0	0.0	4.238	A
C-A	380	95	0.00			380				
A-B	12	3	0.00			12				
A-C	211	53	0.00			211				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	12	0.00	443	0.107	47	0.1	0.1	9.088	A
C-AB	8	2	0.00	857	0.009	8	0.0	0.0	4.240	A
C-A	380	95	0.00			380				
A-B	12	3	0.00			12				
A-C	211	53	0.00			211				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39	10	0.00	462	0.084	39	0.1	0.1	8.519	A
C-AB	6	1	0.00	819	0.007	6	0.0	0.0	4.428	A
C-A	311	78	0.00			311				
A-B	10	2	0.00			10				
A-C	173	43	0.00			173				

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	8	0.00	475	0.068	32	0.1	0.1	8.144	A
C-AB	5	1	0.00	791	0.006	5	0.0	0.0	4.575	A
C-A	260	65	0.00			260				
A-B	8	2	0.00			8				
A-C	145	36	0.00			145				

D6 - 2030 | With Development and Vision 2 | PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.40	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
D6	2030	With Development and Vision 2	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	444	100.000
B		ONE HOUR	✓	20	100.000
C		ONE HOUR	✓	199	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	30	414
	B	15	0	5
	C	189	10	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 (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	9.42	0.1	A	18	28
C-AB	0.02	5.43	0.0	A	12	19
C-A					170	255
A-B					28	41
A-C					380	570

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	4	0.00	447	0.034	15	0.0	0.0	8.323	A
C-AB	10	2	0.00	672	0.014	9	0.0	0.0	5.431	A
C-A	140	35	0.00			140				
A-B	23	6	0.00			23				
A-C	312	78	0.00			312				

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	4	0.00	429	0.042	18	0.0	0.0	8.754	A
C-AB	12	3	0.00	677	0.018	12	0.0	0.0	5.414	A
C-A	167	42	0.00			167				
A-B	27	7	0.00			27				
A-C	372	93	0.00			372				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	6	0.00	404	0.055	22	0.0	0.1	9.420	A
C-AB	16	4	0.00	684	0.023	16	0.0	0.0	5.387	A
C-A	203	51	0.00			203				
A-B	33	8	0.00			33				
A-C	456	114	0.00			456				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	6	0.00	404	0.055	22	0.1	0.1	9.422	A
C-AB	16	4	0.00	684	0.023	16	0.0	0.0	5.390	A
C-A	203	51	0.00			203				
A-B	33	8	0.00			33				
A-C	456	114	0.00			456				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	4	0.00	429	0.042	18	0.1	0.0	8.758	A
C-AB	12	3	0.00	677	0.018	12	0.0	0.0	5.414	A
C-A	167	42	0.00			167				
A-B	27	7	0.00			27				
A-C	372	93	0.00			372				

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	4	0.00	447	0.034	15	0.0	0.0	8.331	A
C-AB	10	2	0.00	672	0.014	10	0.0	0.0	5.432	A
C-A	140	35	0.00			140				
A-B	23	6	0.00			23				
A-C	312	78	0.00			312				

Junctions 11		
PICADY 11 - Priority Intersection Module		
Version: 11.1.0.2307		
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Filename: A227 Green Lane T junction - DIRECT 2025 surveys GEOM003.j11

Path: L:\PROJECTS\16000 SERIES\16459 - Norwood Lane, Meopham\Tech\Junction Assessments\Picady\2026 Models following Response

Report generation date: 20/01/2026 15:58:57

-
- »D1 - 2025 | Base | AM
 - »D2 - 2025 | Base | PM
 - »D3 - 2030 | 2030 Future Base | AM
 - »D4 - 2030 | 2030 Future Base | PM
 - »D5 - 2030 | Future Base With Development | AM
 - »D6 - 2030 | Future Base With Development | PM
 - »D7 - 2030 | Future Base With Development and Vision | AM
 - »D8 - 2030 | Future Base With Development and Vision | PM
 - »D9 - 2030 | Future Base With Development and Vision 2 | AM
 - »D10 - 2030 | Future Base With Development and Vision 2 | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2025 - Base									
Stream B-C	D1	4.1	29.74	0.83	D	D2	0.5	9.58	0.35	A
Stream B-A		0.1	31.43	0.10	D		0.3	25.97	0.24	D
Stream C-AB		0.5	9.47	0.33	A		3.1	18.23	0.74	C
	2030 - 2030 Future Base									
Stream B-C	D3	5.7	37.48	0.89	E	D4	0.6	10.53	0.38	B
Stream B-A		0.2	47.65	0.14	E		0.4	31.62	0.30	D
Stream C-AB		0.6	9.80	0.36	A		4.2	20.61	0.79	C
	2030 - Future Base With Development									
Stream B-C	D5	9.1	52.50	0.97	F	D6	0.7	12.05	0.43	B
Stream B-A		1.2	127.18	0.64	F		0.6	38.69	0.40	E
Stream C-AB		0.6	10.05	0.37	B		5.4	23.07	0.83	C
	2030 - Future Base With Development and Vision									
Stream B-C	D7	8.7	50.88	0.96	F	D8	0.7	11.98	0.43	B
Stream B-A		1.1	110.84	0.59	F		0.6	38.08	0.40	E
Stream C-AB		0.6	9.96	0.36	A		5.1	22.56	0.82	C
	2030 - Future Base With Development and Vision 2									
Stream B-C	D9	8.3	49.14	0.95	E	D10	0.7	11.62	0.42	B
Stream B-A		0.8	98.89	0.51	F		0.6	36.65	0.37	E
Stream C-AB		0.6	9.96	0.36	A		5.1	22.56	0.82	C

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	
Site number	
Date	17/04/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\manchesterhotdesk
Description	

Units

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

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 period length (min)	Time segment length (min)	Run automatically
D1	2025	Base	AM	DIRECT	07:45	08:45	60	15	✓
D2	2025	Base	PM	DIRECT	17:00	18:00	60	15	✓
D3	2030	2030 Future Base	AM	DIRECT	07:45	08:45	60	15	✓
D4	2030	2030 Future Base	PM	DIRECT	17:00	18:00	60	15	✓
D5	2030	Future Base With Development	AM	DIRECT	07:45	08:45	60	15	✓
D6	2030	Future Base With Development	PM	DIRECT	17:00	18:00	60	15	✓
D7	2030	Future Base With Development and Vision	AM	DIRECT	07:45	08:45	60	15	✓
D8	2030	Future Base With Development and Vision	PM	DIRECT	17:00	18:00	60	15	✓
D9	2030	Future Base With Development and Vision 2	AM	DIRECT	07:45	08:45	60	15	✓
D10	2030	Future Base With Development and Vision 2	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

D1 - 2025 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Green Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	A227 Wrotham Road (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Wrotham Road / Green Lane	T-Junction	Two-way	Two-way	Two-way		7.51	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.51	A

Arms

Arms

Arm	Name	Description	Arm type
A	A227 Wrotham Road (N)		Major
B	Green Lane		Minor
C	A227 Wrotham Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A227 Wrotham Road (S)	5.90		✓	2.36	193.0	✓	4.00

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)
Green Lane	One lane plus flare	9.70	4.80	4.00	3.40	2.60	✓	1.00	152	75

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	133.036	0.097	0.246	0.155	0.352
B-C	183.508	0.113	0.286	-	-
C-B	174.418	0.271	0.271	-	-

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 period length (min)	Time segment length (min)	Run automatically
D1	2025	Base	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A227 Wrotham Road (N)		DIRECT	✓	100.000
Green Lane		DIRECT	✓	100.000
A227 Wrotham Road (S)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00	From	To			
			A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
		A227 Wrotham Road (N)	0.00	6.00	140.00
		Green Lane	3.00	0.00	115.00
		A227 Wrotham Road (S)	108.00	27.00	0.00

Demand (Veh/TS)

08:00 - 08:15	From	To			
			A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
		A227 Wrotham Road (N)	0.00	2.00	141.00
		Green Lane	3.00	0.00	94.00
		A227 Wrotham Road (S)	128.00	35.00	0.00

Demand (Veh/TS)

08:15 - 08:30	From	To			
			A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
		A227 Wrotham Road (N)	0.00	12.00	101.00
		Green Lane	5.00	0.00	61.00
		A227 Wrotham Road (S)	127.00	44.00	0.00

Demand (Veh/TS)

08:30 - 08:45	From	To			
			A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
		A227 Wrotham Road (N)	0.00	7.00	88.00
		Green Lane	5.00	0.00	44.00
		A227 Wrotham Road (S)	154.00	49.00	0.00

Vehicle Mix

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

Heavy Vehicle %

07:45 - 08:00	From	To			
			A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
		A227 Wrotham Road (N)	0	0	4
		Green Lane	0	0	1
		A227 Wrotham Road (S)	1	4	0

Heavy Vehicle %

08:00 - 08:15

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	3
	Green Lane	0	0	3
	A227 Wrotham Road (S)	2	3	0

Heavy Vehicle %

08:15 - 08:30

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	1
	Green Lane	0	0	3
	A227 Wrotham Road (S)	5	5	0

Heavy Vehicle %

08:30 - 08:45

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	6
	Green Lane	0	0	0
	A227 Wrotham Road (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.83	29.74	4.1	D	79.95	319.80
B-A	0.10	31.43	0.1	D	4.00	16.00
C-AB	0.33	9.47	0.5	A	40.23	160.93
C-A					131.73	526.93
A-B					6.75	27.00
A-C					121.53	486.12

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	116.15	116.15	0.00	139.51	0.833	112.03	0.0	4.1	29.741	D
B-A	3.00	3.00	0.00	31.44	0.095	2.90	0.0	0.1	31.432	D
C-AB	28.14	28.14	0.00	133.53	0.211	27.86	0.0	0.3	8.834	A
C-A	109.02	109.02	0.00			109.02				
A-B	6.00	6.00	0.00			6.00				
A-C	145.60	145.60	0.00			145.60				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96.82	96.82	0.00	139.79	0.693	98.55	4.1	2.4	22.550	C
B-A	3.00	3.00	0.00	41.33	0.073	3.02	0.1	0.1	23.509	C
C-AB	36.27	36.27	0.00	135.27	0.268	36.17	0.3	0.4	9.398	A
C-A	130.34	130.34	0.00			130.34				
A-B	2.00	2.00	0.00			2.00				
A-C	145.23	145.23	0.00			145.23				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62.83	62.83	0.00	149.31	0.421	64.45	2.4	0.8	11.125	B
B-A	5.00	5.00	0.00	65.19	0.077	5.00	0.1	0.1	14.950	B
C-AB	46.73	46.73	0.00	145.11	0.322	46.62	0.4	0.5	9.467	A
C-A	132.82	132.82	0.00			132.82				
A-B	12.00	12.00	0.00			12.00				
A-C	102.01	102.01	0.00			102.01				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44.00	44.00	0.00	151.95	0.290	44.34	0.8	0.4	8.594	A
B-A	5.00	5.00	0.00	67.67	0.074	5.00	0.1	0.1	14.360	B
C-AB	49.79	49.79	0.00	149.55	0.333	49.76	0.5	0.5	9.335	A
C-A	154.75	154.75	0.00			154.75				
A-B	7.00	7.00	0.00			7.00				
A-C	93.28	93.28	0.00			93.28				

D2 - 2025 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Green Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	A227 Wrotham Road (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Wrotham Road / Green Lane	T-Junction	Two-way	Two-way	Two-way		6.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.10	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2025	Base	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A227 Wrotham Road (N)		DIRECT	✓	100.000
Green Lane		DIRECT	✓	100.000
A227 Wrotham Road (S)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0.00	12.00	116.00
	Green Lane	5.00	0.00	36.00
	A227 Wrotham Road (S)	123.00	84.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0.00	8.00	118.00
	Green Lane	11.00	0.00	50.00
	A227 Wrotham Road (S)	133.00	101.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0.00	16.00	107.00
	Green Lane	3.00	0.00	33.00
	A227 Wrotham Road (S)	123.00	85.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0.00	15.00	96.00
	Green Lane	2.00	0.00	39.00
	A227 Wrotham Road (S)	120.00	72.00	0.00

Vehicle Mix

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

Heavy Vehicle %

17:00 - 17:15

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0	0	2
	Green Lane	0	0	0
	A227 Wrotham Road (S)	2	0	0

Heavy Vehicle %

17:15 - 17:30

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0	0	2
	Green Lane	0	0	0
	A227 Wrotham Road (S)	0	2	0

Heavy Vehicle %

17:30 - 17:45

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0	0	0
	Green Lane	0	0	0
	A227 Wrotham Road (S)	3	0	0

Heavy Vehicle %

17:45 - 18:00

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0	0	1
	Green Lane	0	0	0
	A227 Wrotham Road (S)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.35	9.58	0.5	A	39.50	158.00
B-A	0.24	25.97	0.3	D	5.25	21.00
C-AB	0.74	18.23	3.1	C	99.27	397.09
C-A					113.92	455.68
A-B					12.75	51.00
A-C					110.66	442.64

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36.00	36.00	0.00	143.50	0.251	35.67	0.0	0.3	8.322	A
B-A	5.00	5.00	0.00	54.37	0.092	4.90	0.0	0.1	18.150	C
C-AB	94.10	94.10	0.00	155.75	0.604	92.48	0.0	1.6	13.984	B
C-A	115.36	115.36	0.00			115.36				
A-B	12.00	12.00	0.00			12.00				
A-C	118.32	118.32	0.00			118.32				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50.00	50.00	0.00	143.56	0.348	49.80	0.3	0.5	9.579	A
B-A	11.00	11.00	0.00	45.25	0.243	10.79	0.1	0.3	25.968	D
C-AB	131.27	131.27	0.00	178.43	0.736	129.77	1.6	3.1	18.233	C
C-A	104.75	104.75	0.00			104.75				
A-B	8.00	8.00	0.00			8.00				
A-C	120.36	120.36	0.00			120.36				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33.00	33.00	0.00	147.94	0.223	33.24	0.5	0.3	7.862	A
B-A	3.00	3.00	0.00	55.04	0.055	3.25	0.3	0.1	17.457	C
C-AB	95.87	95.87	0.00	158.45	0.605	97.11	3.1	1.9	15.381	C
C-A	115.82	115.82	0.00			115.82				
A-B	16.00	16.00	0.00			16.00				
A-C	107.00	107.00	0.00			107.00				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39.00	39.00	0.00	152.49	0.256	38.95	0.3	0.3	7.923	A
B-A	2.00	2.00	0.00	62.08	0.032	2.02	0.1	0.0	14.995	B
C-AB	75.86	75.86	0.00	151.90	0.499	76.63	1.9	1.1	12.139	B
C-A	119.74	119.74	0.00			119.74				
A-B	15.00	15.00	0.00			15.00				
A-C	96.96	96.96	0.00			96.96				

D3 - 2030 | 2030 Future Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Green Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	A227 Wrotham Road (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Wrotham Road / Green Lane	T-Junction	Two-way	Two-way	Two-way		9.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.24	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2030	2030 Future Base	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A227 Wrotham Road (N)		DIRECT	✓	100.000
Green Lane		DIRECT	✓	100.000
A227 Wrotham Road (S)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0.00	6.00	148.00
	Green Lane	3.00	0.00	121.00
	A227 Wrotham Road (S)	114.00	28.00	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0.00	2.00	149.00
	Green Lane	3.00	0.00	99.00
	A227 Wrotham Road (S)	135.00	37.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0.00	13.00	106.00
	Green Lane	5.00	0.00	64.00
	A227 Wrotham Road (S)	134.00	46.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0.00	7.00	93.00
	Green Lane	5.00	0.00	46.00
	A227 Wrotham Road (S)	162.00	52.00	0.00

Vehicle Mix

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

Heavy Vehicle %

07:45 - 08:00

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0	0	4
	Green Lane	0	0	1
	A227 Wrotham Road (S)	1	4	0

Heavy Vehicle %

08:00 - 08:15

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0	0	3
	Green Lane	0	0	0
	A227 Wrotham Road (S)	2	3	0

Heavy Vehicle %

08:15 - 08:30

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0	0	1
	Green Lane	0	0	3
	A227 Wrotham Road (S)	5	5	0

Heavy Vehicle %

08:30 - 08:45

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0	0	6
	Green Lane	0	0	0
	A227 Wrotham Road (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.89	37.48	5.7	E	83.28	333.13
B-A	0.14	47.65	0.2	E	4.00	16.00
C-AB	0.36	9.80	0.6	A	42.46	169.84
C-A					138.71	554.85
A-B					7.00	28.00
A-C					128.26	513.03

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	122.21	122.21	0.00	137.07	0.892	116.49	0.0	5.7	37.480	E
B-A	3.00	3.00	0.00	21.60	0.139	2.85	0.0	0.2	47.649	E
C-AB	29.20	29.20	0.00	131.36	0.222	28.90	0.0	0.3	9.111	A
C-A	115.06	115.06	0.00			115.06				
A-B	6.00	6.00	0.00			6.00				
A-C	153.92	153.92	0.00			153.92				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99.00	99.00	0.00	137.30	0.721	101.86	5.7	2.9	27.603	D
B-A	3.00	3.00	0.00	35.17	0.085	3.06	0.2	0.1	28.074	D
C-AB	38.44	38.44	0.00	133.35	0.288	38.32	0.3	0.4	9.798	A
C-A	137.37	137.37	0.00			137.37				
A-B	2.00	2.00	0.00			2.00				
A-C	153.47	153.47	0.00			153.47				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65.92	65.92	0.00	147.65	0.446	67.96	2.9	0.8	11.546	B
B-A	5.00	5.00	0.00	61.14	0.082	5.01	0.1	0.1	16.036	C
C-AB	49.03	49.03	0.00	143.97	0.341	48.92	0.4	0.5	9.804	A
C-A	139.97	139.97	0.00			139.97				
A-B	13.00	13.00	0.00			13.00				
A-C	107.06	107.06	0.00			107.06				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46.00	46.00	0.00	150.32	0.306	46.36	0.8	0.5	8.904	A
B-A	5.00	5.00	0.00	63.73	0.078	5.00	0.1	0.1	15.326	C
C-AB	53.16	53.16	0.00	148.99	0.357	53.12	0.5	0.6	9.724	A
C-A	162.46	162.46	0.00			162.46				
A-B	7.00	7.00	0.00			7.00				
A-C	98.58	98.58	0.00			98.58				

D4 - 2030 | 2030 Future Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Green Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	A227 Wrotham Road (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Wrotham Road / Green Lane	T-Junction	Two-way	Two-way	Two-way		7.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.20	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2030	2030 Future Base	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A227 Wrotham Road (N)		DIRECT	✓	100.000
Green Lane		DIRECT	✓	100.000
A227 Wrotham Road (S)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0.00	13.00	122.00
	Green Lane	5.00	0.00	38.00
	A227 Wrotham Road (S)	130.00	89.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0.00	8.00	124.00
	Green Lane	12.00	0.00	53.00
	A227 Wrotham Road (S)	140.00	107.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0.00	17.00	113.00
	Green Lane	3.00	0.00	35.00
	A227 Wrotham Road (S)	130.00	90.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0.00	16.00	101.00
	Green Lane	2.00	0.00	41.00
	A227 Wrotham Road (S)	127.00	76.00	0.00

Vehicle Mix

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

Heavy Vehicle %

17:00 - 17:15

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	2
	Green Lane	0	0	0
	A227 Wrotham Road (S)	2	0	0

Heavy Vehicle %

17:15 - 17:30

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	2
	Green Lane	0	0	0
	A227 Wrotham Road (S)	0	2	0

Heavy Vehicle %

17:30 - 17:45

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	0
	Green Lane	0	0	0
	A227 Wrotham Road (S)	3	0	0

Heavy Vehicle %

17:45 - 18:00

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	1
	Green Lane	0	0	0
	A227 Wrotham Road (S)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.38	10.53	0.6	B	41.75	167.00
B-A	0.30	31.62	0.4	D	5.50	22.00
C-AB	0.79	20.61	4.2	C	110.85	443.40
C-A					114.51	458.05
A-B					13.50	54.00
A-C					116.48	465.93

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38.00	38.00	0.00	141.39	0.269	37.64	0.0	0.4	8.644	A
B-A	5.00	5.00	0.00	49.63	0.101	4.89	0.0	0.1	20.070	C
C-AB	104.28	104.28	0.00	160.65	0.649	102.28	0.0	2.0	15.105	C
C-A	117.32	117.32	0.00			117.32				
A-B	13.00	13.00	0.00			13.00				
A-C	124.44	124.44	0.00			124.44				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53.00	53.00	0.00	137.98	0.384	52.75	0.4	0.6	10.527	B
B-A	12.00	12.00	0.00	39.88	0.301	11.70	0.1	0.4	31.622	D
C-AB	151.14	151.14	0.00	191.80	0.788	148.93	2.0	4.2	20.608	C
C-A	98.00	98.00	0.00			98.00				
A-B	8.00	8.00	0.00			8.00				
A-C	126.48	126.48	0.00			126.48				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35.00	35.00	0.00	145.86	0.240	35.29	0.6	0.3	8.160	A
B-A	3.00	3.00	0.00	50.11	0.060	3.34	0.4	0.1	19.377	C
C-AB	106.31	106.31	0.00	163.50	0.650	108.11	4.2	2.4	17.330	C
C-A	117.59	117.59	0.00			117.59				
A-B	17.00	17.00	0.00			17.00				
A-C	113.00	113.00	0.00			113.00				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41.00	41.00	0.00	150.88	0.272	40.95	0.3	0.4	8.183	A
B-A	2.00	2.00	0.00	57.88	0.035	2.03	0.1	0.0	16.124	C
C-AB	81.67	81.67	0.00	153.21	0.533	82.80	2.4	1.3	13.074	B
C-A	125.14	125.14	0.00			125.14				
A-B	16.00	16.00	0.00			16.00				
A-C	102.01	102.01	0.00			102.01				

D5 - 2030 | Future Base With Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Green Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	A227 Wrotham Road (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Wrotham Road / Green Lane	T-Junction	Two-way	Two-way	Two-way		15.03	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.03	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2030	Future Base With Development	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A227 Wrotham Road (N)		DIRECT	✓	100.000
Green Lane		DIRECT	✓	100.000
A227 Wrotham Road (S)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0.00	8.00	148.00
	Green Lane	9.00	0.00	126.00
	A227 Wrotham Road (S)	114.00	30.00	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0.00	4.00	149.00
	Green Lane	9.00	0.00	104.00
	A227 Wrotham Road (S)	135.00	39.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0.00	15.00	106.00
	Green Lane	10.00	0.00	69.00
	A227 Wrotham Road (S)	134.00	47.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0.00	9.00	93.00
	Green Lane	10.00	0.00	50.00
	A227 Wrotham Road (S)	162.00	53.00	0.00

Vehicle Mix

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

Heavy Vehicle %

07:45 - 08:00

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0	0	4
	Green Lane	0	0	1
	A227 Wrotham Road (S)	1	4	0

Heavy Vehicle %

08:00 - 08:15

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0	0	3
	Green Lane	0	0	0
	A227 Wrotham Road (S)	2	3	0

Heavy Vehicle %

08:15 - 08:30

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0	0	1
	Green Lane	0	0	3
	A227 Wrotham Road (S)	5	5	0

Heavy Vehicle %

08:30 - 08:45

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0	0	6
	Green Lane	0	0	0
	A227 Wrotham Road (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.97	52.50	9.1	F	88.08	352.33
B-A	0.64	127.18	1.2	F	9.50	38.00
C-AB	0.37	10.05	0.6	B	44.10	176.40
C-A					138.62	554.48
A-B					9.00	36.00
A-C					128.26	513.03

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	127.26	127.26	0.00	131.28	0.969	118.16	0.0	9.1	52.497	F
B-A	9.00	9.00	0.00	14.09	0.639	7.77	0.0	1.2	127.180	F
C-AB	31.31	31.31	0.00	130.93	0.239	30.99	0.0	0.3	9.335	A
C-A	115.03	115.03	0.00			115.03				
A-B	8.00	8.00	0.00			8.00				
A-C	153.92	153.92	0.00			153.92				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	104.00	104.00	0.00	129.69	0.802	108.27	9.1	4.8	48.028	E
B-A	9.00	9.00	0.00	26.93	0.334	9.69	1.2	0.5	53.904	F
C-AB	40.60	40.60	0.00	133.09	0.305	40.48	0.3	0.5	10.054	B
C-A	137.27	137.27	0.00			137.27				
A-B	4.00	4.00	0.00			4.00				
A-C	153.47	153.47	0.00			153.47				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	71.07	71.07	0.00	142.43	0.499	74.88	4.8	1.0	13.961	B
B-A	10.00	10.00	0.00	58.81	0.170	10.33	0.5	0.2	18.685	C
C-AB	50.18	50.18	0.00	143.65	0.349	50.07	0.5	0.6	9.958	A
C-A	139.87	139.87	0.00			139.87				
A-B	15.00	15.00	0.00			15.00				
A-C	107.06	107.06	0.00			107.06				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50.00	50.00	0.00	154.89	0.323	50.52	1.0	0.5	8.886	A
B-A	10.00	10.00	0.00	63.93	0.156	10.02	0.2	0.2	16.703	C
C-AB	54.30	54.30	0.00	148.75	0.365	54.26	0.6	0.6	9.871	A
C-A	162.32	162.32	0.00			162.32				
A-B	9.00	9.00	0.00			9.00				
A-C	98.58	98.58	0.00			98.58				

D6 - 2030 | Future Base With Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Green Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	A227 Wrotham Road (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Wrotham Road / Green Lane	T-Junction	Two-way	Two-way	Two-way		8.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.65	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2030	Future Base With Development	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A227 Wrotham Road (N)		DIRECT	✓	100.000
Green Lane		DIRECT	✓	100.000
A227 Wrotham Road (S)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To		
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0.00	18.00	122.00
	Green Lane	8.00	0.00	40.00
	A227 Wrotham Road (S)	130.00	93.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0.00	13.00	124.00
	Green Lane	15.00	0.00	55.00
	A227 Wrotham Road (S)	140.00	111.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0.00	22.00	113.00
	Green Lane	5.00	0.00	37.00
	A227 Wrotham Road (S)	130.00	93.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0.00	21.00	101.00
	Green Lane	4.00	0.00	42.00
	A227 Wrotham Road (S)	127.00	79.00	0.00

Vehicle Mix

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

Heavy Vehicle %

17:00 - 17:15

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0	0	2
	Green Lane	0	0	0
	A227 Wrotham Road (S)	2	0	0

Heavy Vehicle %

17:15 - 17:30

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0	0	2
	Green Lane	0	0	0
	A227 Wrotham Road (S)	0	2	0

Heavy Vehicle %

17:30 - 17:45

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0	0	0
	Green Lane	0	0	0
	A227 Wrotham Road (S)	3	0	0

Heavy Vehicle %

17:45 - 18:00

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0	0	1
	Green Lane	0	0	0
	A227 Wrotham Road (S)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.43	12.05	0.7	B	43.50	174.00
B-A	0.40	38.69	0.6	E	8.00	32.00
C-AB	0.83	23.07	5.4	C	119.62	478.49
C-A					109.26	437.04
A-B					18.50	74.00
A-C					116.48	465.93

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40.00	40.00	0.00	146.23	0.274	39.63	0.0	0.4	8.413	A
B-A	8.00	8.00	0.00	48.24	0.166	7.81	0.0	0.2	22.159	C
C-AB	113.01	113.01	0.00	164.96	0.685	110.62	0.0	2.4	16.166	C
C-A	112.59	112.59	0.00			112.59				
A-B	18.00	18.00	0.00			18.00				
A-C	124.44	124.44	0.00			124.44				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55.00	55.00	0.00	128.99	0.426	54.65	0.4	0.7	12.049	B
B-A	15.00	15.00	0.00	37.43	0.401	14.57	0.2	0.6	38.694	E
C-AB	166.12	166.12	0.00	201.34	0.825	163.14	2.4	5.4	23.066	C
C-A	87.10	87.10	0.00			87.10				
A-B	13.00	13.00	0.00			13.00				
A-C	126.48	126.48	0.00			126.48				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37.00	37.00	0.00	142.75	0.259	37.37	0.7	0.4	8.571	A
B-A	5.00	5.00	0.00	48.60	0.103	5.51	0.6	0.1	21.112	C
C-AB	113.14	113.14	0.00	166.62	0.679	115.65	5.4	2.9	19.218	C
C-A	113.76	113.76	0.00			113.76				
A-B	22.00	22.00	0.00			22.00				
A-C	113.00	113.00	0.00			113.00				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42.00	42.00	0.00	148.27	0.283	41.96	0.4	0.4	8.463	A
B-A	4.00	4.00	0.00	56.71	0.071	4.04	0.1	0.1	17.101	C
C-AB	86.22	86.22	0.00	154.15	0.559	87.63	2.9	1.5	13.934	B
C-A	123.59	123.59	0.00			123.59				
A-B	21.00	21.00	0.00			21.00				
A-C	102.01	102.01	0.00			102.01				

D7 - 2030 | Future Base With Development and Vision | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Green Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	A227 Wrotham Road (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Wrotham Road / Green Lane	T-Junction	Two-way	Two-way	Two-way		14.18	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.18	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2030	Future Base With Development and Vision	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A227 Wrotham Road (N)		DIRECT	✓	100.000
Green Lane		DIRECT	✓	100.000
A227 Wrotham Road (S)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To		
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0.00	8.00	148.00
	Green Lane	9.00	0.00	125.00
	A227 Wrotham Road (S)	114.00	30.00	0.00

Demand (Veh/TS)

08:00 - 08:15

		To		
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0.00	4.00	149.00
	Green Lane	8.00	0.00	103.00
	A227 Wrotham Road (S)	135.00	38.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0.00	15.00	106.00
	Green Lane	10.00	0.00	67.00
	A227 Wrotham Road (S)	134.00	47.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0.00	8.00	93.00
	Green Lane	10.00	0.00	49.00
	A227 Wrotham Road (S)	162.00	53.00	0.00

Vehicle Mix

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

Heavy Vehicle %

07:45 - 08:00

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0	0	4
	Green Lane	0	0	1
	A227 Wrotham Road (S)	1	4	0

Heavy Vehicle %

08:00 - 08:15

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0	0	3
	Green Lane	0	0	0
	A227 Wrotham Road (S)	2	3	0

Heavy Vehicle %

08:15 - 08:30

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0	0	1
	Green Lane	0	0	3
	A227 Wrotham Road (S)	2	3	0

Heavy Vehicle %

08:30 - 08:45

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0	0	6
	Green Lane	0	0	0
	A227 Wrotham Road (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.96	50.88	8.7	F	86.82	347.26
B-A	0.59	110.84	1.1	F	9.25	37.00
C-AB	0.36	9.96	0.6	A	43.54	174.17
C-A					137.68	550.72
A-B					8.75	35.00
A-C					128.26	513.03

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	126.25	126.25	0.00	131.29	0.962	117.59	0.0	8.7	50.877	F
B-A	9.00	9.00	0.00	15.34	0.587	7.93	0.0	1.1	110.840	F
C-AB	31.31	31.31	0.00	130.93	0.239	30.99	0.0	0.3	9.335	A
C-A	115.03	115.03	0.00			115.03				
A-B	8.00	8.00	0.00			8.00				
A-C	153.92	153.92	0.00			153.92				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	103.00	103.00	0.00	131.14	0.785	107.37	8.7	4.3	43.264	E
B-A	8.00	8.00	0.00	28.68	0.279	8.66	1.1	0.4	46.185	E
C-AB	39.52	39.52	0.00	132.95	0.297	39.41	0.3	0.4	9.957	A
C-A	137.32	137.32	0.00			137.32				
A-B	4.00	4.00	0.00			4.00				
A-C	153.47	153.47	0.00			153.47				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69.01	69.01	0.00	142.70	0.484	72.35	4.3	1.0	13.311	B
B-A	10.00	10.00	0.00	60.60	0.165	10.21	0.4	0.2	17.931	C
C-AB	49.14	49.14	0.00	143.42	0.343	49.04	0.4	0.5	9.812	A
C-A	135.95	135.95	0.00			135.95				
A-B	15.00	15.00	0.00			15.00				
A-C	107.06	107.06	0.00			107.06				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49.00	49.00	0.00	154.96	0.316	49.48	1.0	0.5	8.785	A
B-A	10.00	10.00	0.00	64.20	0.156	10.01	0.2	0.2	16.615	C
C-AB	54.19	54.19	0.00	148.72	0.364	54.14	0.5	0.6	9.720	A
C-A	162.43	162.43	0.00			162.43				
A-B	8.00	8.00	0.00			8.00				
A-C	98.58	98.58	0.00			98.58				

D8 - 2030 | Future Base With Development and Vision | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Green Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	A227 Wrotham Road (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Wrotham Road / Green Lane	T-Junction	Two-way	Two-way	Two-way		8.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.42	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2030	Future Base With Development and Vision	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A227 Wrotham Road (N)		DIRECT	✓	100.000
Green Lane		DIRECT	✓	100.000
A227 Wrotham Road (S)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To		
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0.00	18.00	122.00
	Green Lane	8.00	0.00	40.00
	A227 Wrotham Road (S)	130.00	92.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0.00	13.00	124.00
	Green Lane	15.00	0.00	55.00
	A227 Wrotham Road (S)	140.00	110.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0.00	22.00	113.00
	Green Lane	5.00	0.00	36.00
	A227 Wrotham Road (S)	130.00	93.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0.00	21.00	101.00
	Green Lane	4.00	0.00	42.00
	A227 Wrotham Road (S)	127.00	79.00	0.00

Vehicle Mix

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

Heavy Vehicle %

17:00 - 17:15

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0	0	2
	Green Lane	0	0	0
	A227 Wrotham Road (S)	2	0	0

Heavy Vehicle %

17:15 - 17:30

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0	0	2
	Green Lane	0	0	0
	A227 Wrotham Road (S)	0	2	0

Heavy Vehicle %

17:30 - 17:45

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0	0	0
	Green Lane	0	0	0
	A227 Wrotham Road (S)	3	0	0

Heavy Vehicle %

17:45 - 18:00

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0	0	1
	Green Lane	0	0	0
	A227 Wrotham Road (S)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.43	11.98	0.7	B	43.25	173.00
B-A	0.40	38.08	0.6	E	8.00	32.00
C-AB	0.82	22.56	5.1	C	118.27	473.09
C-A					110.10	440.42
A-B					18.50	74.00
A-C					116.48	465.93

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40.00	40.00	0.00	146.29	0.273	39.63	0.0	0.4	8.409	A
B-A	8.00	8.00	0.00	48.60	0.165	7.81	0.0	0.2	21.965	C
C-AB	110.96	110.96	0.00	163.72	0.678	108.66	0.0	2.3	15.964	C
C-A	113.64	113.64	0.00			113.64				
A-B	18.00	18.00	0.00			18.00				
A-C	124.44	124.44	0.00			124.44				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55.00	55.00	0.00	129.33	0.425	54.65	0.4	0.7	11.975	B
B-A	15.00	15.00	0.00	37.82	0.397	14.58	0.2	0.6	38.078	E
C-AB	162.78	162.78	0.00	199.06	0.818	159.97	2.3	5.1	22.555	C
C-A	89.42	89.42	0.00			89.42				
A-B	13.00	13.00	0.00			13.00				
A-C	126.48	126.48	0.00			126.48				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36.00	36.00	0.00	142.74	0.252	36.38	0.7	0.3	8.491	A
B-A	5.00	5.00	0.00	48.77	0.103	5.50	0.6	0.1	21.020	C
C-AB	113.14	113.14	0.00	166.62	0.679	115.39	5.1	2.9	19.035	C
C-A	113.76	113.76	0.00			113.76				
A-B	22.00	22.00	0.00			22.00				
A-C	113.00	113.00	0.00			113.00				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42.00	42.00	0.00	148.27	0.283	41.95	0.3	0.4	8.460	A
B-A	4.00	4.00	0.00	56.71	0.071	4.04	0.1	0.1	17.102	C
C-AB	86.22	86.22	0.00	154.15	0.559	87.63	2.9	1.5	13.934	B
C-A	123.59	123.59	0.00			123.59				
A-B	21.00	21.00	0.00			21.00				
A-C	102.01	102.01	0.00			102.01				

D9 - 2030 | Future Base With Development and Vision 2 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Green Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	A227 Wrotham Road (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Wrotham Road / Green Lane	T-Junction	Two-way	Two-way	Two-way		13.39	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.39	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2030	Future Base With Development and Vision 2	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A227 Wrotham Road (N)		DIRECT	✓	100.000
Green Lane		DIRECT	✓	100.000
A227 Wrotham Road (S)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To		
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0.00	8.00	148.00
	Green Lane	8.00	0.00	125.00
	A227 Wrotham Road (S)	114.00	30.00	0.00

Demand (Veh/TS)

08:00 - 08:15

		To		
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0.00	4.00	149.00
	Green Lane	8.00	0.00	102.00
	A227 Wrotham Road (S)	135.00	38.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0.00	15.00	106.00
	Green Lane	10.00	0.00	67.00
	A227 Wrotham Road (S)	134.00	47.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0.00	8.00	93.00
	Green Lane	9.00	0.00	49.00
	A227 Wrotham Road (S)	162.00	53.00	0.00

Vehicle Mix

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

Heavy Vehicle %

07:45 - 08:00

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0	0	4
	Green Lane	0	0	1
	A227 Wrotham Road (S)	1	4	0

Heavy Vehicle %

08:00 - 08:15

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0	0	3
	Green Lane	0	0	0
	A227 Wrotham Road (S)	2	3	0

Heavy Vehicle %

08:15 - 08:30

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0	0	1
	Green Lane	0	0	3
	A227 Wrotham Road (S)	5	5	0

Heavy Vehicle %

08:30 - 08:45

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0	0	6
	Green Lane	0	0	0
	A227 Wrotham Road (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.95	49.14	8.3	E	86.57	346.26
B-A	0.51	98.89	0.8	F	8.75	35.00
C-AB	0.36	9.96	0.6	A	43.83	175.31
C-A					138.64	554.54
A-B					8.75	35.00
A-C					128.26	513.03

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	126.25	126.25	0.00	132.32	0.954	117.96	0.0	8.3	49.137	E
B-A	8.00	8.00	0.00	15.66	0.511	7.16	0.0	0.8	98.889	F
C-AB	31.31	31.31	0.00	130.93	0.239	30.99	0.0	0.3	9.335	A
C-A	115.03	115.03	0.00			115.03				
A-B	8.00	8.00	0.00			8.00				
A-C	153.92	153.92	0.00			153.92				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	102.00	102.00	0.00	131.41	0.776	106.26	8.3	4.0	40.725	E
B-A	8.00	8.00	0.00	29.91	0.267	8.46	0.8	0.4	42.728	E
C-AB	39.52	39.52	0.00	132.95	0.297	39.41	0.3	0.4	9.957	A
C-A	137.32	137.32	0.00			137.32				
A-B	4.00	4.00	0.00			4.00				
A-C	153.47	153.47	0.00			153.47				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69.01	69.01	0.00	142.60	0.484	72.08	4.0	1.0	13.234	B
B-A	10.00	10.00	0.00	59.81	0.167	10.18	0.4	0.2	18.197	C
C-AB	50.18	50.18	0.00	143.65	0.349	50.06	0.4	0.6	9.956	A
C-A	139.87	139.87	0.00			139.87				
A-B	15.00	15.00	0.00			15.00				
A-C	107.06	107.06	0.00			107.06				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49.00	49.00	0.00	146.45	0.335	49.43	1.0	0.5	9.558	A
B-A	9.00	9.00	0.00	63.64	0.141	9.04	0.2	0.2	16.495	C
C-AB	54.29	54.29	0.00	149.00	0.364	54.25	0.6	0.6	9.844	A
C-A	162.33	162.33	0.00			162.33				
A-B	8.00	8.00	0.00			8.00				
A-C	98.58	98.58	0.00			98.58				

D10 - 2030 | Future Base With Development and Vision 2 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Green Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	A227 Wrotham Road (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Wrotham Road / Green Lane	T-Junction	Two-way	Two-way	Two-way		8.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.34	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2030	Future Base With Development and Vision 2	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A227 Wrotham Road (N)		DIRECT	✓	100.000
Green Lane		DIRECT	✓	100.000
A227 Wrotham Road (S)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To		
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0.00	18.00	122.00
	Green Lane	8.00	0.00	40.00
	A227 Wrotham Road (S)	130.00	92.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0.00	13.00	124.00
	Green Lane	14.00	0.00	55.00
	A227 Wrotham Road (S)	140.00	110.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0.00	21.00	113.00
	Green Lane	5.00	0.00	36.00
	A227 Wrotham Road (S)	130.00	93.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0.00	20.00	101.00
	Green Lane	4.00	0.00	42.00
	A227 Wrotham Road (S)	127.00	79.00	0.00

Vehicle Mix

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

Heavy Vehicle %

17:00 - 17:15

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0	0	2
	Green Lane	0	0	0
	A227 Wrotham Road (S)	2	0	0

Heavy Vehicle %

17:15 - 17:30

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0	0	2
	Green Lane	0	0	0
	A227 Wrotham Road (S)	0	2	0

Heavy Vehicle %

17:30 - 17:45

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0	0	0
	Green Lane	0	0	0
	A227 Wrotham Road (S)	3	0	0

Heavy Vehicle %

17:45 - 18:00

	To			
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From				
	A227 Wrotham Road (N)	0	0	1
	Green Lane	0	0	0
	A227 Wrotham Road (S)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.42	11.62	0.7	B	43.25	173.00
B-A	0.37	36.65	0.6	E	7.75	31.00
C-AB	0.82	22.56	5.1	C	118.21	472.83
C-A					110.17	440.68
A-B					18.00	72.00
A-C					116.48	465.93

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40.00	40.00	0.00	146.29	0.273	39.63	0.0	0.4	8.409	A
B-A	8.00	8.00	0.00	48.60	0.165	7.81	0.0	0.2	21.965	C
C-AB	110.96	110.96	0.00	163.72	0.678	108.66	0.0	2.3	15.964	C
C-A	113.64	113.64	0.00			113.64				
A-B	18.00	18.00	0.00			18.00				
A-C	124.44	124.44	0.00			124.44				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55.00	55.00	0.00	131.77	0.417	54.67	0.4	0.7	11.624	B
B-A	14.00	14.00	0.00	37.86	0.370	13.64	0.2	0.6	36.651	E
C-AB	162.78	162.78	0.00	199.06	0.818	159.97	2.3	5.1	22.555	C
C-A	89.42	89.42	0.00			89.42				
A-B	13.00	13.00	0.00			13.00				
A-C	126.48	126.48	0.00			126.48				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36.00	36.00	0.00	142.93	0.252	36.36	0.7	0.3	8.472	A
B-A	5.00	5.00	0.00	48.85	0.102	5.43	0.6	0.1	20.919	C
C-AB	112.94	112.94	0.00	166.67	0.678	115.22	5.1	2.8	18.953	C
C-A	113.96	113.96	0.00			113.96				
A-B	21.00	21.00	0.00			21.00				
A-C	113.00	113.00	0.00			113.00				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42.00	42.00	0.00	148.39	0.283	41.95	0.3	0.4	8.450	A
B-A	4.00	4.00	0.00	56.82	0.070	4.04	0.1	0.1	17.067	C
C-AB	86.15	86.15	0.00	154.32	0.558	87.54	2.8	1.4	13.877	B
C-A	123.66	123.66	0.00			123.66				
A-B	20.00	20.00	0.00			20.00				
A-C	102.01	102.01	0.00			102.01				

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307

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Filename: A227_Longfield Road.j11

Path: L:\PROJECTS\16000 SERIES\16459 - Norwood Lane, Meopham\Tech\Junction Assessments\Picady\2026

Models following Response

Report generation date: 15/01/2026 14:15:46

»D1 - 2025 | Base | AM
 »D2 - 2025 | Base | PM
 »D3 - 2030 | 2030 Future Base | AM
 »D4 - 2030 | 2030 Future Base | PM
 »D5 - 2030 | 2030 Future Base with Development | AM
 »D6 - 2030 | 2030 Future Base with Development | PM
 »D7 - 2030 | 2030 Future Base with Development and Vision | AM
 »D8 - 2030 | 2030 Future Base with Development and Vision | PM
 »D9 - 2030 | 2030 Future Base with Development and Vision 2 | AM
 »D10 - 2030 | 2030 Future Base with Development and Vision 2 | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2025 - Base									
Stream B-C	D1	0.2	13.95	0.19	B	D2	0.4	10.43	0.28	B
Stream B-A		1.8	55.00	0.66	F		0.7	21.18	0.40	C
Stream C-AB		2.2	23.06	0.69	C		0.2	9.99	0.16	A
	2030 - 2030 Future Base									
Stream B-C	D3	0.5	28.58	0.34	D	D4	0.5	11.70	0.31	B
Stream B-A		3.2	94.93	0.80	F		0.8	25.05	0.46	D
Stream C-AB		3.0	26.84	0.74	D		0.2	10.26	0.17	B
	2030 - 2030 Future Base with Development									
Stream B-C	D5	0.7	39.90	0.43	E	D6	0.5	12.00	0.32	B
Stream B-A		3.6	109.16	0.83	F		0.9	26.03	0.47	D
Stream C-AB		3.2	27.80	0.76	D		0.2	10.40	0.18	B
	2030 - 2030 Future Base with Development and Vision									
Stream B-C	D7	0.6	35.40	0.40	E	D8	0.5	11.95	0.32	B
Stream B-A		3.5	104.45	0.82	F		0.9	25.89	0.47	D
Stream C-AB		3.1	27.29	0.75	D		0.2	10.37	0.18	B
	2030 - 2030 Future Base with Development and Vision 2									
Stream B-C	D9	0.6	34.79	0.39	D	D10	0.5	11.95	0.32	B
Stream B-A		3.5	103.74	0.82	F		0.9	25.89	0.47	D
Stream C-AB		3.1	27.25	0.75	D		0.2	10.37	0.18	B

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	A227 / Longfield Road
Location	Meopham
Site number	
Date	03/06/2025
Version	
Status	Existing
Identifier	
Client	
Jobnumber	ITL16459
Enumerator	I-TRANSPORT\BD
Description	

Units

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

Analysis Options

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	2025	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025	Base	PM	ONE HOUR	17:00	18:30	15	✓
D3	2030	2030 Future Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030	2030 Future Base	PM	ONE HOUR	17:00	18:30	15	✓
D5	2030	2030 Future Base with Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030	2030 Future Base with Development	PM	ONE HOUR	17:00	18:30	15	✓
D7	2030	2030 Future Base with Development and Vision	AM	ONE HOUR	07:45	09:15	15	✓
D8	2030	2030 Future Base with Development and Vision	PM	ONE HOUR	17:00	18:30	15	✓
D9	2030	2030 Future Base with Development and Vision 2	AM	ONE HOUR	07:45	09:15	15	✓
D10	2030	2030 Future Base with Development and Vision 2	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

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

D1 - 2025 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Longfield Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A227 Wortham Road / Longfield Road	T-Junction	Two-way	Two-way	Two-way		7.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.54	A

Arms

Arms

Arm	Name	Description	Arm type
A	A227 (South)		Major
B	Longfield Road		Minor
C	A227 (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A227 (North)	8.50		✓	2.46	140.0	✓	9.00

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 - Longfield Road	One lane plus flare	10.00	6.43	4.05	2.86	2.74	✓	1.00	115	110

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	616	0.102	0.257	0.161	0.367
B-C	732	0.099	0.249	-	-
C-B	674	0.233	0.233	-	-

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	2025	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A227 (South)		ONE HOUR	✓	731	100.000
B - Longfield Road		ONE HOUR	✓	170	100.000
C - A227 (North)		ONE HOUR	✓	956	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A227 (South)	B - Longfield Road	C - A227 (North)
	From			
	A - A227 (South)	0	185	546
	B - Longfield Road	114	0	56
	C - A227 (North)	659	297	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A227 (South)	B - Longfield Road	C - A227 (North)
	From			
	A - A227 (South)	0	3	1
	B - Longfield Road	1	0	2
	C - A227 (North)	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.19	13.95	0.2	B	51	77
B-A	0.66	55.00	1.8	F	105	157
C-AB	0.69	23.06	2.2	C	279	419
C-A					598	897
A-B					170	255
A-C					501	752

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	11	0.00	554	0.076	42	0.0	0.1	7.027	A
B-A	86	21	0.00	325	0.264	84	0.0	0.4	14.857	B
C-AB	224	56	0.00	533	0.420	221	0.0	0.7	11.424	B
C-A	496	124	0.00			496				
A-B	139	35	0.00			139				
A-C	411	103	0.00			411				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50	13	0.00	497	0.101	50	0.1	0.1	8.051	A
B-A	102	26	0.00	269	0.381	102	0.4	0.6	21.391	C
C-AB	268	67	0.00	510	0.525	267	0.7	1.1	14.681	B
C-A	591	148	0.00			591				
A-B	166	42	0.00			166				
A-C	491	123	0.00			491				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	62	15	0.00	338	0.182	61	0.1	0.2	13.007	B
B-A	126	31	0.00	191	0.658	121	0.6	1.7	49.153	E
C-AB	346	86	0.00	501	0.690	342	1.1	2.1	22.020	C
C-A	707	177	0.00			707				
A-B	204	51	0.00			204				
A-C	601	150	0.00			601				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	62	15	0.00	319	0.193	62	0.2	0.2	13.954	B
B-A	126	31	0.00	189	0.664	125	1.7	1.8	55.001	F
C-AB	346	86	0.00	501	0.690	346	2.1	2.2	23.064	C
C-A	707	177	0.00			707				
A-B	204	51	0.00			204				
A-C	601	150	0.00			601				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50	13	0.00	487	0.103	51	0.2	0.1	8.262	A
B-A	102	26	0.00	267	0.384	107	1.8	0.6	23.133	C
C-AB	268	67	0.00	510	0.525	272	2.2	1.1	15.400	C
C-A	591	148	0.00			591				
A-B	166	42	0.00			166				
A-C	491	123	0.00			491				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	11	0.00	551	0.077	42	0.1	0.1	7.081	A
B-A	86	21	0.00	324	0.265	87	0.6	0.4	15.266	C
C-AB	224	56	0.00	533	0.420	225	1.1	0.7	11.754	B
C-A	496	124	0.00			496				
A-B	139	35	0.00			139				
A-C	411	103	0.00			411				

D2 - 2025 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Longfield Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A227 Wortham Road / Longfield Road	T-Junction	Two-way	Two-way	Two-way		2.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.59	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	2025	Base	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A227 (South)		ONE HOUR	✓	777	100.000
B - Longfield Road		ONE HOUR	✓	225	100.000
C - A227 (North)		ONE HOUR	✓	589	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - A227 (South)	B - Longfield Road	C - A227 (North)
	A - A227 (South)	0	101	676
	B - Longfield Road	104	0	121
	C - A227 (North)	526	63	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A227 (South)	B - Longfield Road	C - A227 (North)
	A - A227 (South)	0	1	1
	B - Longfield Road	1	0	0
	C - A227 (North)	1	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.28	10.43	0.4	B	111	167
B-A	0.40	21.18	0.7	C	95	143
C-AB	0.16	9.99	0.2	A	58	87
C-A					483	724
A-B					93	139
A-C					620	930

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	91	23	0.00	598	0.152	90	0.0	0.2	7.083	A
B-A	78	20	0.00	395	0.198	77	0.0	0.2	11.313	B
C-AB	47	12	0.00	487	0.097	47	0.0	0.1	8.167	A
C-A	396	99	0.00			396				
A-B	76	19	0.00			76				
A-C	509	127	0.00			509				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	109	27	0.00	554	0.196	109	0.2	0.2	8.071	A
B-A	93	23	0.00	349	0.268	93	0.2	0.4	14.032	B
C-AB	57	14	0.00	463	0.122	57	0.1	0.1	8.849	A
C-A	473	118	0.00			473				
A-B	91	23	0.00			91				
A-C	608	152	0.00			608				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	133	33	0.00	480	0.278	133	0.2	0.4	10.347	B
B-A	115	29	0.00	284	0.403	113	0.4	0.6	20.900	C
C-AB	69	17	0.00	430	0.161	69	0.1	0.2	9.979	A
C-A	579	145	0.00			579				
A-B	111	28	0.00			111				
A-C	744	186	0.00			744				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	133	33	0.00	478	0.278	133	0.4	0.4	10.428	B
B-A	115	29	0.00	284	0.403	114	0.6	0.7	21.179	C
C-AB	69	17	0.00	430	0.161	69	0.2	0.2	9.991	A
C-A	579	145	0.00			579				
A-B	111	28	0.00			111				
A-C	744	186	0.00			744				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	109	27	0.00	553	0.197	109	0.4	0.2	8.129	A
B-A	93	23	0.00	349	0.268	95	0.7	0.4	14.211	B
C-AB	57	14	0.00	463	0.122	57	0.2	0.1	8.865	A
C-A	473	118	0.00			473				
A-B	91	23	0.00			91				
A-C	608	152	0.00			608				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	91	23	0.00	597	0.153	91	0.2	0.2	7.127	A
B-A	78	20	0.00	395	0.198	79	0.4	0.3	11.419	B
C-AB	47	12	0.00	487	0.097	48	0.1	0.1	8.186	A
C-A	396	99	0.00			396				
A-B	76	19	0.00			76				
A-C	509	127	0.00			509				

D3 - 2030 | 2030 Future Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Longfield Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A227 Wortham Road / Longfield Road	T-Junction	Two-way	Two-way	Two-way		11.12	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.12	B

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A227 (South)		ONE HOUR	✓	771	100.000
B - Longfield Road		ONE HOUR	✓	179	100.000
C - A227 (North)		ONE HOUR	✓	1008	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A227 (South)	B - Longfield Road	C - A227 (North)
	A - A227 (South)	0	195	576
	B - Longfield Road	120	0	59
	C - A227 (North)	695	313	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A227 (South)	B - Longfield Road	C - A227 (North)
	A - A227 (South)	0	3	1
	B - Longfield Road	1	0	2
	C - A227 (North)	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.34	28.58	0.5	D	54	81
B-A	0.80	94.93	3.2	F	110	165
C-AB	0.74	26.84	3.0	D	302	453
C-A					623	935
A-B					179	268
A-C					529	793

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	44	11	0.00	541	0.082	44	0.0	0.1	7.243	A
B-A	90	23	0.00	310	0.292	89	0.0	0.4	16.158	C
C-AB	236	59	0.00	526	0.448	233	0.0	0.8	12.130	B
C-A	523	131	0.00			523				
A-B	147	37	0.00			147				
A-C	434	108	0.00			434				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	53	13	0.00	472	0.112	53	0.1	0.1	8.586	A
B-A	108	27	0.00	250	0.432	107	0.4	0.7	24.882	C
C-AB	284	71	0.00	504	0.563	282	0.8	1.2	16.076	C
C-A	623	156	0.00			623				
A-B	175	44	0.00			175				
A-C	518	129	0.00			518				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	65	16	0.00	238	0.273	64	0.1	0.4	20.619	C
B-A	132	33	0.00	167	0.791	124	0.7	2.7	74.012	F
C-AB	386	96	0.00	519	0.743	380	1.2	2.8	24.938	C
C-A	724	181	0.00			724				
A-B	215	54	0.00			215				
A-C	634	159	0.00			634				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	65	16	0.00	190	0.342	64	0.4	0.5	28.576	D
B-A	132	33	0.00	165	0.802	130	2.7	3.2	94.926	F
C-AB	386	96	0.00	519	0.743	385	2.8	3.0	26.839	D
C-A	724	181	0.00			724				
A-B	215	54	0.00			215				
A-C	634	159	0.00			634				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	53	13	0.00	449	0.118	54	0.5	0.1	9.151	A
B-A	108	27	0.00	247	0.436	117	3.2	0.8	29.505	D
C-AB	284	71	0.00	504	0.563	290	3.0	1.4	17.326	C
C-A	623	156	0.00			623				
A-B	175	44	0.00			175				
A-C	518	129	0.00			518				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	44	11	0.00	537	0.083	45	0.1	0.1	7.322	A
B-A	90	23	0.00	308	0.293	92	0.8	0.4	16.773	C
C-AB	236	59	0.00	526	0.448	238	1.4	0.8	12.566	B
C-A	523	131	0.00			523				
A-B	147	37	0.00			147				
A-C	434	108	0.00			434				

D4 - 2030 | 2030 Future Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Longfield Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A227 Wortham Road / Longfield Road	T-Junction	Two-way	Two-way	Two-way		2.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.95	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
D4	2030	2030 Future Base	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A227 (South)		ONE HOUR	✓	820	100.000
B - Longfield Road		ONE HOUR	✓	238	100.000
C - A227 (North)		ONE HOUR	✓	621	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - A227 (South)	B - Longfield Road	C - A227 (North)
	A - A227 (South)	0	107	713
	B - Longfield Road	110	0	128
	C - A227 (North)	555	66	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A227 (South)	B - Longfield Road	C - A227 (North)
	A - A227 (South)	0	1	1
	B - Longfield Road	1	0	0
	C - A227 (North)	1	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.31	11.70	0.5	B	117	176
B-A	0.46	25.05	0.8	D	101	151
C-AB	0.17	10.26	0.2	B	61	91
C-A					509	764
A-B					98	147
A-C					654	981

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	96	24	0.00	586	0.164	96	0.0	0.2	7.314	A
B-A	83	21	0.00	382	0.217	82	0.0	0.3	11.941	B
C-AB	50	12	0.00	485	0.102	49	0.0	0.1	8.255	A
C-A	418	104	0.00			418				
A-B	81	20	0.00			81				
A-C	537	134	0.00			537				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	115	29	0.00	538	0.214	115	0.2	0.3	8.496	A
B-A	99	25	0.00	334	0.296	98	0.3	0.4	15.247	C
C-AB	59	15	0.00	459	0.129	59	0.1	0.1	8.999	A
C-A	499	125	0.00			499				
A-B	96	24	0.00			96				
A-C	641	160	0.00			641				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	141	35	0.00	451	0.312	140	0.3	0.4	11.551	B
B-A	121	30	0.00	265	0.458	120	0.4	0.8	24.530	C
C-AB	73	18	0.00	423	0.172	72	0.1	0.2	10.252	B
C-A	611	153	0.00			611				
A-B	118	29	0.00			118				
A-C	785	196	0.00			785				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	141	35	0.00	449	0.314	141	0.4	0.5	11.696	B
B-A	121	30	0.00	265	0.458	121	0.8	0.8	25.050	D
C-AB	73	18	0.00	423	0.172	73	0.2	0.2	10.264	B
C-A	611	153	0.00			611				
A-B	118	29	0.00			118				
A-C	785	196	0.00			785				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	115	29	0.00	536	0.215	116	0.5	0.3	8.585	A
B-A	99	25	0.00	334	0.296	100	0.8	0.4	15.523	C
C-AB	59	15	0.00	459	0.129	60	0.2	0.2	9.015	A
C-A	499	125	0.00			499				
A-B	96	24	0.00			96				
A-C	641	160	0.00			641				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	96	24	0.00	585	0.165	97	0.3	0.2	7.381	A
B-A	83	21	0.00	382	0.217	83	0.4	0.3	12.079	B
C-AB	50	12	0.00	485	0.102	50	0.2	0.1	8.276	A
C-A	418	104	0.00			418				
A-B	81	20	0.00			81				
A-C	537	134	0.00			537				

D5 - 2030 | 2030 Future Base with Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Longfield Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A227 Wortham Road / Longfield Road	T-Junction	Two-way	Two-way	Two-way		12.49	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.49	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	2030 Future Base with Development	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A227 (South)		ONE HOUR	✓	775	100.000
B - Longfield Road		ONE HOUR	✓	181	100.000
C - A227 (North)		ONE HOUR	✓	1026	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A227 (South)	B - Longfield Road	C - A227 (North)
From	A - A227 (South)	0	195	580
	B - Longfield Road	120	0	61
	C - A227 (North)	708	318	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A227 (South)	B - Longfield Road	C - A227 (North)
	A - A227 (South)	0	3	1
	B - Longfield Road	1	0	2
	C - A227 (North)	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.43	39.90	0.7	E	56	84
B-A	0.83	109.16	3.6	F	110	165
C-AB	0.76	27.80	3.2	D	310	464
C-A					632	948
A-B					179	268
A-C					532	798

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	11	0.00	540	0.085	46	0.0	0.1	7.273	A
B-A	90	23	0.00	306	0.295	89	0.0	0.4	16.469	C
C-AB	240	60	0.00	526	0.456	236	0.0	0.8	12.305	B
C-A	533	133	0.00			533				
A-B	147	37	0.00			147				
A-C	437	109	0.00			437				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	55	14	0.00	469	0.117	55	0.1	0.1	8.686	A
B-A	108	27	0.00	245	0.440	107	0.4	0.7	25.719	D
C-AB	289	72	0.00	504	0.573	287	0.8	1.3	16.432	C
C-A	634	158	0.00			634				
A-B	175	44	0.00			175				
A-C	521	130	0.00			521				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	17	0.00	214	0.313	66	0.1	0.4	24.055	C
B-A	132	33	0.00	161	0.820	123	0.7	3.0	81.525	F
C-AB	400	100	0.00	529	0.757	393	1.3	3.0	25.598	D
C-A	729	182	0.00			729				
A-B	215	54	0.00			215				
A-C	639	160	0.00			639				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	17	0.00	155	0.433	66	0.4	0.7	39.904	E
B-A	132	33	0.00	159	0.833	129	3.0	3.6	109.162	F
C-AB	400	100	0.00	529	0.756	399	3.0	3.2	27.797	D
C-A	729	182	0.00			729				
A-B	215	54	0.00			215				
A-C	639	160	0.00			639				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	55	14	0.00	442	0.124	57	0.7	0.1	9.416	A
B-A	108	27	0.00	242	0.446	119	3.6	0.8	31.602	D
C-AB	289	72	0.00	504	0.572	296	3.2	1.4	17.880	C
C-A	634	158	0.00			634				
A-B	175	44	0.00			175				
A-C	521	130	0.00			521				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	11	0.00	536	0.086	46	0.1	0.1	7.354	A
B-A	90	23	0.00	304	0.297	92	0.8	0.4	17.121	C
C-AB	240	60	0.00	526	0.456	242	1.4	0.9	12.773	B
C-A	533	133	0.00			533				
A-B	147	37	0.00			147				
A-C	437	109	0.00			437				

D6 - 2030 | 2030 Future Base with Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Longfield Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A227 Wortham Road / Longfield Road	T-Junction	Two-way	Two-way	Two-way		3.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.04	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
D6	2030	2030 Future Base with Development	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A227 (South)		ONE HOUR	✓	830	100.000
B - Longfield Road		ONE HOUR	✓	240	100.000
C - A227 (North)		ONE HOUR	✓	628	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A227 (South)	B - Longfield Road	C - A227 (North)
From	A - A227 (South)	0	107	723
	B - Longfield Road	110	0	130
	C - A227 (North)	560	68	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A227 (South)	B - Longfield Road	C - A227 (North)
	A - A227 (South)	0	1	1
	B - Longfield Road	1	0	0
	C - A227 (North)	1	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.32	12.00	0.5	B	119	179
B-A	0.47	26.03	0.9	D	101	151
C-AB	0.18	10.40	0.2	B	62	94
C-A					514	771
A-B					98	147
A-C					663	995

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	98	24	0.00	585	0.167	97	0.0	0.2	7.373	A
B-A	83	21	0.00	378	0.219	82	0.0	0.3	12.088	B
C-AB	51	13	0.00	483	0.106	51	0.0	0.1	8.314	A
C-A	422	105	0.00			422				
A-B	81	20	0.00			81				
A-C	544	136	0.00			544				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	117	29	0.00	535	0.218	117	0.2	0.3	8.587	A
B-A	99	25	0.00	329	0.300	98	0.3	0.4	15.533	C
C-AB	61	15	0.00	457	0.134	61	0.1	0.2	9.084	A
C-A	503	126	0.00			503				
A-B	96	24	0.00			96				
A-C	650	162	0.00			650				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	143	36	0.00	446	0.321	142	0.3	0.5	11.837	B
B-A	121	30	0.00	259	0.467	119	0.4	0.8	25.444	D
C-AB	75	19	0.00	421	0.178	75	0.2	0.2	10.385	B
C-A	617	154	0.00			617				
A-B	118	29	0.00			118				
A-C	796	199	0.00			796				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	143	36	0.00	443	0.323	143	0.5	0.5	12.001	B
B-A	121	30	0.00	259	0.467	121	0.8	0.9	26.034	D
C-AB	75	19	0.00	421	0.178	75	0.2	0.2	10.400	B
C-A	617	154	0.00			617				
A-B	118	29	0.00			118				
A-C	796	199	0.00			796				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	117	29	0.00	533	0.219	118	0.5	0.3	8.683	A
B-A	99	25	0.00	329	0.300	101	0.9	0.4	15.835	C
C-AB	61	15	0.00	457	0.134	61	0.2	0.2	9.102	A
C-A	503	126	0.00			503				
A-B	96	24	0.00			96				
A-C	650	162	0.00			650				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	98	24	0.00	583	0.168	98	0.3	0.2	7.431	A
B-A	83	21	0.00	378	0.219	83	0.4	0.3	12.231	B
C-AB	51	13	0.00	483	0.106	51	0.2	0.1	8.338	A
C-A	422	105	0.00			422				
A-B	81	20	0.00			81				
A-C	544	136	0.00			544				

D7 - 2030 | 2030 Future Base with Development and Vision | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Longfield Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A227 Wortham Road / Longfield Road	T-Junction	Two-way	Two-way	Two-way		11.94	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.94	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2030	2030 Future Base with Development and Vision	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A227 (South)		ONE HOUR	✓	775	100.000
B - Longfield Road		ONE HOUR	✓	180	100.000
C - A227 (North)		ONE HOUR	✓	1021	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A227 (South)	B - Longfield Road	C - A227 (North)
	A - A227 (South)	0	195	580
	B - Longfield Road	120	0	60
	C - A227 (North)	706	315	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A227 (South)	B - Longfield Road	C - A227 (North)
	A - A227 (South)	0	3	1
	B - Longfield Road	1	0	2
	C - A227 (North)	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.40	35.40	0.6	E	55	83
B-A	0.82	104.45	3.5	F	110	165
C-AB	0.75	27.29	3.1	D	305	458
C-A					632	948
A-B					179	268
A-C					532	798

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	45	11	0.00	540	0.084	45	0.0	0.1	7.266	A
B-A	90	23	0.00	307	0.294	89	0.0	0.4	16.378	C
C-AB	237	59	0.00	526	0.451	234	0.0	0.8	12.217	B
C-A	531	133	0.00			531				
A-B	147	37	0.00			147				
A-C	437	109	0.00			437				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	54	13	0.00	470	0.115	54	0.1	0.1	8.657	A
B-A	108	27	0.00	247	0.438	107	0.4	0.7	25.461	D
C-AB	286	71	0.00	503	0.567	284	0.8	1.3	16.251	C
C-A	632	158	0.00			632				
A-B	175	44	0.00			175				
A-C	521	130	0.00			521				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	66	17	0.00	221	0.299	65	0.1	0.4	22.866	C
B-A	132	33	0.00	163	0.811	124	0.7	2.9	79.143	F
C-AB	392	98	0.00	524	0.750	386	1.3	2.9	25.254	D
C-A	732	183	0.00			732				
A-B	215	54	0.00			215				
A-C	639	160	0.00			639				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	66	17	0.00	166	0.398	65	0.4	0.6	35.404	E
B-A	132	33	0.00	160	0.823	130	2.9	3.5	104.451	F
C-AB	392	98	0.00	524	0.749	392	2.9	3.1	27.294	D
C-A	732	183	0.00			732				
A-B	215	54	0.00			215				
A-C	639	160	0.00			639				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	54	13	0.00	444	0.122	56	0.6	0.1	9.328	A
B-A	108	27	0.00	244	0.443	119	3.5	0.8	30.898	D
C-AB	286	71	0.00	504	0.567	292	3.1	1.4	17.592	C
C-A	632	158	0.00			632				
A-B	175	44	0.00			175				
A-C	521	130	0.00			521				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	45	11	0.00	536	0.084	45	0.1	0.1	7.349	A
B-A	90	23	0.00	305	0.296	92	0.8	0.4	17.014	C
C-AB	237	59	0.00	526	0.451	240	1.4	0.8	12.666	B
C-A	531	133	0.00			531				
A-B	147	37	0.00			147				
A-C	437	109	0.00			437				

D8 - 2030 | 2030 Future Base with Development and Vision | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Longfield Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A227 Wortham Road / Longfield Road	T-Junction	Two-way	Two-way	Two-way		3.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.01	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	2030	2030 Future Base with Development and Vision	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A227 (South)		ONE HOUR	✓	830	100.000
B - Longfield Road		ONE HOUR	✓	239	100.000
C - A227 (North)		ONE HOUR	✓	627	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - A227 (South)	B - Longfield Road	C - A227 (North)
	A - A227 (South)	0	107	723
	B - Longfield Road	110	0	129
	C - A227 (North)	560	67	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A227 (South)	B - Longfield Road	C - A227 (North)
	A - A227 (South)	0	1	1
	B - Longfield Road	1	0	0
	C - A227 (North)	1	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.32	11.95	0.5	B	118	178
B-A	0.47	25.89	0.9	D	101	151
C-AB	0.18	10.37	0.2	B	61	92
C-A					514	771
A-B					98	147
A-C					663	995

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	97	24	0.00	584	0.166	96	0.0	0.2	7.365	A
B-A	83	21	0.00	379	0.219	82	0.0	0.3	12.066	B
C-AB	50	13	0.00	483	0.104	50	0.0	0.1	8.300	A
C-A	422	105	0.00			422				
A-B	81	20	0.00			81				
A-C	544	136	0.00			544				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	116	29	0.00	535	0.217	116	0.2	0.3	8.571	A
B-A	99	25	0.00	330	0.300	98	0.3	0.4	15.491	C
C-AB	60	15	0.00	457	0.132	60	0.1	0.2	9.064	A
C-A	503	126	0.00			503				
A-B	96	24	0.00			96				
A-C	650	162	0.00			650				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	142	36	0.00	446	0.318	141	0.3	0.5	11.784	B
B-A	121	30	0.00	260	0.466	119	0.4	0.8	25.311	D
C-AB	74	18	0.00	421	0.175	74	0.2	0.2	10.352	B
C-A	617	154	0.00			617				
A-B	118	29	0.00			118				
A-C	796	199	0.00			796				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	142	36	0.00	443	0.320	142	0.5	0.5	11.946	B
B-A	121	30	0.00	260	0.466	121	0.8	0.9	25.889	D
C-AB	74	18	0.00	421	0.175	74	0.2	0.2	10.367	B
C-A	617	154	0.00			617				
A-B	118	29	0.00			118				
A-C	796	199	0.00			796				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	116	29	0.00	533	0.218	117	0.5	0.3	8.664	A
B-A	99	25	0.00	330	0.300	101	0.9	0.4	15.791	C
C-AB	60	15	0.00	457	0.132	60	0.2	0.2	9.080	A
C-A	503	126	0.00			503				
A-B	96	24	0.00			96				
A-C	650	162	0.00			650				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	97	24	0.00	583	0.167	97	0.3	0.2	7.423	A
B-A	83	21	0.00	379	0.219	83	0.4	0.3	12.210	B
C-AB	50	13	0.00	483	0.104	51	0.2	0.1	8.322	A
C-A	422	105	0.00			422				
A-B	81	20	0.00			81				
A-C	544	136	0.00			544				

D9 - 2030 | 2030 Future Base with Development and Vision 2 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Longfield Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A227 Wortham Road / Longfield Road	T-Junction	Two-way	Two-way	Two-way		11.88	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.88	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2030	2030 Future Base with Development and Vision 2	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A227 (South)		ONE HOUR	✓	774	100.000
B - Longfield Road		ONE HOUR	✓	180	100.000
C - A227 (North)		ONE HOUR	✓	1021	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A227 (South)	B - Longfield Road	C - A227 (North)
	A - A227 (South)	0	195	579
	B - Longfield Road	120	0	60
	C - A227 (North)	706	315	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A227 (South)	B - Longfield Road	C - A227 (North)
	A - A227 (South)	0	3	1
	B - Longfield Road	1	0	2
	C - A227 (North)	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.39	34.79	0.6	D	55	83
B-A	0.82	103.74	3.5	F	110	165
C-AB	0.75	27.25	3.1	D	305	458
C-A					632	948
A-B					179	268
A-C					531	797

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	45	11	0.00	540	0.084	45	0.0	0.1	7.263	A
B-A	90	23	0.00	307	0.294	89	0.0	0.4	16.363	C
C-AB	237	59	0.00	526	0.451	234	0.0	0.8	12.209	B
C-A	531	133	0.00			531				
A-B	147	37	0.00			147				
A-C	436	109	0.00			436				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	54	13	0.00	470	0.115	54	0.1	0.1	8.650	A
B-A	108	27	0.00	247	0.437	107	0.4	0.7	25.421	D
C-AB	286	71	0.00	504	0.567	284	0.8	1.3	16.237	C
C-A	632	158	0.00			632				
A-B	175	44	0.00			175				
A-C	521	130	0.00			521				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	66	17	0.00	223	0.297	65	0.1	0.4	22.682	C
B-A	132	33	0.00	163	0.810	124	0.7	2.9	78.769	F
C-AB	392	98	0.00	523	0.749	386	1.3	2.9	25.219	D
C-A	732	183	0.00			732				
A-B	215	54	0.00			215				
A-C	637	159	0.00			637				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	66	17	0.00	168	0.394	65	0.4	0.6	34.794	D
B-A	132	33	0.00	161	0.822	130	2.9	3.5	103.744	F
C-AB	392	98	0.00	524	0.749	391	2.9	3.1	27.252	D
C-A	732	183	0.00			732				
A-B	215	54	0.00			215				
A-C	637	159	0.00			637				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	54	13	0.00	444	0.121	56	0.6	0.1	9.311	A
B-A	108	27	0.00	244	0.442	118	3.5	0.8	30.795	D
C-AB	286	71	0.00	504	0.567	292	3.1	1.4	17.569	C
C-A	632	158	0.00			632				
A-B	175	44	0.00			175				
A-C	521	130	0.00			521				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	45	11	0.00	536	0.084	45	0.1	0.1	7.345	A
B-A	90	23	0.00	305	0.296	92	0.8	0.4	16.998	C
C-AB	237	59	0.00	526	0.451	239	1.4	0.8	12.658	B
C-A	531	133	0.00			531				
A-B	147	37	0.00			147				
A-C	436	109	0.00			436				

D10 - 2030 | 2030 Future Base with Development and Vision 2 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Longfield Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A227 Wortham Road / Longfield Road	T-Junction	Two-way	Two-way	Two-way		3.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.01	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	2030	2030 Future Base with Development and Vision 2	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A227 (South)		ONE HOUR	✓	830	100.000
B - Longfield Road		ONE HOUR	✓	239	100.000
C - A227 (North)		ONE HOUR	✓	627	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - A227 (South)	B - Longfield Road	C - A227 (North)
	A - A227 (South)	0	107	723
	B - Longfield Road	110	0	129
	C - A227 (North)	560	67	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A227 (South)	B - Longfield Road	C - A227 (North)
	A - A227 (South)	0	1	1
	B - Longfield Road	1	0	0
	C - A227 (North)	1	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.32	11.95	0.5	B	118	178
B-A	0.47	25.89	0.9	D	101	151
C-AB	0.18	10.37	0.2	B	61	92
C-A					514	771
A-B					98	147
A-C					663	995

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	97	24	0.00	584	0.166	96	0.0	0.2	7.365	A
B-A	83	21	0.00	379	0.219	82	0.0	0.3	12.066	B
C-AB	50	13	0.00	483	0.104	50	0.0	0.1	8.300	A
C-A	422	105	0.00			422				
A-B	81	20	0.00			81				
A-C	544	136	0.00			544				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	116	29	0.00	535	0.217	116	0.2	0.3	8.571	A
B-A	99	25	0.00	330	0.300	98	0.3	0.4	15.491	C
C-AB	60	15	0.00	457	0.132	60	0.1	0.2	9.064	A
C-A	503	126	0.00			503				
A-B	96	24	0.00			96				
A-C	650	162	0.00			650				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	142	36	0.00	446	0.318	141	0.3	0.5	11.784	B
B-A	121	30	0.00	260	0.466	119	0.4	0.8	25.311	D
C-AB	74	18	0.00	421	0.175	74	0.2	0.2	10.352	B
C-A	617	154	0.00			617				
A-B	118	29	0.00			118				
A-C	796	199	0.00			796				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	142	36	0.00	443	0.320	142	0.5	0.5	11.946	B
B-A	121	30	0.00	260	0.466	121	0.8	0.9	25.889	D
C-AB	74	18	0.00	421	0.175	74	0.2	0.2	10.367	B
C-A	617	154	0.00			617				
A-B	118	29	0.00			118				
A-C	796	199	0.00			796				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	116	29	0.00	533	0.218	117	0.5	0.3	8.664	A
B-A	99	25	0.00	330	0.300	101	0.9	0.4	15.791	C
C-AB	60	15	0.00	457	0.132	60	0.2	0.2	9.080	A
C-A	503	126	0.00			503				
A-B	96	24	0.00			96				
A-C	650	162	0.00			650				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	97	24	0.00	583	0.167	97	0.3	0.2	7.423	A
B-A	83	21	0.00	379	0.219	83	0.4	0.3	12.210	B
C-AB	50	13	0.00	483	0.104	51	0.2	0.1	8.322	A
C-A	422	105	0.00			422				
A-B	81	20	0.00			81				
A-C	544	136	0.00			544				

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307

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Filename: The street, jeskyns Road.j11

Path: L:\PROJECTS\16000 SERIES\16459 - Norwood Lane, Meopham\Tech\Junction Assessments\Picady\2026

Models following Response

Report generation date: 15/01/2026 14:20:44

»D1 - 2025 | Base | AM
 »D2 - 2025 | Base | PM
 »D3 - 2030 | 2030 Future Base | AM
 »D4 - 2030 | 2030 Future Base | PM
 »D5 - 2030 | 2030 Future Base with Development | AM
 »D6 - 2030 | 2030 Future Base with Development | PM
 »D7 - 2030 | 2030 Future Base with Development and Vision | AM
 »D8 - 2030 | 2030 Future Base with Development and Vision | PM
 »D9 - 2030 | 2030 Future Base with Development and Vision 2 | AM
 »D10 - 2030 | 2030 Future Base with Development and Vision 2 | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2025 - Base									
Stream B-AC	D1	0.8	12.96	0.43	B	D2	1.7	17.25	0.64	C
Stream C-AB		1.2	13.99	0.54	B		0.2	6.10	0.14	A
	2030 - 2030 Future Base									
Stream B-AC	D3	0.9	14.06	0.47	B	D4	2.1	19.64	0.68	C
Stream C-AB		1.4	15.43	0.58	C		0.2	6.80	0.16	A
	2030 - 2030 Future Base with Development									
Stream B-AC	D5	1.0	15.06	0.50	C	D6	2.2	20.27	0.69	C
Stream C-AB		1.4	15.65	0.58	C		0.2	6.21	0.15	A
	2030 - 2030 Future Base with Development and Vision									
Stream B-AC	D7	1.0	14.98	0.50	B	D8	2.2	20.06	0.69	C
Stream C-AB		1.4	15.57	0.58	C		0.2	6.19	0.15	A
	2030 - 2030 Future Base with Development and Vision 2									
Stream B-AC	D9	1.0	14.98	0.50	B	D10	2.2	20.19	0.69	C
Stream C-AB		1.4	15.57	0.58	C		0.2	6.21	0.15	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	17/04/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\manchesterhotdesk
Description	

Units

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

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	2025	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025	Base	PM	ONE HOUR	17:00	18:30	15	✓
D3	2030	2030 Future Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030	2030 Future Base	PM	ONE HOUR	17:00	18:30	15	✓
D5	2030	2030 Future Base with Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030	2030 Future Base with Development	PM	ONE HOUR	17:00	18:30	15	✓
D7	2030	2030 Future Base with Development and Vision	AM	ONE HOUR	07:45	09:15	15	✓
D8	2030	2030 Future Base with Development and Vision	PM	ONE HOUR	17:00	18:30	15	✓
D9	2030	2030 Future Base with Development and Vision 2	AM	ONE HOUR	07:45	09:15	15	✓
D10	2030	2030 Future Base with Development and Vision 2	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

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

D1 - 2025 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Jeskyns Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	The Street / Jeskyns Road	T-Junction	Two-way	Two-way	Two-way		6.39	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.39	A

Arms

Arms

Arm	Name	Description	Arm type
A	The Street		Major
B	Sole Street		Minor
C	Jeskyns Road		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 - Jeskyns Road	5.93			222.3	✓	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 - Sole Street	One lane	4.72	15	41

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	589	0.108	0.272	0.171	0.389
B-C	761	0.117	0.296	-	-
C-B	703	0.273	0.273	-	-

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	2025	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street		ONE HOUR	✓	515	100.000
B - Sole Street		ONE HOUR	✓	194	100.000
C - Jeskyns Road		ONE HOUR	✓	279	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - The Street	B - Sole Street	C - Jeskyns Road
	A - The Street	0	459	56
	B - Sole Street	107	0	87
	C - Jeskyns Road	13	266	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - The Street	B - Sole Street	C - Jeskyns Road
	A - The Street	0	0	0
	B - Sole Street	0	0	0
	C - Jeskyns Road	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	0.43	12.96	0.8	B	178	267
C-AB	0.54	13.99	1.2	B	249	374
C-A					7	10
A-B					421	632
A-C					51	77

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	146	37	0.00	546	0.267	145	0.0	0.4	8.930	A
C-AB	204	51	0.00	603	0.337	202	0.0	0.5	8.916	A
C-A	6	2	0.00			6				
A-B	346	86	0.00			346				
A-C	42	11	0.00			42				

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	174	44	0.00	523	0.333	174	0.4	0.5	10.283	B
C-AB	244	61	0.00	584	0.418	243	0.5	0.7	10.532	B
C-A	7	2	0.00			7				
A-B	413	103	0.00			413				
A-C	50	13	0.00			50				

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	214	53	0.00	492	0.434	213	0.5	0.7	12.847	B
C-AB	301	75	0.00	558	0.539	299	0.7	1.1	13.813	B
C-A	7	2	0.00			7				
A-B	505	126	0.00			505				
A-C	62	15	0.00			62				

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	214	53	0.00	491	0.435	214	0.7	0.8	12.964	B
C-AB	301	75	0.00	558	0.539	301	1.1	1.2	13.988	B
C-A	6	2	0.00			6				
A-B	505	126	0.00			505				
A-C	62	15	0.00			62				

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	174	44	0.00	523	0.334	175	0.8	0.5	10.399	B
C-AB	244	61	0.00	584	0.418	246	1.2	0.7	10.690	B
C-A	7	2	0.00			7				
A-B	413	103	0.00			413				
A-C	50	13	0.00			50				

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	146	37	0.00	545	0.268	147	0.5	0.4	9.039	A
C-AB	204	51	0.00	603	0.337	204	0.7	0.5	9.046	A
C-A	6	2	0.00			6				
A-B	346	86	0.00			346				
A-C	42	11	0.00			42				

D2 - 2025 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Jeskyns Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	The Street / Jeskyns Road	T-Junction	Two-way	Two-way	Two-way		10.70	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.70	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	Base	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street		ONE HOUR	✓	137	100.000
B - Sole Street		ONE HOUR	✓	338	100.000
C - Jeskyns Road		ONE HOUR	✓	120	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - The Street	B - Sole Street	C - Jeskyns Road
	A - The Street	0	117	20
	B - Sole Street	229	0	109
	C - Jeskyns Road	37	83	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - The Street	B - Sole Street	C - Jeskyns Road
	A - The Street	0	0	0
	B - Sole Street	0	0	0
	C - Jeskyns Road	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	0.64	17.25	1.7	C	310	465
C-AB	0.14	6.10	0.2	A	80	120
C-A					30	45
A-B					107	161
A-C					18	28

Main Results for each time segment

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	254	64	0.00	598	0.426	252	0.0	0.7	10.310	B
C-AB	65	16	0.00	692	0.094	65	0.0	0.1	5.735	A
C-A	25	6	0.00			25				
A-B	88	22	0.00			88				
A-C	15	4	0.00			15				

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	304	76	0.00	590	0.515	303	0.7	1.0	12.451	B
C-AB	78	20	0.00	690	0.114	78	0.1	0.1	5.885	A
C-A	29	7	0.00			29				
A-B	105	26	0.00			105				
A-C	18	4	0.00			18				

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	372	93	0.00	580	0.641	369	1.0	1.7	16.854	C
C-AB	97	24	0.00	687	0.141	97	0.1	0.2	6.097	A
C-A	35	9	0.00			35				
A-B	129	32	0.00			129				
A-C	22	6	0.00			22				

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	372	93	0.00	580	0.641	372	1.7	1.7	17.253	C
C-AB	97	24	0.00	687	0.141	97	0.2	0.2	6.102	A
C-A	35	9	0.00			35				
A-B	129	32	0.00			129				
A-C	22	6	0.00			22				

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	304	76	0.00	590	0.515	306	1.7	1.1	12.795	B
C-AB	78	20	0.00	690	0.114	79	0.2	0.1	5.889	A
C-A	29	7	0.00			29				
A-B	105	26	0.00			105				
A-C	18	4	0.00			18				

18:15 - 18:30

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	254	64	0.00	598	0.426	256	1.1	0.8	10.570	B
C-AB	65	16	0.00	692	0.094	65	0.1	0.1	5.744	A
C-A	25	6	0.00			25				
A-B	88	22	0.00			88				
A-C	15	4	0.00			15				

D3 - 2030 | 2030 Future Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Jeskyns Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	The Street / Jeskyns Road	T-Junction	Two-way	Two-way	Two-way		7.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.01	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	2030	2030 Future Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street		ONE HOUR	✓	543	100.000
B - Sole Street		ONE HOUR	✓	205	100.000
C - Jeskyns Road		ONE HOUR	✓	294	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - The Street	B - Sole Street	C - Jeskyns Road
	A - The Street	0	484	59
	B - Sole Street	113	0	92
	C - Jeskyns Road	14	280	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - The Street	B - Sole Street	C - Jeskyns Road
	A - The Street	0	0	0
	B - Sole Street	0	0	0
	C - Jeskyns Road	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	0.47	14.06	0.9	B	188	282
C-AB	0.58	15.43	1.4	C	263	395
C-A					7	10
A-B					444	666
A-C					54	81

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	154	39	0.00	540	0.286	153	0.0	0.4	9.254	A
C-AB	215	54	0.00	598	0.359	212	0.0	0.6	9.280	A
C-A	7	2	0.00			7				
A-B	364	91	0.00			364				
A-C	44	11	0.00			44				

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	184	46	0.00	516	0.357	184	0.4	0.5	10.811	B
C-AB	257	64	0.00	578	0.445	256	0.6	0.8	11.162	B
C-A	7	2	0.00			7				
A-B	435	109	0.00			435				
A-C	53	13	0.00			53				

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	226	56	0.00	482	0.468	224	0.5	0.9	13.894	B
C-AB	317	79	0.00	550	0.577	315	0.8	1.3	15.176	C
C-A	6	2	0.00			6				
A-B	533	133	0.00			533				
A-C	65	16	0.00			65				

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	226	56	0.00	482	0.469	226	0.9	0.9	14.062	B
C-AB	317	79	0.00	550	0.577	317	1.3	1.4	15.434	C
C-A	6	2	0.00			6				
A-B	533	133	0.00			533				
A-C	65	16	0.00			65				

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	184	46	0.00	515	0.358	185	0.9	0.6	10.965	B
C-AB	257	64	0.00	578	0.445	260	1.4	0.8	11.376	B
C-A	7	2	0.00			7				
A-B	435	109	0.00			435				
A-C	53	13	0.00			53				

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	154	39	0.00	539	0.286	155	0.6	0.4	9.383	A
C-AB	215	54	0.00	598	0.359	216	0.8	0.6	9.437	A
C-A	7	2	0.00			7				
A-B	364	91	0.00			364				
A-C	44	11	0.00			44				

D4 - 2030 | 2030 Future Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Jeskyns Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	The Street / Jeskyns Road	T-Junction	Two-way	Two-way	Two-way		12.10	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.10	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	2030 Future Base	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street		ONE HOUR	✓	144	100.000
B - Sole Street		ONE HOUR	✓	356	100.000
C - Jeskyns Road		ONE HOUR	✓	127	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - The Street	B - Sole Street	C - Jeskyns Road
	A - The Street	0	123	21
	B - Sole Street	241	0	115
	C - Jeskyns Road	39	88	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - The Street	B - Sole Street	C - Jeskyns Road
	A - The Street	0	0	0
	B - Sole Street	0	0	0
	C - Jeskyns Road	0	9	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	0.68	19.64	2.1	C	327	490
C-AB	0.16	6.80	0.2	A	93	140
C-A					31	46
A-B					113	169
A-C					19	29

Main Results for each time segment

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	268	67	0.00	594	0.451	265	0.0	0.8	10.832	B
C-AB	75	19	0.00	691	0.109	75	0.0	0.1	6.334	A
C-A	26	7	0.00			26				
A-B	93	23	0.00			93				
A-C	16	4	0.00			16				

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	320	80	0.00	586	0.546	319	0.8	1.2	13.397	B
C-AB	91	23	0.00	689	0.132	91	0.1	0.2	6.527	A
C-A	30	8	0.00			30				
A-B	111	28	0.00			111				
A-C	19	5	0.00			19				

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	392	98	0.00	574	0.682	389	1.2	2.0	19.012	C
C-AB	113	28	0.00	687	0.164	112	0.2	0.2	6.798	A
C-A	36	9	0.00			36				
A-B	135	34	0.00			135				
A-C	23	6	0.00			23				

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	392	98	0.00	574	0.682	392	2.0	2.1	19.643	C
C-AB	113	28	0.00	687	0.164	113	0.2	0.2	6.801	A
C-A	36	9	0.00			36				
A-B	135	34	0.00			135				
A-C	23	6	0.00			23				

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	320	80	0.00	586	0.546	323	2.1	1.2	13.899	B
C-AB	91	23	0.00	689	0.132	91	0.2	0.2	6.525	A
C-A	30	8	0.00			30				
A-B	111	28	0.00			111				
A-C	19	5	0.00			19				

18:15 - 18:30

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	268	67	0.00	594	0.451	270	1.2	0.8	11.161	B
C-AB	75	19	0.00	691	0.109	76	0.2	0.1	6.344	A
C-A	26	7	0.00			26				
A-B	93	23	0.00			93				
A-C	16	4	0.00			16				

D5 - 2030 | 2030 Future Base with Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Jeskyns Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	The Street / Jeskyns Road	T-Junction	Two-way	Two-way	Two-way		7.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.35	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
D5	2030	2030 Future Base with Development	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street		ONE HOUR	✓	546	100.000
B - Sole Street		ONE HOUR	✓	217	100.000
C - Jeskyns Road		ONE HOUR	✓	296	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - The Street	B - Sole Street	C - Jeskyns Road
	A - The Street	0	487	59
	B - Sole Street	122	0	95
	C - Jeskyns Road	14	282	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - The Street	B - Sole Street	C - Jeskyns Road
	A - The Street	0	0	0
	B - Sole Street	0	0	0
	C - Jeskyns Road	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	0.50	15.06	1.0	C	199	299
C-AB	0.58	15.65	1.4	C	265	397
C-A					7	10
A-B					447	670
A-C					54	81

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	163	41	0.00	537	0.304	162	0.0	0.4	9.546	A
C-AB	216	54	0.00	598	0.362	214	0.0	0.6	9.331	A
C-A	7	2	0.00			7				
A-B	367	92	0.00			367				
A-C	44	11	0.00			44				

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	195	49	0.00	513	0.381	194	0.4	0.6	11.291	B
C-AB	259	65	0.00	577	0.449	258	0.6	0.8	11.251	B
C-A	7	2	0.00			7				
A-B	438	109	0.00			438				
A-C	53	13	0.00			53				

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	239	60	0.00	478	0.499	237	0.6	1.0	14.849	B
C-AB	320	80	0.00	549	0.582	317	0.8	1.4	15.375	C
C-A	6	2	0.00			6				
A-B	536	134	0.00			536				
A-C	65	16	0.00			65				

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	239	60	0.00	478	0.500	239	1.0	1.0	15.061	C
C-AB	320	80	0.00	549	0.582	320	1.4	1.4	15.647	C
C-A	6	2	0.00			6				
A-B	536	134	0.00			536				
A-C	65	16	0.00			65				

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	195	49	0.00	511	0.381	196	1.0	0.6	11.481	B
C-AB	259	65	0.00	577	0.449	261	1.4	0.8	11.473	B
C-A	7	2	0.00			7				
A-B	438	109	0.00			438				
A-C	53	13	0.00			53				

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	163	41	0.00	536	0.305	164	0.6	0.4	9.700	A
C-AB	216	54	0.00	598	0.362	217	0.8	0.6	9.493	A
C-A	7	2	0.00			7				
A-B	367	92	0.00			367				
A-C	44	11	0.00			44				

D6 - 2030 | 2030 Future Base with Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Jeskyns Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	The Street / Jeskyns Road	T-Junction	Two-way	Two-way	Two-way		12.32	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.32	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	2030 Future Base with Development	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street		ONE HOUR	✓	153	100.000
B - Sole Street		ONE HOUR	✓	362	100.000
C - Jeskyns Road		ONE HOUR	✓	128	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - The Street	B - Sole Street	C - Jeskyns Road
	A - The Street	0	132	21
	B - Sole Street	246	0	116
	C - Jeskyns Road	39	89	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - The Street	B - Sole Street	C - Jeskyns Road
	A - The Street	0	0	0
	B - Sole Street	0	0	0
	C - Jeskyns Road	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	0.69	20.27	2.2	C	332	498
C-AB	0.15	6.21	0.2	A	86	129
C-A					31	47
A-B					121	182
A-C					19	29

Main Results for each time segment

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	273	68	0.00	594	0.458	269	0.0	0.8	10.961	B
C-AB	70	17	0.00	690	0.101	70	0.0	0.1	5.802	A
C-A	26	7	0.00			26				
A-B	99	25	0.00			99				
A-C	16	4	0.00			16				

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	325	81	0.00	586	0.555	324	0.8	1.2	13.633	B
C-AB	84	21	0.00	687	0.123	84	0.1	0.1	5.970	A
C-A	31	8	0.00			31				
A-B	119	30	0.00			119				
A-C	19	5	0.00			19				

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	399	100	0.00	575	0.693	395	1.2	2.1	19.560	C
C-AB	105	26	0.00	684	0.153	104	0.1	0.2	6.210	A
C-A	36	9	0.00			36				
A-B	145	36	0.00			145				
A-C	23	6	0.00			23				

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	399	100	0.00	575	0.693	398	2.1	2.2	20.266	C
C-AB	105	26	0.00	684	0.153	105	0.2	0.2	6.213	A
C-A	36	9	0.00			36				
A-B	145	36	0.00			145				
A-C	23	6	0.00			23				

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	325	81	0.00	586	0.555	329	2.2	1.3	14.178	B
C-AB	84	21	0.00	687	0.123	85	0.2	0.1	5.976	A
C-A	31	8	0.00			31				
A-B	119	30	0.00			119				
A-C	19	5	0.00			19				

18:15 - 18:30

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	273	68	0.00	594	0.459	274	1.3	0.9	11.306	B
C-AB	70	18	0.00	690	0.102	70	0.1	0.1	5.813	A
C-A	26	7	0.00			26				
A-B	99	25	0.00			99				
A-C	16	4	0.00			16				

D7 - 2030 | 2030 Future Base with Development and Vision | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Jeskyns Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	The Street / Jeskyns Road	T-Junction	Two-way	Two-way	Two-way		7.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.29	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
D7	2030	2030 Future Base with Development and Vision	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street		ONE HOUR	✓	546	100.000
B - Sole Street		ONE HOUR	✓	215	100.000
C - Jeskyns Road		ONE HOUR	✓	295	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - The Street	B - Sole Street	C - Jeskyns Road
From	A - The Street	0	487	59
	B - Sole Street	122	0	93
	C - Jeskyns Road	14	281	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - The Street	B - Sole Street	C - Jeskyns Road
	A - The Street	0	0	0
	B - Sole Street	0	0	0
	C - Jeskyns Road	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	0.50	14.98	1.0	B	197	296
C-AB	0.58	15.57	1.4	C	264	396
C-A					7	10
A-B					447	670
A-C					54	81

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	162	40	0.00	536	0.302	160	0.0	0.4	9.534	A
C-AB	215	54	0.00	598	0.360	213	0.0	0.6	9.314	A
C-A	7	2	0.00			7				
A-B	367	92	0.00			367				
A-C	44	11	0.00			44				

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	193	48	0.00	512	0.378	193	0.4	0.6	11.261	B
C-AB	258	65	0.00	577	0.447	257	0.6	0.8	11.218	B
C-A	7	2	0.00			7				
A-B	438	109	0.00			438				
A-C	53	13	0.00			53				

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	237	59	0.00	477	0.496	235	0.6	1.0	14.774	B
C-AB	318	80	0.00	549	0.580	316	0.8	1.3	15.304	C
C-A	6	2	0.00			6				
A-B	536	134	0.00			536				
A-C	65	16	0.00			65				

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	237	59	0.00	477	0.497	237	1.0	1.0	14.982	B
C-AB	318	80	0.00	549	0.580	318	1.3	1.4	15.571	C
C-A	6	2	0.00			6				
A-B	536	134	0.00			536				
A-C	65	16	0.00			65				

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	193	48	0.00	511	0.379	195	1.0	0.6	11.446	B
C-AB	258	65	0.00	577	0.447	260	1.4	0.8	11.440	B
C-A	7	2	0.00			7				
A-B	438	109	0.00			438				
A-C	53	13	0.00			53				

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	162	40	0.00	535	0.303	163	0.6	0.4	9.685	A
C-AB	215	54	0.00	598	0.360	216	0.8	0.6	9.472	A
C-A	7	2	0.00			7				
A-B	367	92	0.00			367				
A-C	44	11	0.00			44				

D8 - 2030 | 2030 Future Base with Development and Vision | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Jeskyns Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	The Street / Jeskyns Road	T-Junction	Two-way	Two-way	Two-way		12.36	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.36	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2030	2030 Future Base with Development and Vision	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street		ONE HOUR	✓	144	100.000
B - Sole Street		ONE HOUR	✓	361	100.000
C - Jeskyns Road		ONE HOUR	✓	128	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - The Street	B - Sole Street	C - Jeskyns Road
	A - The Street	0	123	21
	B - Sole Street	246	0	115
	C - Jeskyns Road	39	89	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - The Street	B - Sole Street	C - Jeskyns Road
	A - The Street	0	0	0
	B - Sole Street	0	0	0
	C - Jeskyns Road	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	0.69	20.06	2.2	C	331	497
C-AB	0.15	6.19	0.2	A	86	129
C-A					31	47
A-B					113	169
A-C					19	29

Main Results for each time segment

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	272	68	0.00	595	0.457	268	0.0	0.8	10.923	B
C-AB	70	17	0.00	691	0.101	70	0.0	0.1	5.785	A
C-A	26	7	0.00			26				
A-B	93	23	0.00			93				
A-C	16	4	0.00			16				

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	325	81	0.00	587	0.553	323	0.8	1.2	13.560	B
C-AB	84	21	0.00	689	0.122	84	0.1	0.1	5.948	A
C-A	31	8	0.00			31				
A-B	111	28	0.00			111				
A-C	19	5	0.00			19				

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	397	99	0.00	576	0.690	394	1.2	2.1	19.377	C
C-AB	105	26	0.00	687	0.152	104	0.1	0.2	6.181	A
C-A	36	9	0.00			36				
A-B	135	34	0.00			135				
A-C	23	6	0.00			23				

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	397	99	0.00	576	0.690	397	2.1	2.2	20.059	C
C-AB	105	26	0.00	687	0.152	105	0.2	0.2	6.187	A
C-A	36	9	0.00			36				
A-B	135	34	0.00			135				
A-C	23	6	0.00			23				

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	325	81	0.00	587	0.553	328	2.2	1.3	14.093	B
C-AB	84	21	0.00	689	0.122	85	0.2	0.1	5.954	A
C-A	31	8	0.00			31				
A-B	111	28	0.00			111				
A-C	19	5	0.00			19				

18:15 - 18:30

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	272	68	0.00	595	0.457	273	1.3	0.9	11.265	B
C-AB	70	18	0.00	691	0.101	70	0.1	0.1	5.796	A
C-A	26	7	0.00			26				
A-B	93	23	0.00			93				
A-C	16	4	0.00			16				

D9 - 2030 | 2030 Future Base with Development and Vision 2 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Jeskyns Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	The Street / Jeskyns Road	T-Junction	Two-way	Two-way	Two-way		7.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.29	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
D9	2030	2030 Future Base with Development and Vision 2	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street		ONE HOUR	✓	546	100.000
B - Sole Street		ONE HOUR	✓	215	100.000
C - Jeskyns Road		ONE HOUR	✓	295	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - The Street	B - Sole Street	C - Jeskyns Road
	A - The Street	0	487	59
	B - Sole Street	122	0	93
	C - Jeskyns Road	14	281	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - The Street	B - Sole Street	C - Jeskyns Road
	A - The Street	0	0	0
	B - Sole Street	0	0	0
	C - Jeskyns Road	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	0.50	14.98	1.0	B	197	296
C-AB	0.58	15.57	1.4	C	264	396
C-A					7	10
A-B					447	670
A-C					54	81

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	162	40	0.00	536	0.302	160	0.0	0.4	9.534	A
C-AB	215	54	0.00	598	0.360	213	0.0	0.6	9.314	A
C-A	7	2	0.00			7				
A-B	367	92	0.00			367				
A-C	44	11	0.00			44				

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	193	48	0.00	512	0.378	193	0.4	0.6	11.261	B
C-AB	258	65	0.00	577	0.447	257	0.6	0.8	11.218	B
C-A	7	2	0.00			7				
A-B	438	109	0.00			438				
A-C	53	13	0.00			53				

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	237	59	0.00	477	0.496	235	0.6	1.0	14.774	B
C-AB	318	80	0.00	549	0.580	316	0.8	1.3	15.304	C
C-A	6	2	0.00			6				
A-B	536	134	0.00			536				
A-C	65	16	0.00			65				

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	237	59	0.00	477	0.497	237	1.0	1.0	14.982	B
C-AB	318	80	0.00	549	0.580	318	1.3	1.4	15.571	C
C-A	6	2	0.00			6				
A-B	536	134	0.00			536				
A-C	65	16	0.00			65				

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	193	48	0.00	511	0.379	195	1.0	0.6	11.446	B
C-AB	258	65	0.00	577	0.447	260	1.4	0.8	11.440	B
C-A	7	2	0.00			7				
A-B	438	109	0.00			438				
A-C	53	13	0.00			53				

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	162	40	0.00	535	0.303	163	0.6	0.4	9.685	A
C-AB	215	54	0.00	598	0.360	216	0.8	0.6	9.472	A
C-A	7	2	0.00			7				
A-B	367	92	0.00			367				
A-C	44	11	0.00			44				

D10 - 2030 | 2030 Future Base with Development and Vision 2 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Jeskyns Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	The Street / Jeskyns Road	T-Junction	Two-way	Two-way	Two-way		12.26	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.26	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2030	2030 Future Base with Development and Vision 2	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street		ONE HOUR	✓	153	100.000
B - Sole Street		ONE HOUR	✓	361	100.000
C - Jeskyns Road		ONE HOUR	✓	128	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - The Street	B - Sole Street	C - Jeskyns Road
From	A - The Street	0	132	21
	B - Sole Street	246	0	115
	C - Jeskyns Road	39	89	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - The Street	B - Sole Street	C - Jeskyns Road
	A - The Street	0	0	0
	B - Sole Street	0	0	0
	C - Jeskyns Road	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	0.69	20.19	2.2	C	331	497
C-AB	0.15	6.21	0.2	A	86	129
C-A					31	47
A-B					121	182
A-C					19	29

Main Results for each time segment

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	272	68	0.00	594	0.457	268	0.0	0.8	10.949	B
C-AB	70	17	0.00	690	0.101	70	0.0	0.1	5.802	A
C-A	26	7	0.00			26				
A-B	99	25	0.00			99				
A-C	16	4	0.00			16				

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	325	81	0.00	586	0.554	323	0.8	1.2	13.604	B
C-AB	84	21	0.00	687	0.123	84	0.1	0.1	5.970	A
C-A	31	8	0.00			31				
A-B	119	30	0.00			119				
A-C	19	5	0.00			19				

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	397	99	0.00	575	0.691	394	1.2	2.1	19.487	C
C-AB	105	26	0.00	684	0.153	104	0.1	0.2	6.210	A
C-A	36	9	0.00			36				
A-B	145	36	0.00			145				
A-C	23	6	0.00			23				

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	397	99	0.00	575	0.691	397	2.1	2.2	20.189	C
C-AB	105	26	0.00	684	0.153	105	0.2	0.2	6.213	A
C-A	36	9	0.00			36				
A-B	145	36	0.00			145				
A-C	23	6	0.00			23				

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	325	81	0.00	586	0.554	328	2.2	1.3	14.144	B
C-AB	84	21	0.00	687	0.123	85	0.2	0.1	5.976	A
C-A	31	8	0.00			31				
A-B	119	30	0.00			119				
A-C	19	5	0.00			19				

18:15 - 18:30

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	272	68	0.00	594	0.458	273	1.3	0.9	11.290	B
C-AB	70	18	0.00	690	0.102	70	0.1	0.1	5.813	A
C-A	26	7	0.00			26				
A-B	99	25	0.00			99				
A-C	16	4	0.00			16				