Norwood Lane, Meopham

Transport Assessment

Client: Taylor Wimpey

i-Transport Ref: NM/JN/BD/ITL16459-004A

Date: 15 October 2025

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i-Transport LLP
33 Queen Street
London
EC4R 1AP

Tel: 0204 531 3660

www.i-transport.co.uk

Quality Management

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SECTION 1 INTRODUCTION

1.1 Overview

1.1.1 Taylor Wimpey (the 'Applicant') has appointed i-Transport LLP to provide highways and transport advice in relation to an outline application, with all matters reserved except for access, for up to 150 residential dwellings (50% affordable housing) on land at Norwood Lane, Meopham. The development description is:

> ***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 works.***

1.1.2 The site is located within Gravesham Borough Council (GBC) who are the Local Planning Authority, whilst Kent County Council (KCC) are the Local Highway Authority.

1.1.3 The site will take access from Green Lane to the south, with an emergency vehicle access (EVA) located on Norwood Lane. The site is circa 1km south of Meopham Railway Station and circa 900m from Sole Street Railway Station.

1.1.4 A Public Right of Way runs across the site from Tradescant Drive in the north-west of the site, to the south-east corner of the site, terminating at the junction of Green Lane and Norwood Lane.

1.1.5 The site location is shown in **Figure 1.1** below to provide context.

Figure 1.1: Site Location

Source: Architects

1.1.6 This Transport Assessment (TA) is accompanied by a Travel Plan (TP) (ref: *ITL16459-005a*) which should be read in conjunction with this document.

1.2 Pre-Application

1.2.1 A request for pre-application advice was submitted to KCC highways in March 2025 including a Transport Assessment Scoping Note (*report reference ITL16459-003a*), with a subsequent meeting held in April 2025.

1.2.2 The key matters raised and agreed through the pre-application process were as follows:

- The access position is accepted in principle – there should be consideration of the extension of a 30mph speed limit;
- Accepting the proposed vision-based approach and the proposed scenarios; and

- A need for a walking audit, including a recognition of street lighting to form part of the application.

1.2.3 The scope and approach to the Transport Assessment (TA) was agreed and this document has been developed in line with these discussions.

1.3 Transport Assessment Structure

1.3.1 This Transport Assessment is structured as below:

- Section 2 - National and Local Policy
- Section 3 – The Transport Vision
- Section 4 – Existing Sustainable Transport Provision and Highway Conditions
- Section 5 – Development Proposals
- Section 6 – Trip Generation
- Section 7 – Transport Impact Assessment
- Section 8 – Summary and Conclusions

SECTION 2 NATIONAL AND LOCAL POLICY

2.1 Overview

2.1.1 This section of the TA summarises the national and local transport planning policies that provide the context and policy assessment parameters for the application.

2.2 National Policy

National Planning Policy Framework (December 2024)

2.2.1 The National Planning Policy Framework (NPPF) details the Government's planning policies and sets out how these are expected to be applied in relation to development proposals. The NPPF is a material consideration in determining applications for development.

2.2.2 The NPPF sets out in paragraph 10 that at the heart of framework is the ***"presumption in favour of sustainable development."***

2.2.3 Paragrapgh 110 of the NPPF recognises:

> ***"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."***

2.2.4 Paragraph 115 sets out the following key transport tests:-

> ***'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:***
>
> ***a) Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;***
>
> ***b) safe and suitable access to the site can be achieved for all users;***
>
> ***c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and***
>
> ***d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.'***

2.2.5 Paragraph 116 confirms that:-

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe taking into account all reasonable future scenarios.'

2.2.6 Paragraph 116 of the NPPF sets a high-bar test in determining planning applications. Only when transport impacts are 'severe', or where safety impacts are 'unacceptable' should an application be refused, and development prevented. This is an intentionally high-bar and acknowledges that even significant impacts of development can/should be acceptable.

2.2.7 Paragraph 118 outlines that:-

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

2.2.8 The application proposals are supported by a TA (this document) and a TP and accord with the requirements set out in the NPPF, including the development of a realistic transport vision for the site.

2.2.9 A vision-based approach to transport planning is the setting of outcomes for a development which achieves well-designed, sustainable and popular places, and providing the transport solutions to deliver those outcomes as opposed to just predicting future demand to provide capacity (typically on the highway network and highway capacity).

2.2.10 Section 3 of the TA details the derived transport vision for the site. Prioritising active and sustainable travel and allowing for access to public transport are the primary focuses, including for all residents to have the opportunity to undertake sustainable journeys to/from places of employment, recreation and/or leisure and for children and young people to access leisure, education and training opportunities by the same sustainable means. This reflects and adopts the wider aspirations to improve health, reduce carbon, and other environmental impacts, as well as reducing transport and access inequalities.

2.2.11 Section 4 of the TA demonstrates that the site benefits from being in a sustainable location, with good access to a range of key facilities and services by a variety of transport modes. This TA also demonstrates that the proposed development can be safely and satisfactorily accessed and that the traffic generated by the proposals can be accommodated within the surrounding highway network without causing a severe impact (ref Sections 5, 6 and 7 of this TA).

Planning Practice Guidance

2.2.12 Planning Practice Guidance (PPG) is a government published web-based planning guidance resource, first launched in March 2014. It is subject to ongoing updates and replaced previous guidance documents, including the DfT's 'Guidance for Transport Assessment' (2007). And a refreshed version is expected imminently.

2.2.13 In relation to Transport, PPG identifies that:

> ***"Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements. (ID42 – 002)***
>
> ***Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be "severe", which may be a reason for refusal, in accordance with the National Planning Policy Framework. (ID42 – 005)***
>
> ***Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process …… They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets. (ID42 – 003)"***

2.2.14 This TA provides a robust assessment of the development proposals and demonstrates that the transport impacts are not 'severe'. A Framework TP is also provided, which outlines a long-term, realistic strategy for the promotion of sustainable travel.

2.3 Local Policy

Local Transport Plan 4: Delivering Growth without Gridlock 2016-2031

2.3.1 The Local Transport Plan discusses plans for the transport network in Kent, and in particular Gravesham up to the year 2031. Notably, page 12 infers that to enable growth in the Thames Estuary, one key action is the following. Whilst the site is not located immediately close to the Thames Estuary, results of this action include improvements to the A2, which is close to the site:

> ***"Prioritise the transport improvements that are required to deliver the major commercial and residential developments planned over the next 10 – 15 years"***

2.3.2 In addition to the above, page 35 of the document shows a figure of changes in Gravesham, of which includes "general public transport service improvements in the borough". These will benefit the site, accelerating a mode shift from private vehicles to sustainable transport methods.

Gravesham Local Plan Core Strategy (2014)

2.3.3 The Gravesham Local Plan Core Strategy document was adopted in September 2014 and sets out the overall strategy for the district, until 2028. Many of the Gravesham Local Plan Saved Policies have been subsumed/replaced by the adoption of the Core Strategy.

2.3.4 Policy CS11: Transport sets out how developments should mitigate their impacts on the surrounding networks.

2.3.5 Paragraph 5.5.38 notes that "***Transport assessment work is required to be undertaken in accordance with national and local policy guidance, and to identify detailed highway and public transport network requirements and management arising from the development.***"

2.3.6 Paragraph 5.5.39 then informs that car parking spaces as part of a new development is to be provided in accordance with adopted parking standards, reflecting the provisioning of alternative services and facilities. Finally, 5.5.41 states that improvements to walking and cycling facilities within Gravesham will be sought, with developments to include provision as appropriate.

Design For Gravesham – Design Code Supplementary Planning Document 2024

2.3.7 The Design For Gravesham SPD document, adopted in May 2024 provides guidance on the design that developments should follow to be in-line with the Council's main planning policy documentation.

2.3.8 The Design Principles in Chapter 6 provide valuable information that the development upon the site should follow, of which include:

- 6.1 – Public Transport and Active Travel, stating developments must respond to public transport accessibility whilst being appropriate to the context. Developments should demonstrate how they enhance provision for public transport.
- 6.2 – Streets, states that all developments are to establish a hierarchy of streets, with primary streets designed to accommodate street trees as well as considering servicing/emergency access. Developments are also to prioritise SuDS and consult the Highway Authority.
- 6.3 – Vehicular parking, states that proposals are to comply with Gravesham's parking standards and must provide electric vehicle charging infrastructure in-line with Building Regulations.

- 6.4 – Cycle parking, states that cycle parking is to be provided in-line with Kent County Council's Design Guide as a minimum, be well lit and in areas with passive surveillance.
- 6.5 – Servicing, states that refuse/recycling storage rooms must be designed to facilitate easy access as appropriate whilst providing bins for the needs of all residents/acceptable to the refuse collection facilities brought by the Council.

Kent Design Guide

2.3.9 The Kent Design Guide serves as a technical guidance document, directly informing the design of various aspects that can be encountered in a residential development. For example, section 2.3 – Designing for movement provides technical requirements of types of internal roads.

Kent Parking Standards – January 2025

2.3.10 Kent County Council's Parking Standards were adopted in January 2025 and set out the parking standards for new developments within Kent. The proposals will adhere parking standards and will be set out in detail at the reserved matter stage.

SECTION 3 THE TRANSPORT VISION

3.1 Overview

3.1.1 As required by the NPPF, a vision-led approach has been adopted as part of the assessment methodology within this TA. This section of the report sets out the overarching vision for the development in terms of transport and highways and the approach to layout, movement and assessment.

3.1.2 Active Travel and Sustainable Transport are at the heart of the vision and prioritised throughout. This reflects wider aspiration and goals to improve health, reduce carbon emissions, and other environmental goals, as well as reducing transport and access inequalities (including consideration of travelling in the hours of darkness).

3.1.3 The key principles of the Transport Vision are set out below:

Residents can walk or cycle to a range of local facilities/railway station along safe, sociable routes in and around Meopham.

Pupils can travel sustainably to the nearest primary and secondary schools, along appropriate routes and services

Residents can travel by bus or train to a range of destinations, in turn supporting the viability of local bus and rail services.

The street layout is permeable, designed with pedestrian priority, with opportunities to stop and rest or socialise or play, with a maximum of 20mph vehicle speed, and mixed traffic carriageways that are comfortable for cyclists to use (whilst noting site layout is a reserved matter at this stage, the illustrative masterplan will adopt these principles).

Electric vehicle charging points for all residential dwellings (in accordance with Building Regulations).

Delivery, refuse and emergency vehicles are suitably accommodated.

3.1.4 Incorporating these key principles will enable the vision to be realised and achieve the outcomes that accord with Gravesham's Local Plan and Kent's Local Transport Plan.

3.1.5 For active travel and sustainable travel modes, routes and journeys made to and from the site by these modes are assessed.

3.1.6 Regarding trip assessment of the development, an initial trip generation exercise is undertaken to establish a 'base', business as usual scenario. This sets out the total people trips (derived from the TRICS database) and then using local data from TEMPro version 8.1, the journey purpose and mode split is estimated.

3.1.7 Following this, it is proposed that the following scenarios are additionally tested;

3.2 Vision Scenarios

Vision 1 Education Trips

3.2.1 Vision 1 assumes that all vehicular trips associated with an education journey purpose will be shifted to active/sustainable modes of travel. Within close proximity of the site, there is a primary school on the A227 Wrotham Road and a secondary school further south on the A227 Wrotham Road and within 1.2km. Both are within walking distance from the site. The development proposals also include proposed improvements to the pedestrian facilities both at the site access along Green Lane and with a new crossing point on the A227 Wrotham Road. Additional street lighting on Green Lane is also proposed to support this activity.

3.2.2 Given the proximity of these facilities and the improvements that are proposed, pupils will be able to travel to schools in the area by safe, legible and attractive routes or if travelling to schools further afield, via the range of school bus services available within Meopham. This is therefore a realistic scenario.

Vision 2 Employment & Education Trips

3.2.3 Given the proximity of the site to railway stations, there is good opportunity for commuting trips towards destinations served by the railway network that operate at these stations, to be made by sustainable modes of travel (i.e. train). This scenario therefore considers some forecast vehicle trips made to destinations that could feasibly be reached by rail with a first-stage short walk or cycle to the station.

3.2.4 Improvements to the pedestrian facilities in the vicinity of the site and potential bike storage enhancements at the station nearby, will help promote this as a genuine alternative to a private car. It is also anticipated the development will generally attract a family demographic who are likely to consider proximity to schools and ease of commuting to key areas of employment (via rail) as a key consideration and therefore a shift compared to the current mode share of Meopham is reasonable. This vision is considered in addition to Vision 1 above (i.e. assuming the mode shift of educational trips also occurs in this vision scenario).

3.3 Delivering the Vision

3.3.1 Much of the internal layout elements of the vision will be delivered by future reserved matters applications, which will detail the internal routes/street layout, design speed, etc. Notwithstanding, the development of the parameter plans (principally the Access and Movement parameter plan and illustrative masterplan has had regard to this vision and a mix of street types, allowing pedestrian/cyclist permeability across the development has been considered).

3.3.2 To encourage residents to travel sustainably from the outset of occupation, a Travel Plan will be essential in delivering clear information to residents about the options and benefits of sustainable and active travel; this is particularly important for residents at the outset. At this planning application stage, a Framework Travel Plan is available and has been submitted in support of the application, which will be developed into a full Travel Plan prior to occupation, such that it can take account of the latest circumstances at a time closer to occupation as well as any additional mitigations deemed appropriate during the planning application process.

SECTION 4 EXISTING SUSTAINABLE TRANSPORT PROVISION AND HIGHWAY CONDITIONS

4.1 Overview

4.1.1 This section provides an audit of the active and sustainable transport provision in the vicinity of the site. This includes a review as to the quality of the surrounding walking/cycling facilities, details as to nearby bus and rail services, key user services and facilities within an appropriate distance from the site, as well as conditions of the highway network.

4.2 Walking Opportunities

Walking

4.2.1 To the west of the site, and along all of the principal connections from the site, including Green Lane, Tradescant Drive, Denesway, and Wrotham Road, footways are provided to one or both sides of the carriageway. Pedestrian crossing points and central refuge crossing points on the A227 Wrotham Road allow connectivity and permeability for pedestrians across Meopham. A full audit of routes is detailed further below.

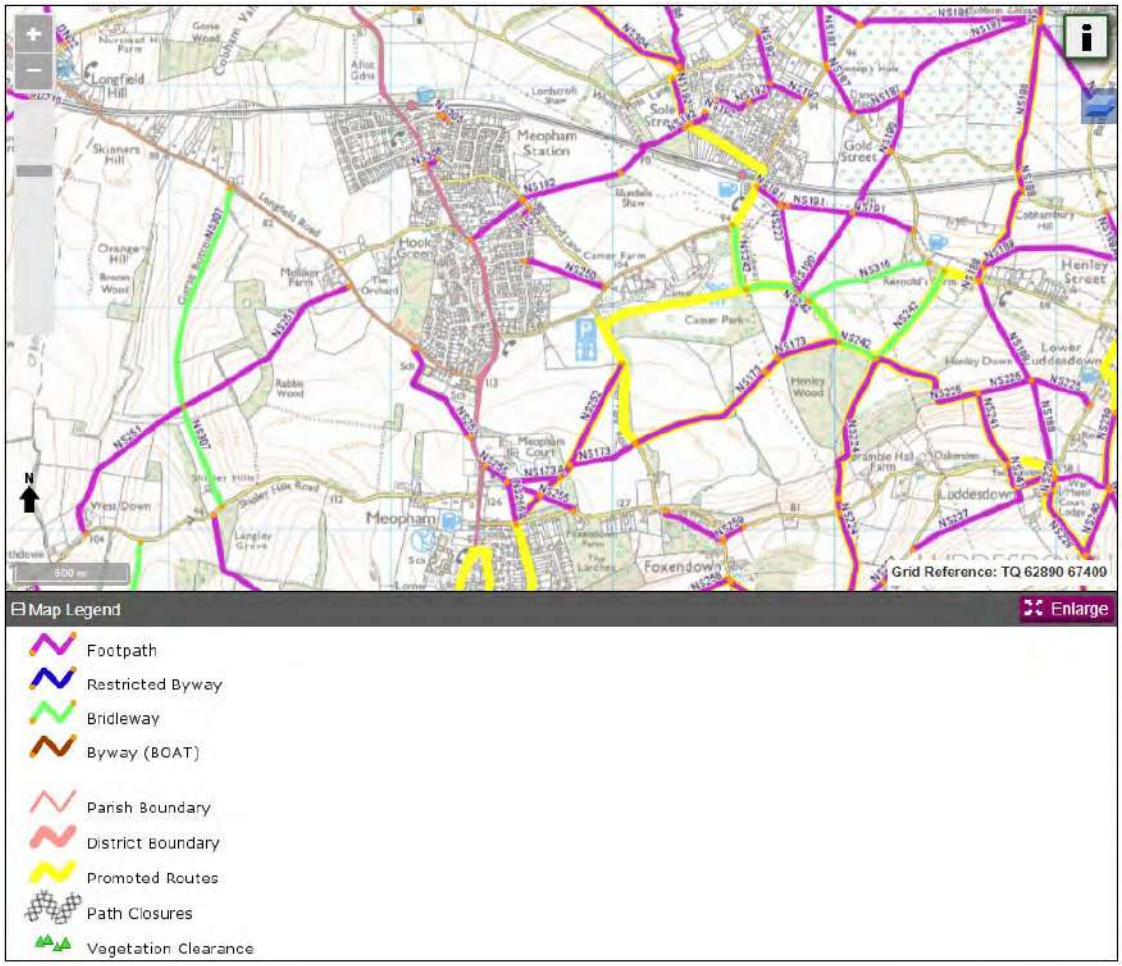
Public Rights of Way (PRoW)

4.2.2 The site is directly connected to the Public Right of Way (PRoW) network as Public Footpath 0169/NS250/1 crosses through the centre of the site on a north-west/south-east axis between Tradescant Drive and Norwood Lane. To the north of the site, Footpath NS192 connects to the wider PRoW network, with direct connections to Sole Street and the A227 Wrotham Road.

4.2.3 The local PRoW lends itself to leisure walks, with the Kent PRoW map depicting promoted walking routes alongside the official PRoW. For more information regarding leisure walking routes in Meopham, residents can use resources such as explorekent.org.

4.2.4 **Figure 4.1** below demonstrates the nearby PRoW network, taken from Kent County Council's interactive map.

Figure 4.1: PRoW Network from KCC Interactive Map



Source: Kent County Council Interactive PRoW Map

4.3 Cycling Opportunities

4.3.1 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.

4.4 Walking Audit

4.4.1 A walking audit was conducted for three key pedestrian routes which are likely to follow the main desire lines used by future residents to access key facilities. The full report can be found at **Appendix A**, with the audit covering the following routes:

- Site to Meopham Station via Norwood Lane
- Site to Meopham Station via Denesway
- Site to School via Green Lane (which also passes some key local services and facilities)

4.5 Public Transport

Bus

4.5.1 The nearest bus stops to the site are located on A227 Wrotham Road. The Huntingfield Road bus stop is approximately 350m from the proposed access on Green Lane, and the Denesway bus stop is approximately 300m from the site via PRoW 0169/NS250/1. They are recognisable by a flagpole with timetable information and shelters, and are serviced by 11 bus routes, 10 of which are local School Services. An additional service (416) passes along Green Lane and the site, albeit no stops are available on this road in the vicinity of the site.

4.5.2 Table 4.1 provides a summary of public service 308 and 416. The other school bus services accessible from Wrotham Road provide access to the following schools:

- Wilmington Grammar school
- Weald of Kent School
- Mayfield School
- Meopham Secondary School
- Wrotham School
- Rochester Grammar School
- St Johns School

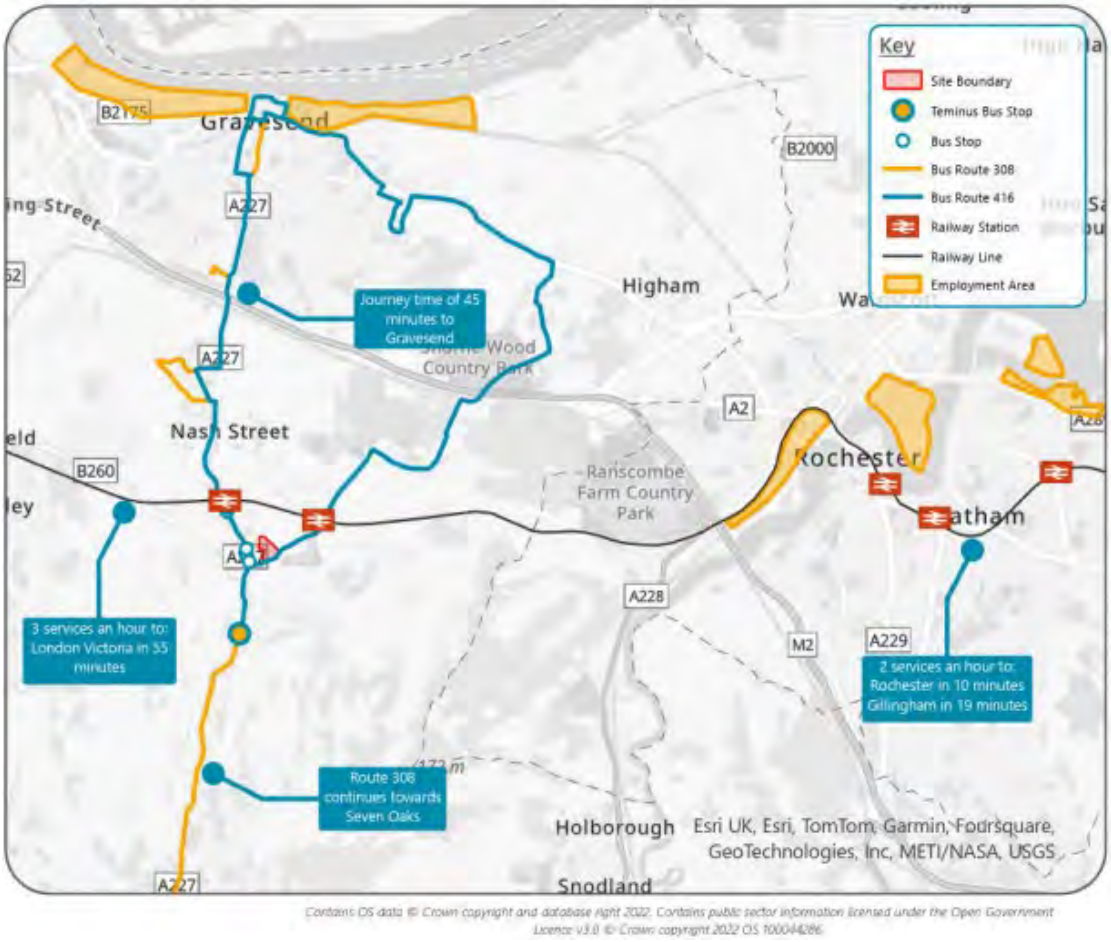
Table 4.1: Summary of Bus Services

Bus Route	Bus Stop	Destination	Frequency		
			Weekday	Saturday	Sunday
308	Huntingfield / Denesway	Gravesend - Sevenoaks	Every 90 minutes from 09:34 – 18:06 with an early service at 07:05	Every 90 minutes from 09:34 – 18:06	N/A
416	Denesway	Meopham - Gravesend	5 Services per day	3 Services per day	N/A

Source: bustimes.org

4.5.3 To provide further context to the bus services located in the vicinity of the site (as shown in red) and the associated routes as set out in Table 4.1 above, have been presented below on **Figure 4.2.**

Figure 4.2: Bus Routing Plan



Source: Consultant

4.5.4 **Figure 4.2** shows Routes 308 and 416 in context with the site location, bus stops on Wrotham Road, local rail services and employment/retail areas in Gravesend and Rochester. It demonstrates how the services available offer real opportunities for residents to travel via bus or rail.

Rail

4.5.5 There are two rail station near the site, Meopham and Sole Street, which both have services to key destinations across the southeast and London. While Sole Street is closest to the site, at around 900m from the site it is accessed via rural roads with no pedestrian facilities. Therefore, Meopham station is likely to be the most utilised, accessed along pedestrian footways/residential routes and has a greater number of frequent services and is around 1km from the site.

Table 4.2: Summary of Rail Services (Meopham Station)

Destination	Peak Period Frequency (services per hour)	Off-Peak Period Frequency (services per hour)	Journey Time (minutes)
London Victoria	4	3	35
Gillingham	2	2	19
Dover Priory	1	1	86

Source: National Rail.

Note. Journey times based on quickest service.

4.5.6 Meopham railway station provides a frequent and sustainable option for residents travelling for both employment and leisure uses. Onward rail links are available from larger stations such as London Victoria and Gillingham.

4.6 Location of Local Services and Facilities

4.6.1 The Institute of Highways and Transportation's (IHT) guidance document, '*Providing for Journeys on Foot*' (2000), presents suggested acceptable walking distances for pedestrians without a mobility impairment for some common facilities, for the purposes of planning and evaluation. The suggested acceptable walking distance stated are reproduced in **Table 4.3** below.

Table 4.3: Suggested Acceptable Walking Distance

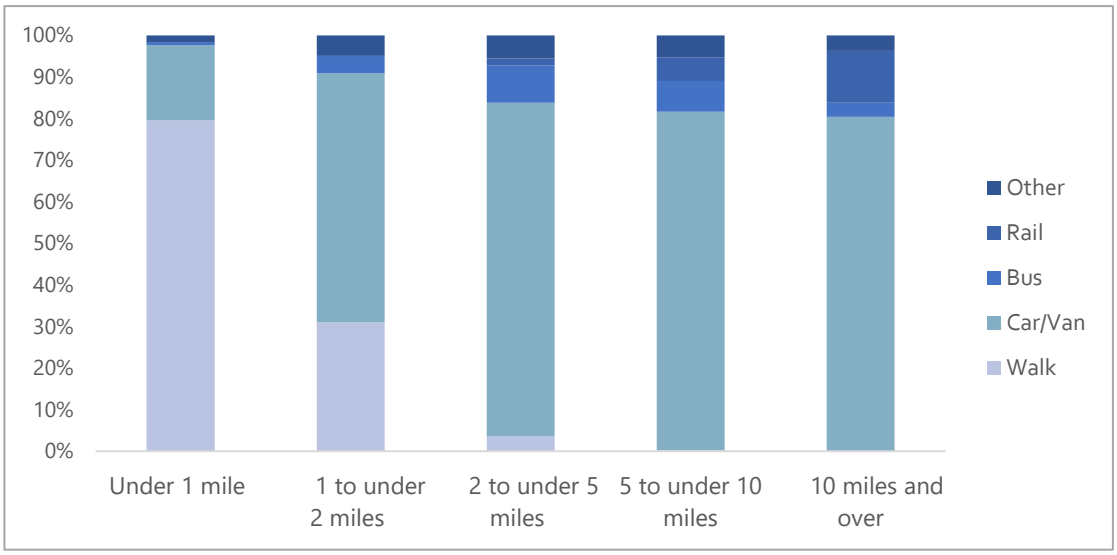
	Town Centres (m)	Commuting/School (m)	Elsewhere (m)
Preferred Maximum	800	2,000	1,200

Source: IHT's 'Providing for Journeys on Foot', Table 3.2

4.6.1 A 2km walking distance is generally deemed as being an acceptable walking distance.

4.6.2 The average walking journey length is demonstrated by the National Travel Survey 2023 (NTS) to comprise a 1.1km walk. Furthermore, the National Travel Survey demonstrates that 80% of all journeys under one mile are made on foot (the average journey length being around 1.1km).

Figure 4-3: Mode Share of Trips by Main Mode for Different Trip Lengths: England



4.6.3 The DfT's *'Gear Change: A bold vision for cycling and walking'* states that:

> ***"In particular, there are many shorter journeys that could be shifted from cars, to walking, or cycling. We want to see a future where half of all journeys in towns and cities are cycled or walked. 58% of car journeys in 2018 were under 5 miles. And in urban areas, more than 40% of journeys were under 2 miles in 2017–1817. For many people, these journeys are perfectly suited to cycling and walking."***

4.6.4 The NTS demonstrates that the average journey distance by bike is 4.4km, and the average length of an employment and leisure cycle trip is 5.2km in length. A 5km cycling distance is taken as a 'reasonable' cycle distance, with 8km considered to be 'maximum' regular cycling distance.

4.6.5 The site is well located to services in Meopham to the west of the site. The nearest major employment centres are in Rochester and Gravesend, accessible via public transport services.

4.6.6 A summary of the key local services and facilities in the local area are shown in Table 4.4 below and are presented at **Figure 4.4.**

Table 4.4: Local Facilities

Location	Facility Type	Destination / Facility Name	Distance (m)	Walking Journey Time (mins)	Cycling Journey Time (mins)
'Hook Green' (north Meopham)	Employment	The Railway Sidings	1,700	20	6
	Retail	Costcutter	700	8	3
	Education	Meopham Community Academy Primary School	850	10	3
		Playpen Pre-School	900	11	3
		Helen Allison Secondary School	1,100	13	4
		Rocket Music School	1,700	20	6
	Leisure	Camer Park Country Park	370	4	1
		Café Lounge	700	8	3
		Meopham Tandoori	750	9	3
		Bartellas Mediterranean Restaurant	1,000	12	4
		Judson's Recreation Ground	1,050	13	4
		Valeries Sandwich and Coffee Shop	1,400	17	5
		Railway Tavern	1,600	19	6
Meopham / Meopham Green	Employment	Bowes Industrial Centre	2,600	31	10
	Health	The Meopham Medical Centre	1,800	21	7
		Meopham Dental Care	2,700	32	10
	Education	Busy Bees Nursery	1,900	23	7
		Meopham Secondary School	1,900	23	7
	Leisure	Meopham Library	1,900	23	7
		Meopham Village Hall	1,900	23	7
		Meopham Lawn Tennis Club	2,000	24	8

Location	Facility Type	Destination / Facility Name	Distance (m)	Walking Journey Time (mins)	Cycling Journey Time (mins)
		Meopham Leisure Centre	2,000	24	8

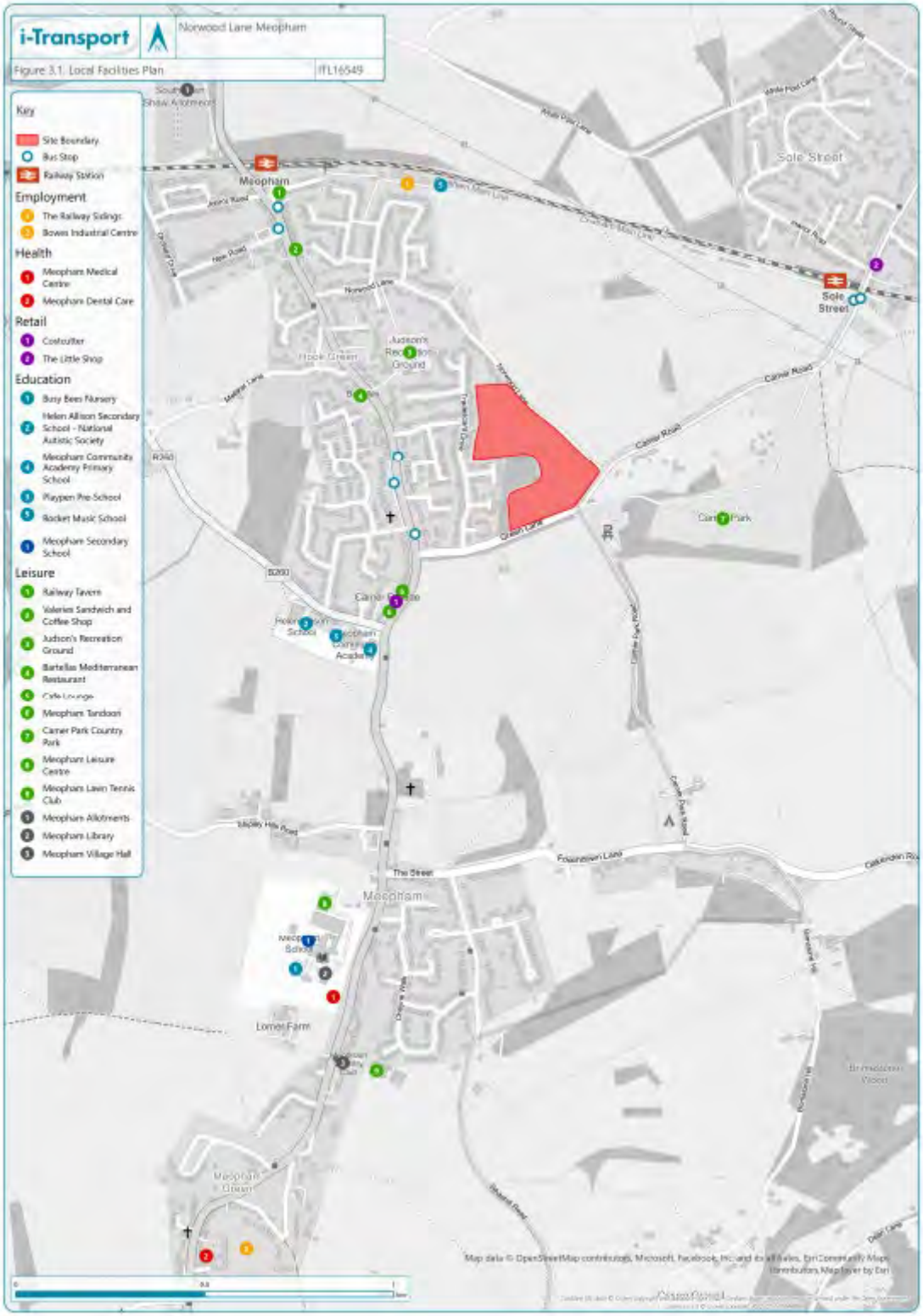
Note: All distances are taken from the appropriate site access.

Key:

Within 800m walking / 5km cycling distance

Within 2km walking distance

Figure 4.4: Local Services and Facilities



4.7 Highway Conditions

Norwood Lane

4.7.1 Norwood Lane is a two-way road, approximately 1km in length of varying character. It connects Camer Road to the south with the A227 Wrotham Road. The northernmost 350m of the road from its junction with Wrotham Road is a two-way 30mph residential road, with footways to one or both sides. For the central circa 300m, it has residential properties to one or both sides. For the southern circa 340m of Norwood Lane, where it forms the site's eastern boundary to the junction with Camer Road, it is a rural two-way lane subject to the national speed limit. A local characteristic is that residential roads are not street lit, and therefore 30mph speed limit repeater signs are present.

Wrotham Road (A227)

4.7.2 The A227 Wrotham Road is a two-way single carriageway road with a speed limit of 30mph through Hook Green. In total, the Wrotham Road section of the A227 is approximately 9.5km in length, connecting Gravesend with Meopham. It is connected to Green Lane via a ghost island right turn junction and has footways on both sides of the carriageway, bus stops and crossing provisions. As a main road in the area, the route is street lit.

Green Lane

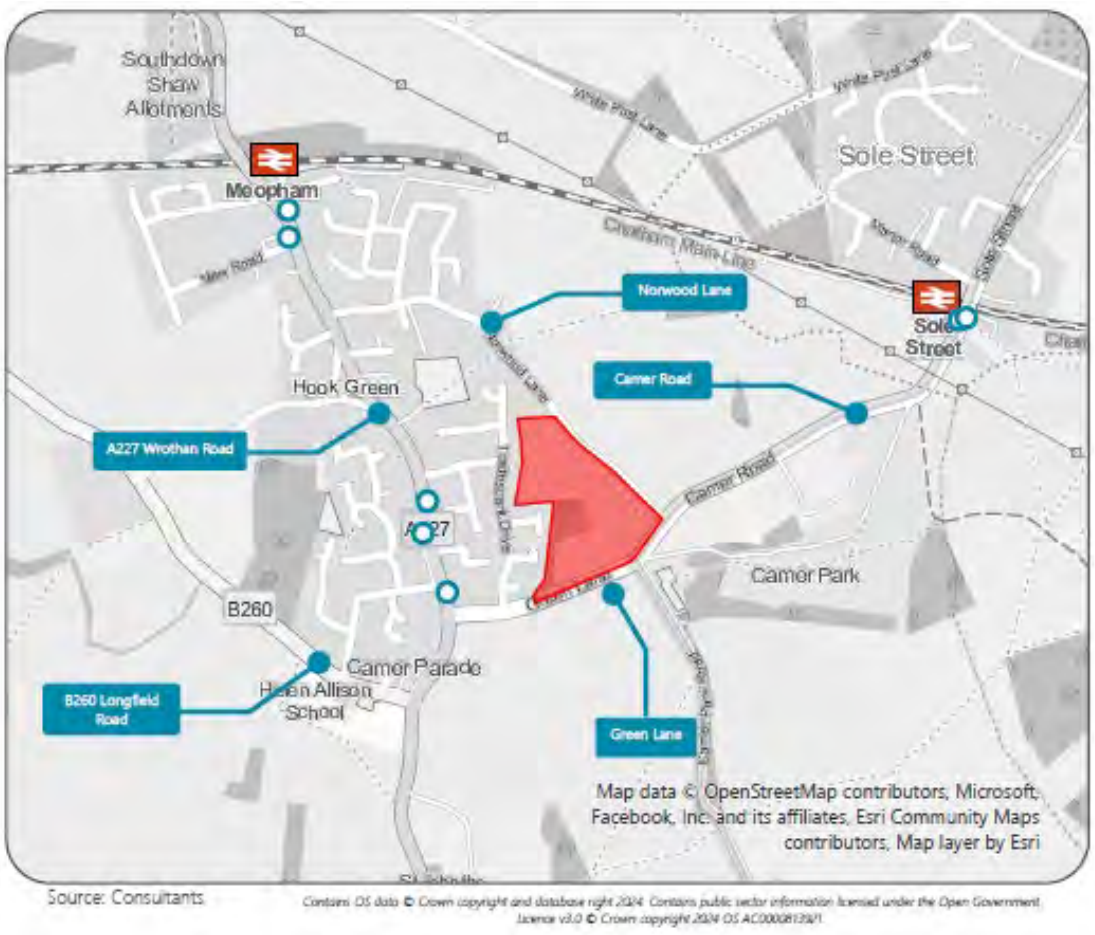
4.7.3 Green Lane is a two-way single carriageway road to the south of the site, running in an east-west direction from the A227 to the Camer Park Road junction. Green Lane then continues to the east as Camer Road towards Sole Street, connecting with Norwood Lane. Green Lane has a pedestrian footway on the southern side of the carriageway, which runs until the Green Lane / Camer Park Road junction. Green Lane is subject to a 30mph road, with a footway to the north side between Wrotham Road and the site's southwest corner. Along the site's southern boundary, it is subject to the national speed limit, and has a footway along the southern side of the carriageway. As referenced previously, a local characteristic is to not light residential roads. However, there is a single streetlight at the junction of Green Lane and Tradescant Drive.

Tradescant Drive

4.7.4 Tradescant Drive is reached via a simple priority junction accessed via Green Lane. The road serves a number of residential properties and has footways on both sides of the carriageway. At the northern end of the road, there is a pedestrian link to Norwood Lane, named Rowan Close. The Public Right of Way that crosses the site has an access point located on Tradescant Drive.

4.7.5 The local highway network in the vicinity of the site is shown in **Figure 4.5**.

Figure 4.5: Local Highway Network



4.8 Traffic Survey

4.8.1 A traffic survey between the hours of 0700 – 1000 and 1600 – 1900 was conducted on the 14th May 2025 by an independent traffic survey company. The junctions surveyed were:

- A227 Wrotham Road / Green Lane
- A227 Wrotham Road / Longfield Road
- Jeskyns Road / The Street / Sole Street

4.8.2 An additional survey was also conducted at the A227 Wrotham Road / Green Lane on the 10th of June 2025 as a result of concerns with the recorded data at this specific junction (and allowed for additional camera angles to be available).

4.8.3 The extent of survey is in accordance with that agreed with KCC.

4.9 Collision Data

4.9.1 KCC, upon request, provided Personal Injury and Accident (PIA) data, which presents the collision data within Meopham, Kent. The data provided covers the 5-year period up to 31st December 2024. Figure 4.6 below is an extract of the data provided, and is provided fully, alongside the data in **Appendix B**.

Figure 4.6: Collision Data

Source: Kent County Council; Green is slight, Blue is serious, Red is fatal

4.9.2 Table 4.5 below summarises the data of collisions at junctions and links within the vicinity of the site:

Table 4.5: Collision Data Analysis

Junction / Link	Name	Slight	Serious	Fatal	Total
Junction	A227 Wrotham Road/B260 Longfield Road	2	1	0	3
	A227 Wrotham Road/Green Lane	0	1	0	1
	Green Lane/Tradescant Drive	1	0	0	1
	A227 Wrotham Road/Denesway	1	0	0	1
	A227 Wrotham Road/Norwood Lane (/Cheshunt Close)	2	0	0	2
Link	A227 Wrotham Road (between junctions with Longfield Road and Green Lane)	0	1	0	1
Total		**6**	**3**	**0**	**9**

Source: KCC Collision Data

4.9.3 The table above shows that within the vicinity of the site, there are no fatal collisions reported. Collisions appear spread across the road network by location and date of occurrence, and no significant clustering can be identified immediate to the site. Below, the serious and significant slight collisions (more than one injured party) have been examined in further detail:

A227 Wrotham Road / B260 Longfield Road

4.9.4 A serious injury incident occurred when a vehicle turning right onto the A227 Wrotham Road from Longfield Road collided with a cyclist travelling northbound on the A227 Wrotham Road. The incident occurred in daylight hours, in the afternoon period, with fine weather and dry road conditions.

4.9.5 A slight injury incident occurred due south of the junction with Longfield Road when, according to the driver's account at the scene, a car travelling northbound on the A227 Wrotham Road collided with the pedestrian guard railings and an overcorrection led to them driving onto the central island. The incident occurred in daylight hours, in the morning period, with fine weather and dry road conditions.

4.9.6 Considering the above incidents, insufficient evidence is present to infer that they are linked in cause, with different forms of driver behaviour appearing to be responsible for each. Due to a lack of evidence in each for the highway to be the cause, it is deduced that these cannot be mitigated by the design of the highway.

A227 Wrotham Road

4.9.7 A serious injury incident occurred when a vehicle travelling northbound on the A227 Wrotham Road collided with a vehicle turning right out of a layby adjacent to the shops. The incident occurred in daylight hours, in the morning period, with fine weather and dry road conditions. Double yellow lines on the exit point of the layby result in sufficient vision for oncoming traffic, and it is believed that the incident cannot be mitigated further by the design of the highway.

A227 Wrotham Road / Green Lane

4.9.8 A serious injury incident occurred when a vehicle turning right from the A227 Wrotham Road onto Green Lane collided with a cyclist travelling southbound on the A227 Wrotham Road. The incident occurred in daylight hours, in the afternoon period, with fine weather and dry road conditions. Insufficient evidence is present to conclude that the highway design/layout is the cause, therefore the incident cannot be mitigated by the design of the highway.

Green Lane / Tradescant Drive

4.9.9 A slight injury incident occurred when a vehicle travelling eastbound on Green Lane collided with another vehicle travelling in the westbound direction after manoeuvring wider than what is appropriate to the nearside of the carriageway, with the resulting collision causing a spin-out into a third vehicle waiting on Tradescant Drive. The incident occurred in daylight hours, in the afternoon period, with fine weather and dry road conditions. Considering the nature of the incident, the collision was likely due to driver behaviour causing a consequential effect on the vehicle waiting on Tradescant Drive, therefore there is insufficient evidence to claim the highway design can mitigate this incident.

A227 Wrotham Road / Norwood Lane

4.9.10 A slight injury incident occurred when a car collided with the rear end of another vehicle, of which was stopped at the A227 Wrotham Road/Norwood Lane junction to allow a vehicle to make a right turn into Norwood Lane. The incident occurred in daylight hours, in the morning period, with fine weather and dry road conditions. Considering the nature of the incident, it is likely that this incident is due to driver behaviour resulting in insufficient stopping distance between the vehicles. Therefore, it cannot be inferred that the design of the highway can mitigate this incident.

Conclusion of PIA Analysis

4.9.11 Whilst any accident is regrettable, the cause and locations of the accidents do not suggest a particular highway safety issue on the local highway network. None occurred during hours of darkness, and none involved pedestrians. The data would suggest that the lack of streetlighting on the majority of local roads has not led to any highway safety issues. Nonetheless, road safety for all road users is a primary consideration for the design of the development.

4.10 Existing Travel Characteristics

4.10.1 An approximation of existing characteristics has been obtained from the TEMPro software for Middle Super Output Area (MSOA) Gravesham 012. Table 4.6 presents the purpose for trips in the local area, alongside Table 4.7 which provides a breakdown of the trip modal split.

Table 4.6: Trip Purpose

Trip Purpose	2025 MSOA Gravesham 012 Tempro
Work	19.1%
Employers Business	3.2%
Education	14.6%
Shopping	22.5%
Personal Business	12.2%
Recreation	12.0%
Visiting Friends	12.4%
Holiday	4.0%
Total	**100%**

Table 4.7: Modal Split (Average Day)

Trip Purpose	2025 MSOA Gravesham 012 Tempro
Walk	14.2%
Cycle	1.3%
Car	48.2%
Car Passenger	30.9%
Bus	4.1%
Rail	1.3%
Total	**100%**

4.10.2 Table 4.7 demonstrates that whilst car travel is the predominant mode of transport for journeys to work, sustainable modes of travel, such as, walking, cycling, rail and bus travel makes up over 20% of all journeys. Due to the proximity of Meopham railway station, there is scope for higher mode shares of commuting trips to take place via rail. For non-employment journeys, the proximity of the site to key local services and facilities offers excellent potential for sustainable movement.

SECTION 5 DEVELOPMENT PROPOSALS

5.1 Overview

5.1.1 The proposed development is for up to 150 dwellings with 50% of housing to be affordable. There will be a mix of tenure type and dwelling sizes across the site, albeit this will be confirmed at a reserved matters stage.

5.1.2 The illustrative masterplan is presented in **Appendix C**.

5.2 Access Arrangements

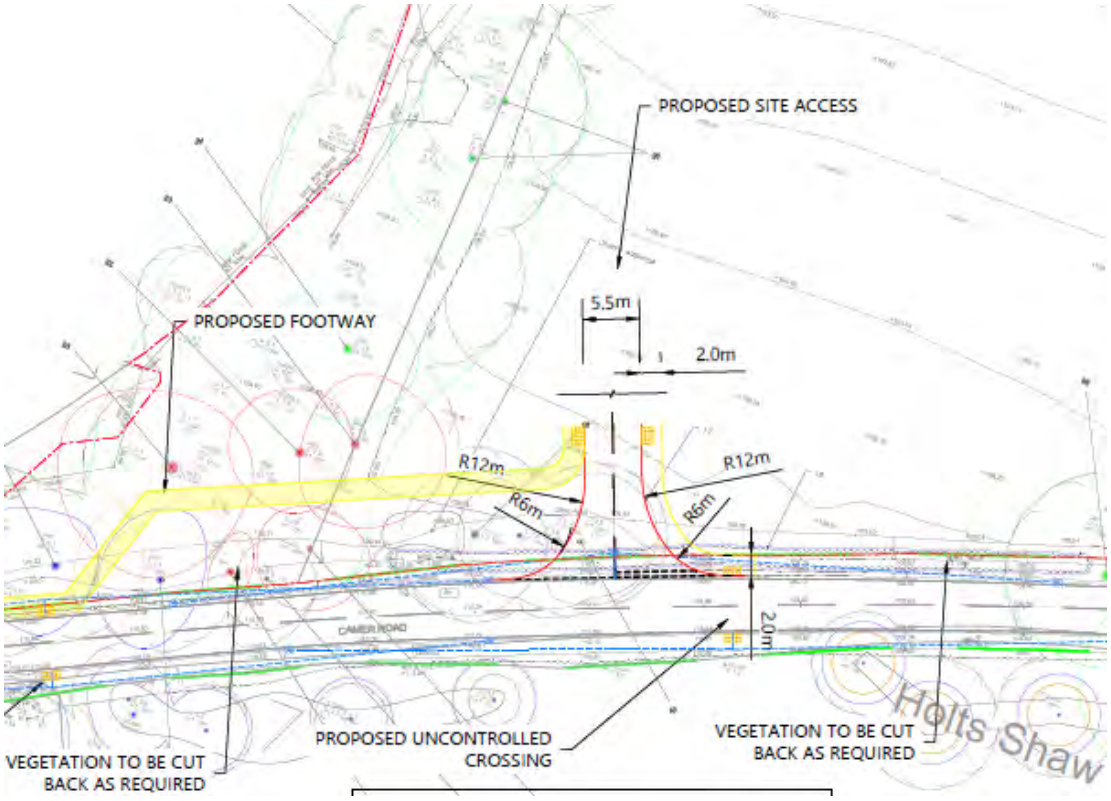
5.2.1 The proposed main vehicular access will be located to the south of the site, taking access from Green Lane in the form of a standard priority junction. Visibility splays of up to 58m have been calculated based on current recorded speeds on the road, albeit there is also the intention where the speed limit is reduced to 30mph (where 43m visibility splays would be required). Notwithstanding, suitable visibility for current speeds are achievable and thus the access is sited appropriately. There will be 2.0m wide footways on both sides of the circa 5.0m wide carriageway. The footway will connect into the existing pedestrian footway on Green Lane by a proposed footway extension westwards from the site access.

5.2.2 There is a very short pinch point due to land constraints, along with the approximate position of the highway boundary in this location. In this area, the footway narrows to a minimum of 1.26m, albeit is immediately reducing/increasing back to 2m either side of this position. Overall the footway is below 2m for a distance of just circa 3m. Clear vision between each side of the 2m footway is achievable.

5.2.3 A crossing point close to the pinch point is proposed, to allow pedestrians on the southern side of Green Lane to cross, to make use of the footway on the northern side, given the southern footway terminates. At present, pedestrians must cross diagonally and thus is a betterment to the wider users of Green Lane.

5.2.4 The proposed access on Green Lane is presented in Drawing No. **ITL16459-GA-006C** with an extract shown below in **Figure 5.1**.

Figure 5.1: Extract of ITL16459-GA-006C



Source: Consultant

5.2.5 Swept path analysis has been undertaken at the proposed access to demonstrate that a refuse vehicle and fire tender vehicle can manoeuvre at the junction appropriately. Swept Path analysis has also been done to show two estate cars passing each other at the junction. These drawings are:

- **ITL16459-GA-008B** – Large Refuse Vehicle
- **ITL16459-GA-009B** – Fire Tender
- **ITL16459-GA-010B** – Estate Car

5.2.6 The swept path analysis demonstrates that safe and suitable access can be delivered for the site.

5.3 Pedestrian / Cycle Access

5.3.1 In addition to the main vehicular access which will provide footways for pedestrian connectivity, there will also be an EVA located to the north of the site and accessed onto Norwood Lane. This will also serve as a pedestrian and cycle access for residents to make their journeys north via quieter roads.

5.3.2 There is also the existing PRoW that crosses the site which will be retained and access for residents to Tradescant Drive will be retained for pedestrian access and providing permeability across the site.

5.3.3 Drawing No. **ITL16459-GA-011C** shows the location of these accesses across the site.

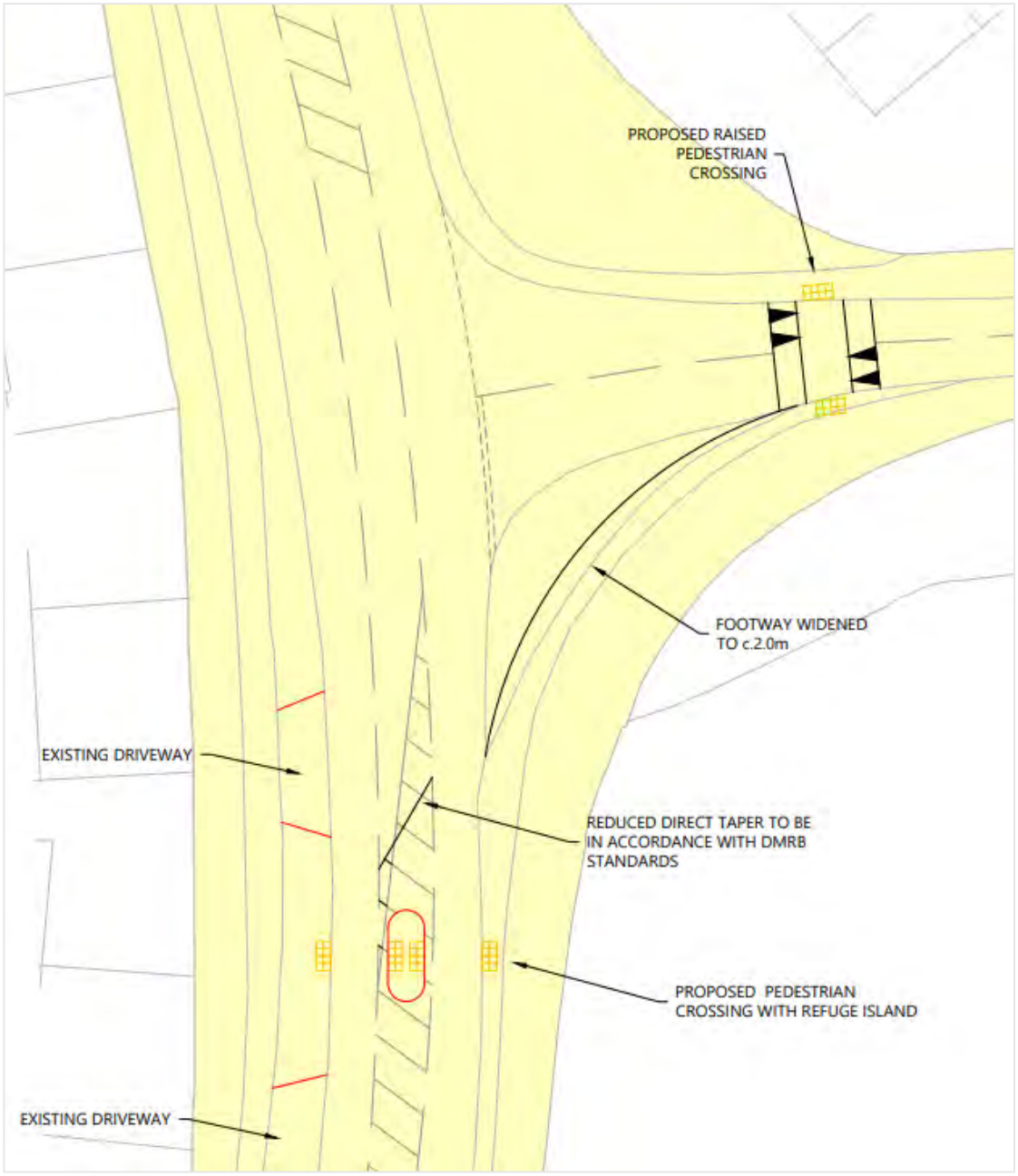
5.4 Off-site Improvements

5.4.1 As part of the development proposals, improvements to the pedestrian provision in the vicinity of the site have also been proposed. This includes the extension of the pedestrian footway on the northern side of Green Lane between the existing footway and the site access as referenced previously. There will also be a pedestrian crossing point on Green Lane at the site access. This is shown in Drawing No. **ITL16459-GA-006C**.

5.4.2 It is also proposed that the pedestrian crossing facilities at the A227 Wrotham Road / Green Lane junction are improved. This would be in the form of a raised pedestrian crossing on Green Lane with tactile paving. This will help prioritise pedestrian movement across Green Lane. A new crossing on the A227 Wrotham Road just south of the junction will also be provided with a pedestrian island refuge. These are shown on Drawing No. **ITL16459-GA-007B** with an extract shown below in **Figure 5.2**.

5.4.3 Finally, 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.

Figure 5.2: Extract of Proposed Pedestrian Improvement – ITL16459-GA-007B



Source: Consultant

5.4.4 In accordance with the pre-application discussions, it is also proposed that the speed limit along Norwood Lane and Green Lane for the section of the site frontage is reduced to 30mph. This will help create a more pleasant environment for the area and be conducive to on-carriageway cycling for some.

5.5 Stage 1 Road Safety Audit

5.5.1 The proposed site access junctions (main vehicular access to Green Lane and emergency access to Norwood Lane) has been subject to an independent Stage 1 Road Safety Audit (RSA), with the full report and a Designer's Response provided in **Appendix D**.

5.5.2 Minor comments were raised, with respective edits to address these included within the proposed drawings. These matters are responded to more fully in the Designer's Response.

SECTION 6 TRIP GENERATION

6.1 Overview

6.1.1 The trip generation assessment adopts a vision-led approach as required by the NPPF. This has been used to assess the impacts of the proposed development across all modes on local transport and movement networks.

6.1.2 The site proposes to accommodate up to 150 residential dwellings on the site. There will be a singular vehicular access point on Green Lane, with additional pedestrian/cycle access to Norwood Lane and via the existing PRoW access to Tradescent Drive.

6.2 Proposed Trip Generation – 'Base' Scenario

6.2.1 As a starting point for determining the 'base' scenario, the total people trips have been determined using the TRICS database to provide a trip rate based on similar sites which have been surveyed, i.e. what is the person trip generation of housing. The parameters used for extracting the trip rates are as follows:

- **Land use category:** Residential – Houses privately owned;
- **Site range:** 100-300 dwellings;
- **Date range:** Only recent surveys since January 2016 were included (TRICS default); and
- **Location:** Edge of Town and Suburban areas within Great Britain excluding Greater London.

6.2.2 The resultant daily total person trip rates and trip generation assuming 150 homes, is provided in Table 6.1 below. The full TRICS outputs are included in **Appendix E**.

Table 6.1: Total People Daily Trip Rates and Trip Generation

150 Dwellings	Arr.	Dep.	Two-Way
Trip Rate	3.836	3.663	7.699
Trip Generation	575	579	1,115

Source: TRICS

6.2.3 Table 6.1 above shows that over the course of a day (07:00-19:00), there could be 1,115 two-way person trips generated by the proposed development.

6.2.4 Using TEMPro version 8.1, the modal split for MSOA (Middle Super Output Area) Gravesham 012 has been used to determine the number of trips for the AM and PM peak hours. Table 6.2 below presents the modal split and two-way trip generation for the AM and PM peak periods.

Table 6.2: Modal Split for Gravesham 012 MSOA (Peak Hours)

Mode	AM		PM	
	%	Two-Way	%	Two-Way
Walk	16%	24	13%	16
Cycle	1%	2	1%	2
Car Driver	47%	73	53%	67
Car Passenger	30%	46	27%	34
Bus	5%	8	4%	5
Rail	1%	2	2%	2
Total	**100%**	**154**	**100%**	**126**

Source: TEMPro Version 8.1

6.2.5 Table 6.2 shows that there would be circa 73 and 67 (AM and PM peak hours respectively) two-way vehicular trips generated by the proposed development. There would be 36 and 24 trips by non-vehicular modes, excluding car passenger, in the AM and PM peak periods respectively.

6.3 Trip Distribution

6.3.1 To understand where vehicle trips may be routing, a trip distribution exercise has been undertaken using TEMPro version 8.1 journey purpose data for the Gravesham 012 MSOA. Table 6.3 below sets out the journey purpose for car drivers and the associated two-way trips for the 'base' scenario.

Table 6.3: Journey Purpose and Two-way Trips – Gravesham 012 MSOA

Purpose	AM		PM	
	%	Two-Way	%	Two-Way
Work	56%	40	43%	29
Employers' Business	8%	5	7%	4
Education	14%	10	7%	4
Shopping	11%	8	5%	10
Personal Business	6%	4	8%	6
Recreation	3%	2	7%	5
Visiting Friends and Relatives	1%	1	10%	7
Holiday	2%	1	3%	2
Total	**100%**	**73**	**100%**	**67**

Source: TEMPro Version 8.1

6.3.2 Work and Employers' Business have been distributed using 2011 Journey to Work census data. This captures 64% and 50% of car trips in each peak period respectively.

6.3.3 Education, shopping, leisure and others have been distributed based on appropriate destinations in the local area and routing based on Google Maps. This accounts for the remaining 36% and 50% of car trips during those respective peak hour periods.

6.3.4 Based on the above distribution exercise and assignment of trips for the 'base' scenario, the study area considered for the transport impact section includes the following junctions:

- A227 Wrotham Road / Green Lane
- A227 Wrotham Road / B260 Longfield Road
- Jeskyns Road / The Street / Sole Street
- Site Access

6.3.5 This was as agreed as pre-application with KCC. The full distribution and assignment exercise is presented in **Appendix F**.

6.3.6 The assignment of the development trips for the 'base' scenario are presented on a Traffic Flow Diagram in **Appendix G**.

6.4 Vision Scenarios

6.4.1 As set out within Section 3, two vision scenarios are also being tested. These both assume a reduction in car trips due to a mode shift towards active and sustainable travel modes for particular journey purposes. These are considered appropriate given the context outlined in Section 3. The following paragraphs provide additional detail as to how these vision scenarios materially differ from the 'base' scenario.

Vision 1 Education Trips

6.4.2 This vision assumes that all car-based education trips are shifted to active and sustainable travel modes given the proximity to education facilities and the proposed pedestrian improvements along these routes, as well as the range of school bus services available within Meopham (as detailed in Section 4).

6.4.3 Table 6.4 below sets out the car-based education trips and the active travel trips for both the 'base' scenario and Vision 1. The table sets out the number of trips for both vehicular trips and active travel trips.

Table 6.4: Vision 1 Trips

Scenario	Mode	AM			PM		
		Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
'Base' – All Journey Purpose	Total Vehicles	19	54	73	45	22	67
	Total Active Travel	7	19	26	12	6	18
Education	*Vehicles*	*3*	*8*	*10*	*3*	*1*	*4*
Vision 1 – All Journey Purpose	Total Vehicles	16	46	62	42	21	63
	Total Active Travel (assume all walk/cycle)	9	27	36	15	7	22
Net Diff. from 'Base' Scenario	**Total Vehicles**	**-3**	**-8**	**-10**	**-3**	**-1**	**-4**
	Total Active Travel (assume all walk/cycle)	**+3**	**+8**	**+10**	**+3**	**+1**	**+4**

Note: Some values are rounded and therefore may not fully sum.

6.4.4 As Table 6.4 above demonstrates, this vision would see 10 and four two-way trips respectively shifted from car to sustainable travel modes as part of this vision scenario, in the respective AM and PM peak hours. An updated distribution and assignment exercise has also been undertaken accounting for the removal of car trips related to education journey purposes.

6.4.5 Traffic Flow Diagrams showing the resultant change are presented in **Appendix G**.

Vision 2 Education & Employment Trips

6.4.6 Vision 2 includes the assumptions stated in Vision 1. The premise for Vision 2 is based on the context of the site being located within a short and convenient walk/cycle of Meopham Railway Station. Given that the proposed development will provide permeability through the site and with the existing residential settlement through new pedestrian and cycle access and facilities, there is a good opportunity for greater uptake in journeys made by rail. In addition, 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.

6.4.7 For this vision scenario, only the work-related journey purpose trips have been considered (in addition to the changes to education trips being carried forward).

6.4.8 To determine the number of car-based trips that could be realistically shifted to rail, the Journey to Work census 2011 data was used. As with how the distribution of employment car trips were determined for the base scenario, destinations that could reasonably be reached by train from Meopham railway station within a circa one hour commute have been considered. This analysis then focuses on the proportion of car drivers currently making journeys to destinations that are also served by rail. Within the local authority destinations, further analysis has identified the specific MSOAs within them that were located by a railway station served by services from Meopham Station, which then informs the proportion of car driver trips that could be shifted to rail.

6.4.9 The proportion of car driver trips to these locations then had a further 50% mode shift applied from car to public transport to reflect a proportional shift to the rail mode, aside from those commuting within Gravesham, where the lower journey time from the site to places of employment means no further 50% factor has been applied.

6.4.10 Table 6.5 summarises the destinations that were considered to have the greatest opportunity for mode shift as part of this vision.

Table 6.5: Summary of Work-Related Car Trips Shifted to Public Transport

Destination	Car Driver Proportion of Work-Related Trips	Proportion of Car Driver Trips that Could Be Shifted (based on MSOA)	50% Mode Shift Factor Applied (Shifted to Rail)
Gravesham 001, 002, 004, and 005	9.1%	50%	4.5%*
Medway	12.8%	15.6%	1.0%
Sevenoaks	9.5%	11.2%	0.5%
Dartford	8.9%	60.0%	2.7%
Tonbridge and Malling	5.2%	10.6%	0.3%
Swale	1.8%	65.5%	0.6%
Bromley	0.7%	47.9%	0.2%
Canterbury	0.2%	48.0%	0.1%
Total	**48.3%**	**-**	**9.8%**

Source: Journey to Work 2011 Census and Consultant estimates *Due to the shorter duration of journeys to these destinations, all employment trips to these destinations are identified as transferring to rail, i.e. no further 50% factor is applied.

6.4.11 As table 6.5 shows, around 10% of trips could be shifted to rail which in this case would be via Meopham Railway Station. This results in a reduction of car trips which is summarised in Table 6.6 below.

Table 6.6: Vision 2 Trips

Scenario	Mode	AM			PM		
		Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
'Base' – All Journey Purpose	Total Vehicles	19	54	73	45	22	67
Work-Related Trips	*Vehicles*	*12*	*34*	*46*	*22*	*11*	*33*
Vision 1 – All Journey Purpose	Total Vehicles	16	46	62	42	21	63
Vision 2 – All Journey Purpose	Total Vehicles	15	43	58	40	20	59
Total Net Diff. from 'Base' Scenario	***Total Vehicles***	***-4***	***-11***	***-15***	***-5***	***-3***	***-8***

Note: Some values are rounded and therefore may appear to not add up.

6.4.12 Table 6.6 shows that with Vision 2 there is a reduction of 15 two-way car trips in the AM peak hour and 8 two-way car trips in the PM peak hour compared to the base scenario. 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.

6.4.13 The reduction in car trips as part of both Vision 1 and Vision 2 has been evidenced based and the assumptions made robust allowing for a reasonable and realistic scenario to test.

6.5 Interventions to Help Achieve the Vision

6.5.1 Both Vision 1 and Vision 2 are deemed appropriate scenarios to test, however, to help achieve them, the following interventions are proposed for further consideration and discussion with KCC. They include:

- A Travel Plan promoted amongst residents for the outset and upon first occupation, with details about sustainable travel options available to them. This could also include a potential travel voucher of the local bus operator, or voucher to use at a local bike shop. All of which are to help build a sustainable mindset amongst residents.
- Consider new signage on the highway network to direct cyclists towards destinations such as Meopham Railway Station, local shops, and education facilities, etc
- Contribution to provide more secure cycle parking facilities at local railways stations to promote multimodal sustainable travel for all journey purposes.

- Consider upgrades to local bus stops;
- Improved pedestrian network connection from the site by providing a footway along the northern edge of Green Lane, as well as creating a permeable site connecting into the PRoW and Norwood Lane.
- Provision of a pedestrian crossing on the A227 Wrotham Road near the junction with Green Lane for a more direct route to local schools and shops. This would also include an improvement to the crossing on Green Lane with a raised table formation.
- Pedestrian and cycle access onto Norwood Lane for pedestrians and cyclists to route north along quieter lanes towards Meopham Railway station and facilities.
- Additional street lighting to encourage walking trips in hours of darkness.

SECTION 7 TRANSPORT IMPACT ASSESSMENT

7.1 Overview

7.1.1 This section sets out the impact on local transport networks within the vicinity of the development site. This includes an Active Travel assessment and local highway assessment.

7.2 Scenarios

7.2.1 As set out in the earlier section, there are three main scenarios that are being tested, the 'base' and the two vision scenarios. For the highway network assessments, the 2025 survey year and future base year of 2030 (presumed year of opening) have also been assessed. This is as agreed with KCC during pre-application discussions.

7.3 Active Travel

7.3.1 TEMPro version 8.1 has been used to determine the modal split across the average day for Gravesham 012 MSOA. Table 7.1 below presents the modal split as well as the daily trips.

Table 7.1: Gravesham 012 MSOA Average Day Modal Split

Mode	%	Two-Way Trips
Walk	14%	182
Cycle	1%	17
Car Driver	48%	617
Car Passenger	31%	396
Bus	4%	53
Rail	1%	16
Total	**100%**	**1,281**

Source: TEMPro Version 8.1

7.3.2 As Table 7.1 above shows, there are around 200 two-way active travel trips across the day. The proposed improvements to the pedestrian network as part of the development proposals can increase this share of the trips if the vision is achieved.

7.3.3 This level of active travel movements can be accommodated on existing networks and with the proposed improvements.

7.4 Public Transport

7.4.1 Sub-section 7.1 above shows that there are around 70 two-way public transport trips. This accounts for 5% of trips across the day from the site. The vision and the proposed interventions will promote the proximity of the railway station and existing bus services in the vicinity of the site and look to encourage greater uptake in-line with scenario Vision 2.

7.4.2 Due to the good links to high quality rail links, alongside site improvements, the existing public transport infrastructure is sufficient to cater the demand presented by the proposed development (which would primarily be on the rail network).

7.5 Committed Development

7.5.1 Upon review of local committed planning applications, it was determined that there were no approved planning developments that would materially impact the study area as part of this assessment.

7.5.2 Instead, background growth will be applied to account for growth in the local authority.

7.6 Future Year

7.6.1 An opening year of 2030 has been assumed for the purpose of this assessment and is considered achievable by the applicant. A growth factor determined form TEMPro version 8.1 has been applied to the observed traffic flows surveyed. Table 7.2 below states the growth factors that have been applied to the observed traffic flows.

Table 7.2: Growth Factors for Gravesham 012 MSOA

Year	AM	PM
2025-2030	1.054	1.055

Source: TEMPro Version 8.1

7.6.2 The resulting future year base flows are presented on Traffic Flow Diagrams in **Appendix G**.

7.7 Junction Assessment

7.7.1 The three existing junctions have been modelled using PICADY within Junctions 11 software. As an initial assessment, the proportional impact at each junction is presented in Table 7.1 below. This table shows the quantum of development compared with the observed traffic flow from 2025 to show a robust assessment. Only the base scenario is presented, as this scenario has the highest vehicular traffic flows. Were vision scenarios to be achieved, the proportional impact would be lower.

Table 7.1: Junction Impact

Junction	AM	PM
A227 Wrotham Road / Green Lane	3%	3%
A227 Wrotham Road / Longfield Road	1%	1%
Jeskyns Road / Sole Street / The Street	2%	3%

7.7.2 As Table 7.1 above shows, there is a limited impact from the development on all junctions considered with the highest impact only being 3%. Despite the limited impact these junctions have had capacity assessments run for each.

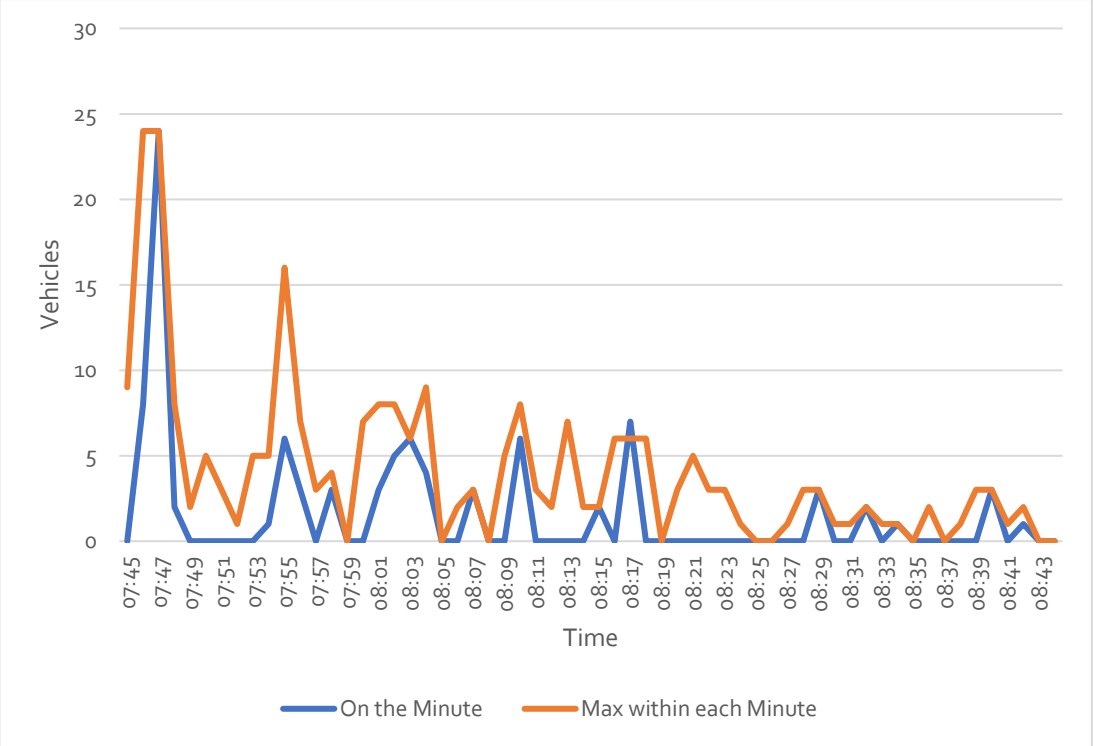
A227 Wrotham Road / Green Lane

7.7.3 This junction is a priority junction with a ghost island right turn. The model has been run with the 2025 survey flows and the queues validated to the queue survey undertaken. It was observed that there was slow moving traffic which could occasionally create a queue but would soon clear on the Green Lane arm.

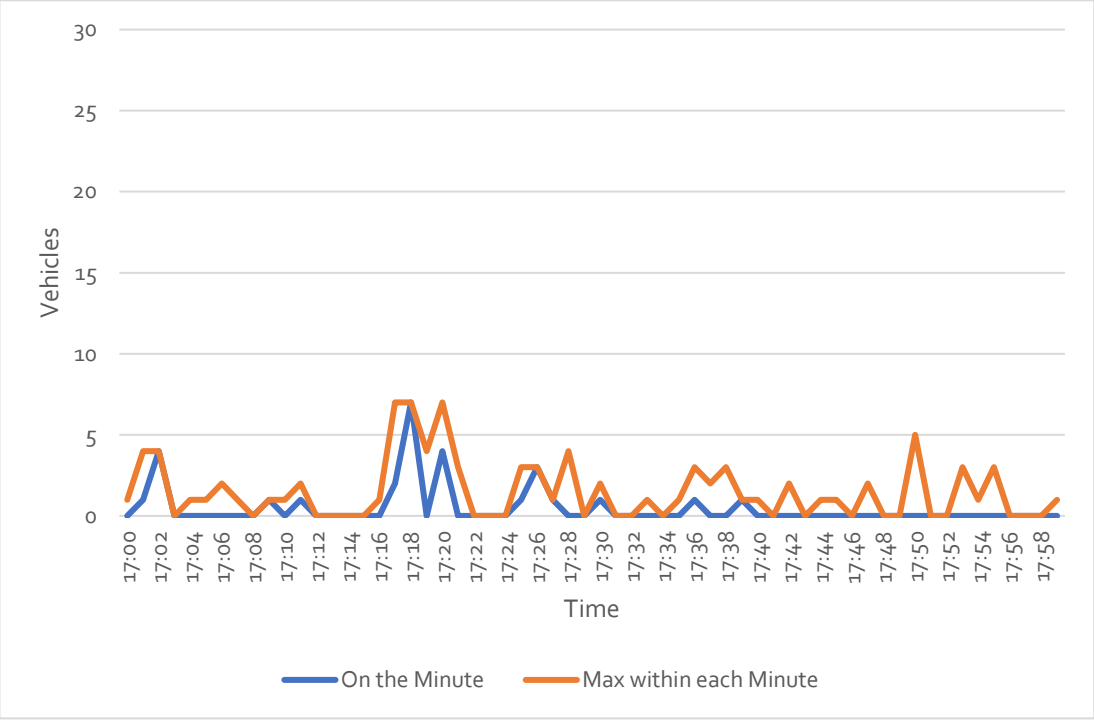
7.7.4 **Graphs 7.1** and **7.2** below show that the queue recorded per minute remains relatively consistent at below 5 vehicles, with an exception in the AM peak hour where a short spike of 24 vehicles is recorded. There are max queues that spike above 5 vehicles but as can be seen in the graphs, these dissipate quickly and queueing is not consistently high; it is primarily a result of slow moving traffic below speeds where 'queuing' would be considered.

7.7.5 It should also be noted that the queues reported in the PM peak hour are much lower than reported in the AM peak hour. Again, the PM peak hour, as with the AM peak hour, shows occasional spikes in the max queue reported within the minute which dissipate quickly with the queue reported on the minute each minute being low.

Graph 7.1: Green Lane Queue Survey AM Peak Hour



Graph 7.2: Green Lane Queue Survey PM Peak Hour



7.7.6 The capacity assessment of the junction is summarised in Table 7.2 below. This shows the highest reported RFC and Queue of any arm at the junction. This is to provide a comparison amongst all the scenarios tested. The full model output results are contained within **Appendix H**.

Table 7.2: A227 Wrotham Road / Green Lane

Scenario	AM		PM	
	RFC	Queue (PCU)	RFC	Queue (PCU)
2025 Observed	0.64	2	0.69	3
2030 Base	0.69	2	0.74	3
2030 Base + Development (Vision 2)	0.73	3	0.75	4
2030 Base + Development (Vision 1)	0.73	3	0.75	4
2030 Base + Development ('Base')	0.74	3	0.76	4

RFC = Ratio to Flow Capacity

7.7.7 As Table 7.1 shows, the RFC of the junction does increase with development (Scenario 2) by 0.04 RFC in the AM peak hour and 0.01 RFC in the PM peak hour when compared to the future year without development. The two vision scenarios both show that the impact is less than the standard 'base' scenario. Queues only increase by 1 PCU (Passenger Car Unit) in both peaks respectively. Therefore, the impact on the operation of this junction is considered to be minor from the development and not create a 'severe' impact.

A227 Wrotham Road / Longfield Road

7.7.8 This junction is also a standard priority T-junction with a ghost island right turn. This junction has been modelled in PICADY. A summary of the capacity results are presented below in Table 7.3 where the highest RFC and Queue of any arm is presented. The full model output results are presented in **Appendix H**.

Table 7.3: A227 Wrotham Road / Longfield Road

Scenario	AM		PM	
	RFC	Queue (PCU)	RFC	Queue (PCU)
2025 Observed	0.69	2	0.40	1
2030 Base	0.80	3	0.46	1
2030 Base + Development (Vision 2)	0.82	3	0.46	1
2030 Base + Development (Vision 1)	0.82	3	0.46	1
2030 Base + Development ('Base')	0.83	4	0.47	1

RFC = Ratio to Flow Capacity

7.7.9 Table 7.3 shows that the development increases the RFC by 0.02 RFC in the AM peak hour, with no RFC change forecast in the PM peak hour (when considering scenario 2). This shows a minimal impact at the junction when compared to the future year without development.

7.7.10 Given this context, the impact of the development is considered to be minimal and not 'severe', with the junction continuing to operate within capacity.

Jeskyns Road / Sole Street / The Street

7.7.11 This junction is a standard priority T-junction. This has been modelled with PICADY using Junctions 11 software. Table 7.4 below shows the highest RFC and Queue of any arm with the full model output results presented in **Appendix H**.

Table 7.4: Jeskyns Road / Sole Street / The Street

Scenario	AM		PM	
	RFC	Queue (PCU)	RFC	Queue (PCU)
2025 Observed	0.55	1	0.64	2
2030 Base	0.59	1	0.68	2
2030 Base + Development (Vision 2)	0.59	2	0.69	2
2030 Base + Development (Vision 1)	0.59	2	0.69	2
2030 Base + Development ('Base')	0.59	2	0.69	2

RFC = Ratio to Flow Capacity

7.7.12 Table 7.4 shows that the impact from the development is minimal with an increase of just 0.01 RFC in the PM peak only. Based on the results above, the impact is considered negligible and not 'severe'.

7.8 Site Access

7.8.1 The proposed site access will be in the form of a standard junction. Table 7.5 below summarises the results showing the highest RFC and Queue of any arm with the full model output results presented in **Appendix H**.

Table 7.5: Site Access

Scenario	AM		PM	
	RFC	Queue (PCU)	RFC	Queue (PCU)
2030 Base + Development (Vision 2)	0.09	0	0.04	0
2030 Base + Development (Vision 1)	0.11	0	0.05	0
2030 Base + Development ('Base')	0.12	0	0.05	0

RFC = Ratio to Flow Capacity

7.8.2 Table 7.5 shows that the site access will operate well within capacity.

7.9 Summary

7.9.1 The capacity assessments show that the impact of the development is minimal in terms of highway capacity and even less so when considering the vision scenarios. It is concluded that in highways terms the proposed development would result in residual cumulative impacts on the road network, following mitigation, that cannot be considered to be severe taking into account all reasonable future scenarios.

SECTION 8 SUMMARY AND CONCLUSION

8.1 Summary

8.1.1 The proposed development is for up to 150 dwellings on land at Norwood Lane, Meopham. The site will have a mixture of house types with a proportion being affordable housing (50%).

8.1.2 The site will take access of Green Lane to the south with an EVA access located to the north of the site on Norwood Lane. The existing PRoW that crosses the site will be retained.

8.1.3 This Transport Assessment has adopted a vision-led approach as required by the NPPF and as such has set out a 'base' scenario and then two vision scenarios which has been evidenced based as being appropriate and robust.

8.1.4 The site is located near a range of local facilities that can be accessed via the existing active travel networks. There is also a good public transport network with Meopham railway station providing frequent and fast services to a range of destinations including London.

8.1.5 The transport impact assessment determines the trip generation by all modes on local networks. In terms of active travel and sustainable modes, the existing networks, with the proposed improvements (mitigations) are able to accommodate the proposed increase in trips from the development.

8.1.6 In terms of highway impact, the proportional impact of the development on key junctions in the vicinity of the site is shown to be low. Capacity assessments are undertaken at each, which demonstrates there to be minimal impact from the development on the operation of these junctions and not a 'severe' one. All junctions continue to operate within capacity.

8.1.7 This Transport Assessment has demonstrated that the four key tests within paragraph 115 of the NPPF are met, being:

- That "***sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location***". This is evidenced within **Section 4** of the TA and within the Vision of the development.
- That "***safe and suitable access to the site can be achieved for all users***". This is demonstrated in **Section 5** of the TA as well as the capacity assessment for the site access in **Section 7**.

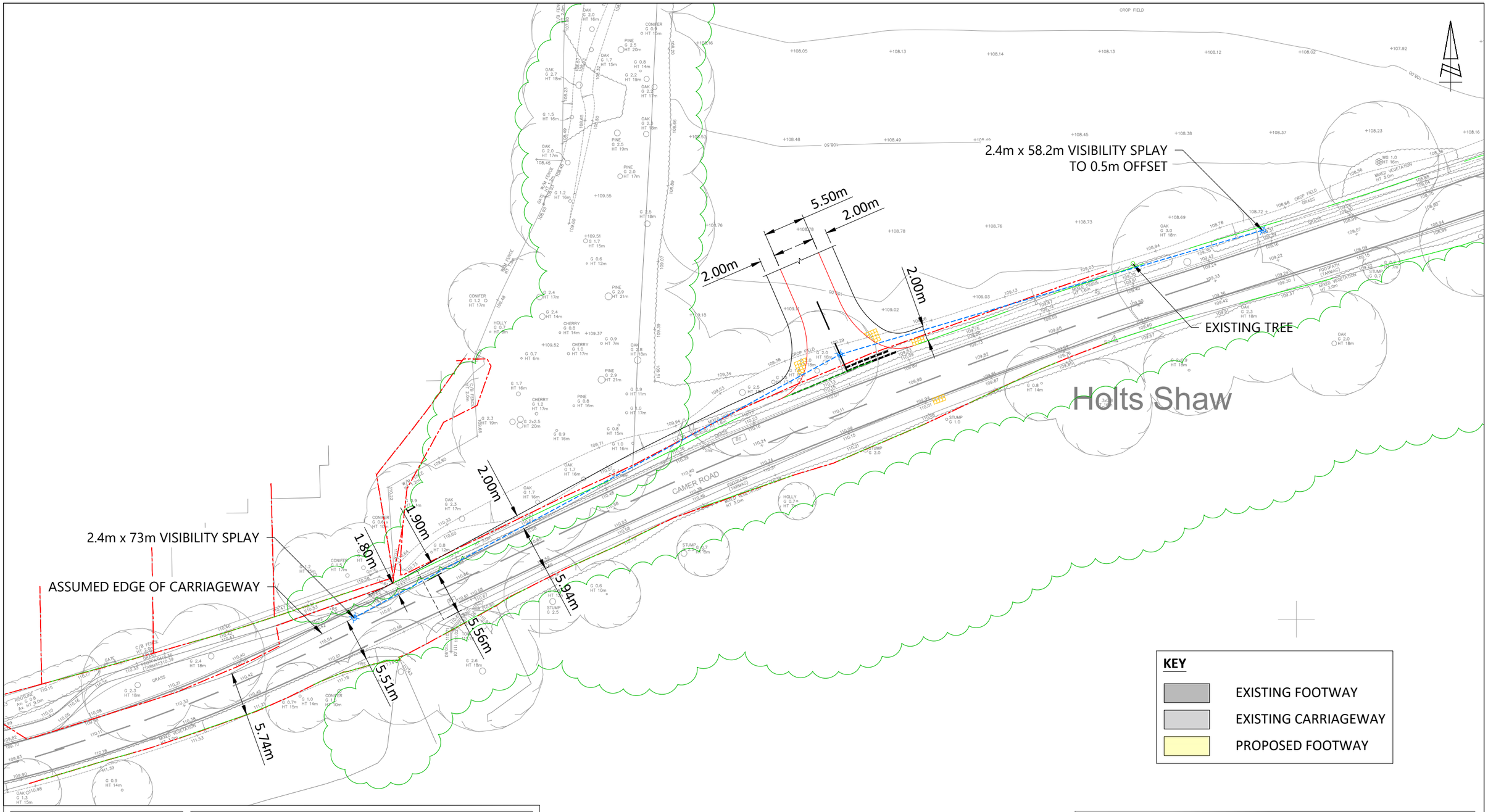
- That "***the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code***". The application is outline and as such details of the internal layout will be for reserved matters stages. However, the site layout will adhere to current guidance and policy both at national and local level.
- That "***any significant impacts from the development on the transport network (in terms of capacity and congestion), or highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach***". The vision-led approach is set out in **Section 6** of this TA which determines the number of trips generated by the site. **Section 7** sets out the impact of these trips on the highway network showing that proportionally and in terms of capacity, the impact of the proposed development is minimal and can be accommodated adequately within the existing highway network. Section 4.9 also reviews collision data in the area.

8.1.8 Ultimately, the development is in accordance with transport and highways planning policy at a national, regional and local level. The impact of the development does not result in an unacceptable impact on highway safety nor are the forecast impacts on the road network found to be severe, in all reasonable scenarios (noting the results of both the realistic vision and business-as-usual scenarios).

8.2 Conclusion

8.2.1 This Transport Assessment has demonstrated that the proposed development is located within a sustainable location and that the impact from the development on local transport networks can be accommodated satisfactorily.

DRAWINGS



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REV	DATE	BY	DESCRIPTION	CHK	APD
C	22.03.21	AT	HIGHWAY BOUNDARY ADDED	JN	NM
B	16.12.20	JMc	ACCESS MOVED WEST	JN	NM
A	16.12.20	JMc	WOODLAND ADDED, ACCESS MOVED EAST	JN	NM

STATUS: FOR INFORMATION

TITLE: SITE ACCESS ARRANGEMENT

PROJECT: NORWOOD LANE, MEOPHAM

CLIENT: TAYLOR WIMPEY

DRAWN:	CHECKED:	APPROVED:
JMc	JN	NM
PROJECT No:	SCALE @ A3:	DATE:
ITL16459	1:500	04.12.20
DRAWING No:		REV:
ITL16459-GA-001		C

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PROPOSED RAISED PEDESTRIAN CROSSING

FOOTWAY WIDENED TO c.2.0m

VEGETATION TO BE CUT BACK AS REQUIRED

EXISTING DRIVEWAY

REDUCED DIRECT TAPER TO BE IN ACCORDANCE WITH DMRB STANDARDS

PROPOSED PEDESTRIAN CROSSING WITH REFUGE ISLAND

EXISTING DRIVEWAY

SCALE BAR @ 1:250

0 1 2 5 10 25

KEY:

HIGHWAY BOUNDARY

REV	DATE	BY	DESCRIPTION	CHK	APD
B	07.08.2025	JL	MINOR ADJUSTMENTS	JN	NM
A	05.08.2025	JL	MINOR ADJUSTMENTS	JN	NM

CLIENT: TAYLOR WIMPEY

STATUS: FOR INFORMATION

i-Transport

The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB

Tel: 01256 898366

www.i-transport.co.uk

TITLE: PROPOSED PEDESTRIAN CROSSING IMPROVEMENTS

PROJECT: NORWOOD LANE, MEOPHAM

DRAWN:	CHECKED:	APPROVED:
JB	JN	JN

PROJECT No:	SCALE @ A3:	DATE:
ITL16459	1:250	09.06.25

DRAWING No:	REV:
ITL16459-GA-007	B

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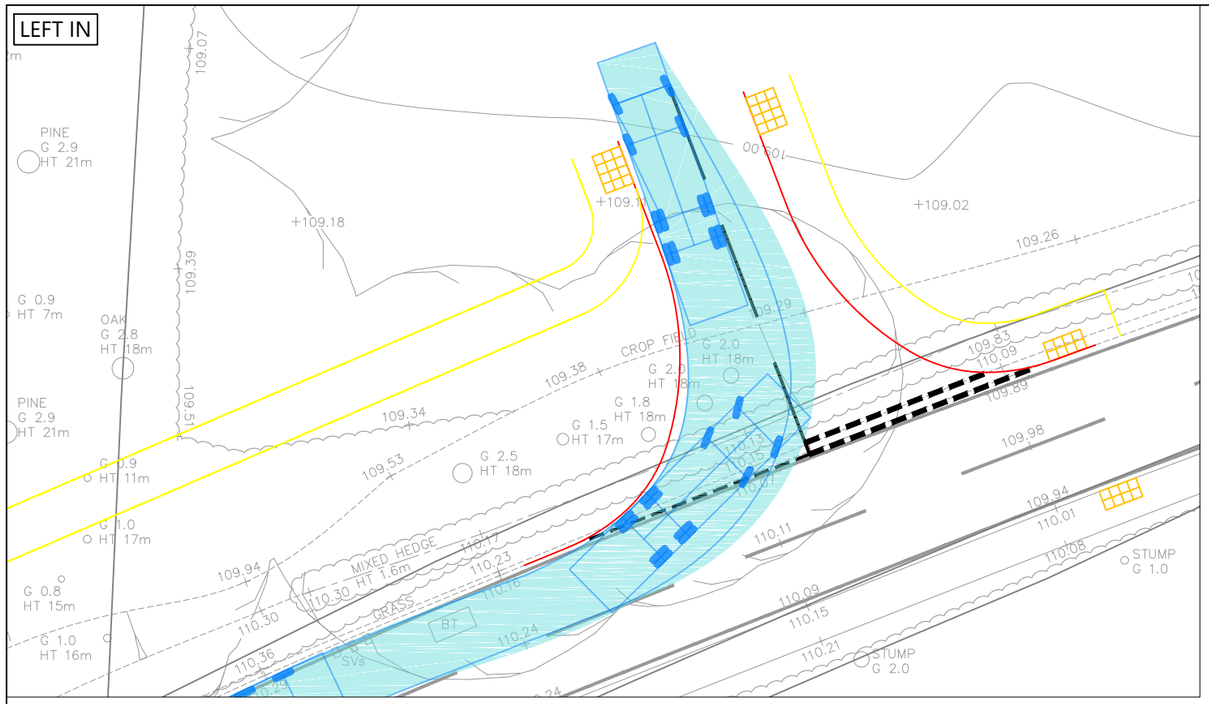

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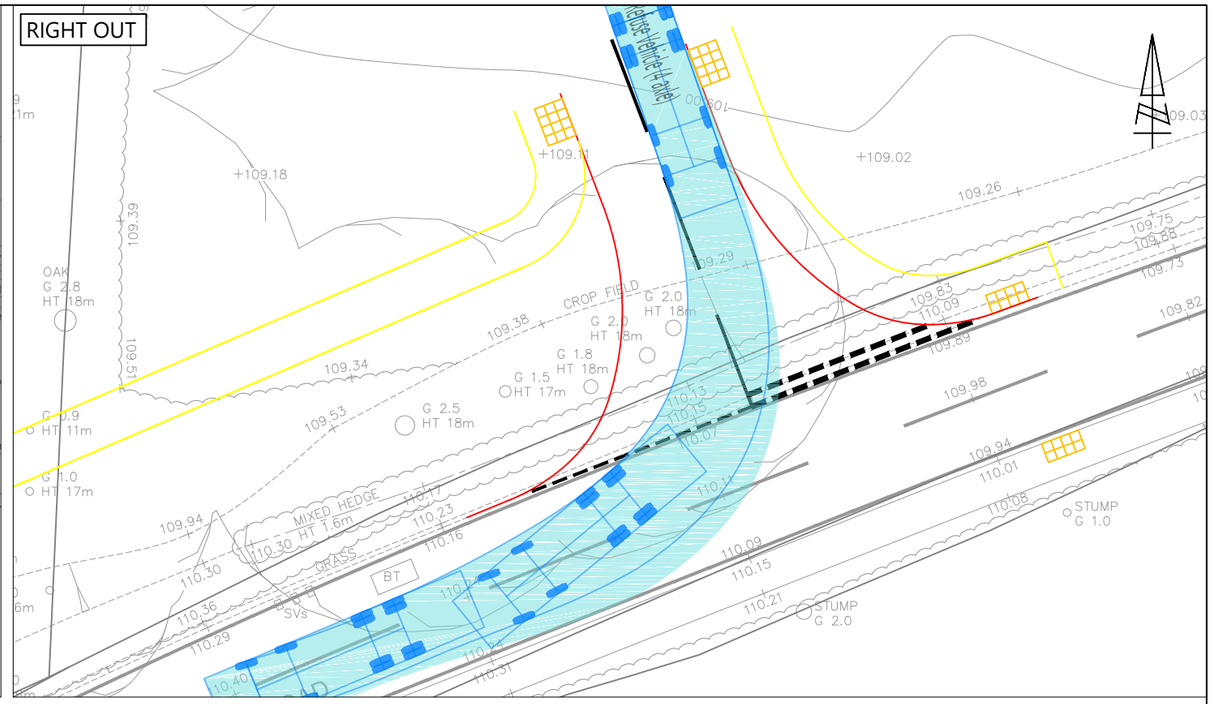

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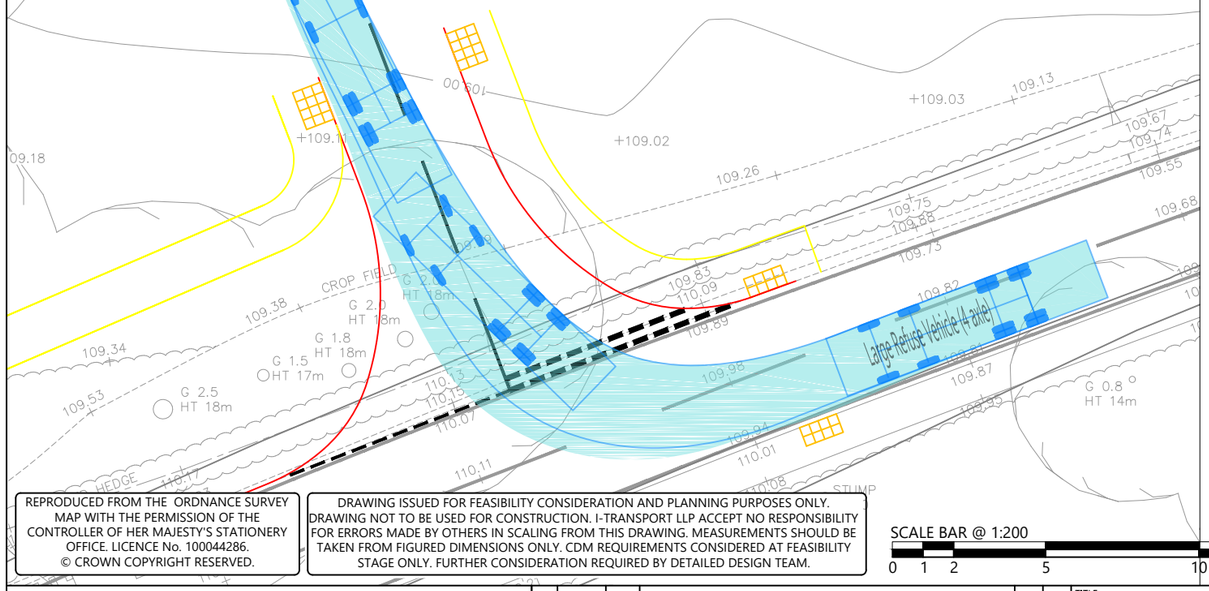

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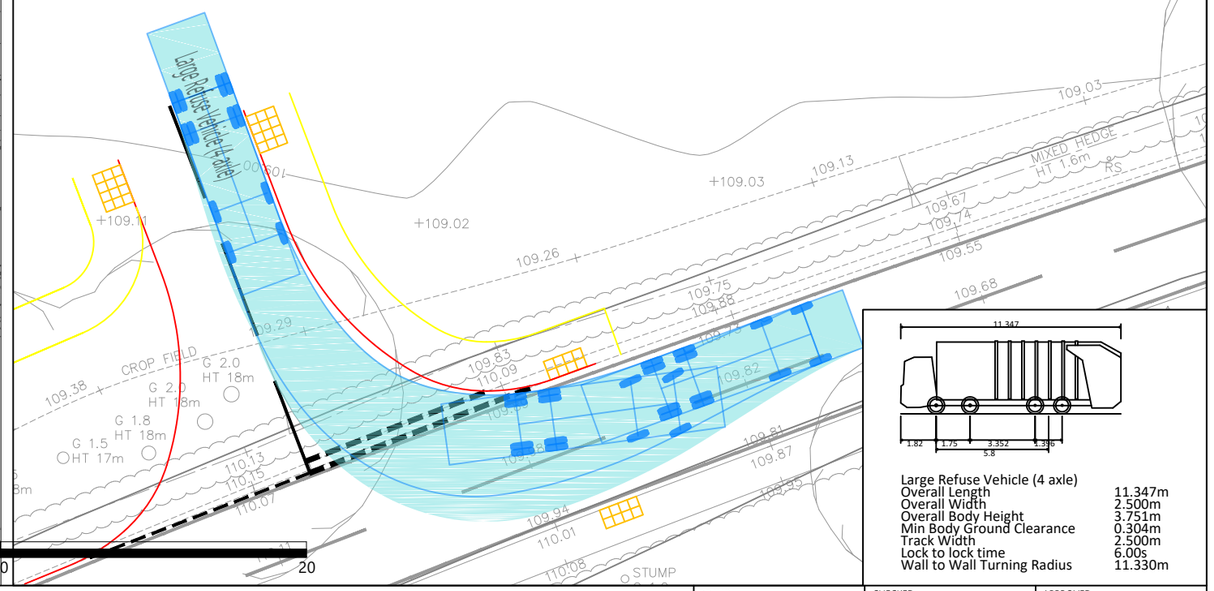

Large Refuse Vehicle (4 axle)	
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

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SCALE BAR @ 1:200

0 1 2 5 10 20

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REV	DATE	BY	DESCRIPTION	CHK	APD
B	05.08.25	JL	MINOR ADJUSTMENTS	JN	NM
A	25.07.25	TA	ACCESS UPDATED, TRACKING HAS BEEN REVISED	JN	NM

STATUS: FOR INFORMATION

TITLE: SITE ACCESS ARRANGEMENT
SWEPT PATH ANALYSIS - REFUSE VEHICLE

PROJECT: NORWOOD LANE, MEOPHAM

CLIENT: TAYLOR WIMPEY

DRAWN:	CHECKED:	APPROVED:
MM	JN	NM
PROJECT No:	SCALE @ A3:	DATE:
ITL16459	1:250	03.07.25
DRAWING No:		REV:
ITL16459-GA-008		B

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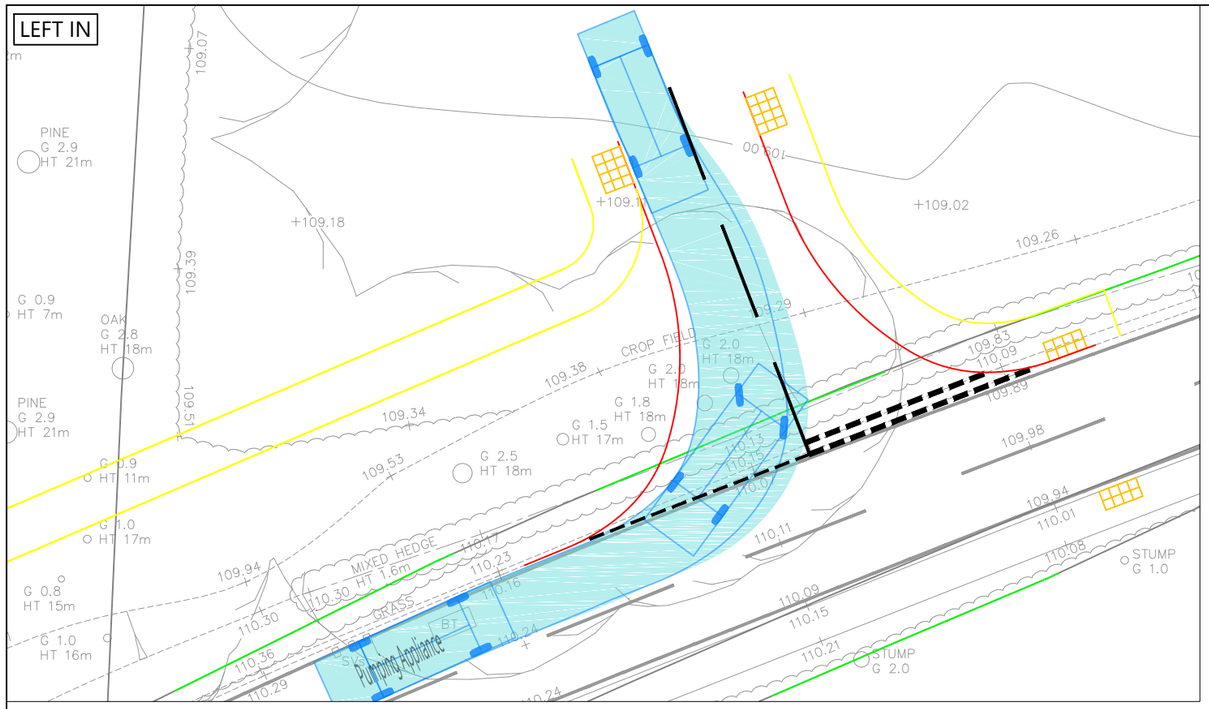

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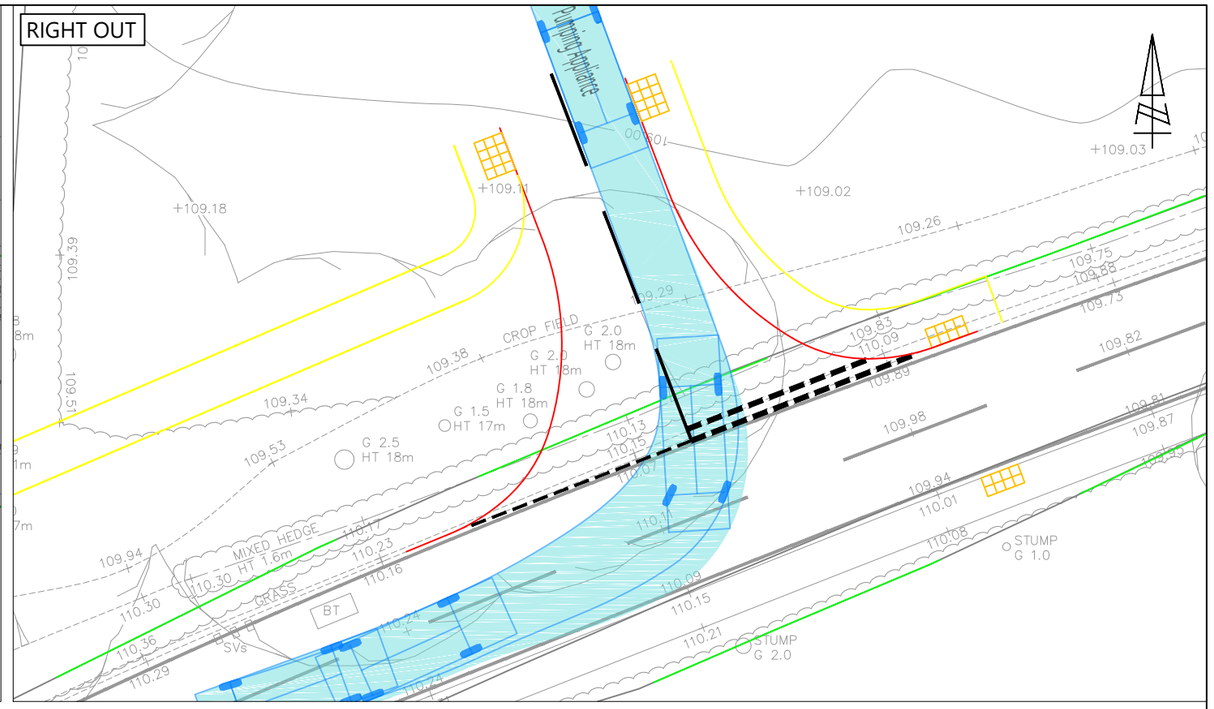

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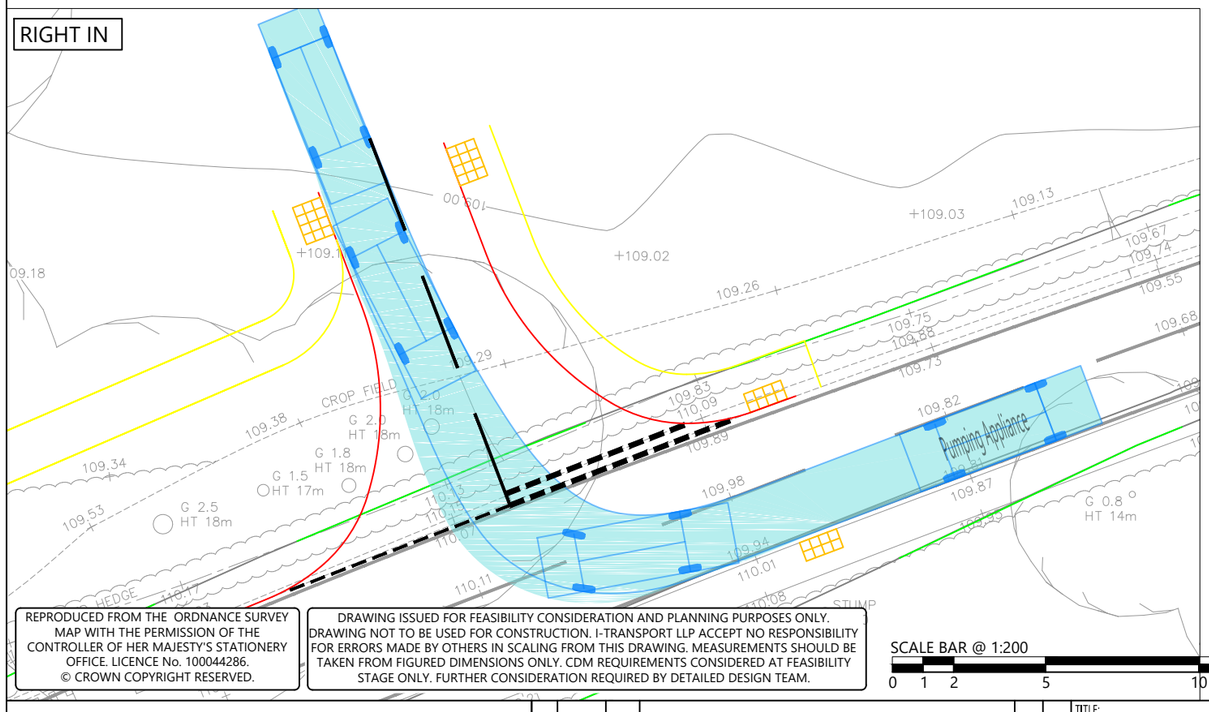

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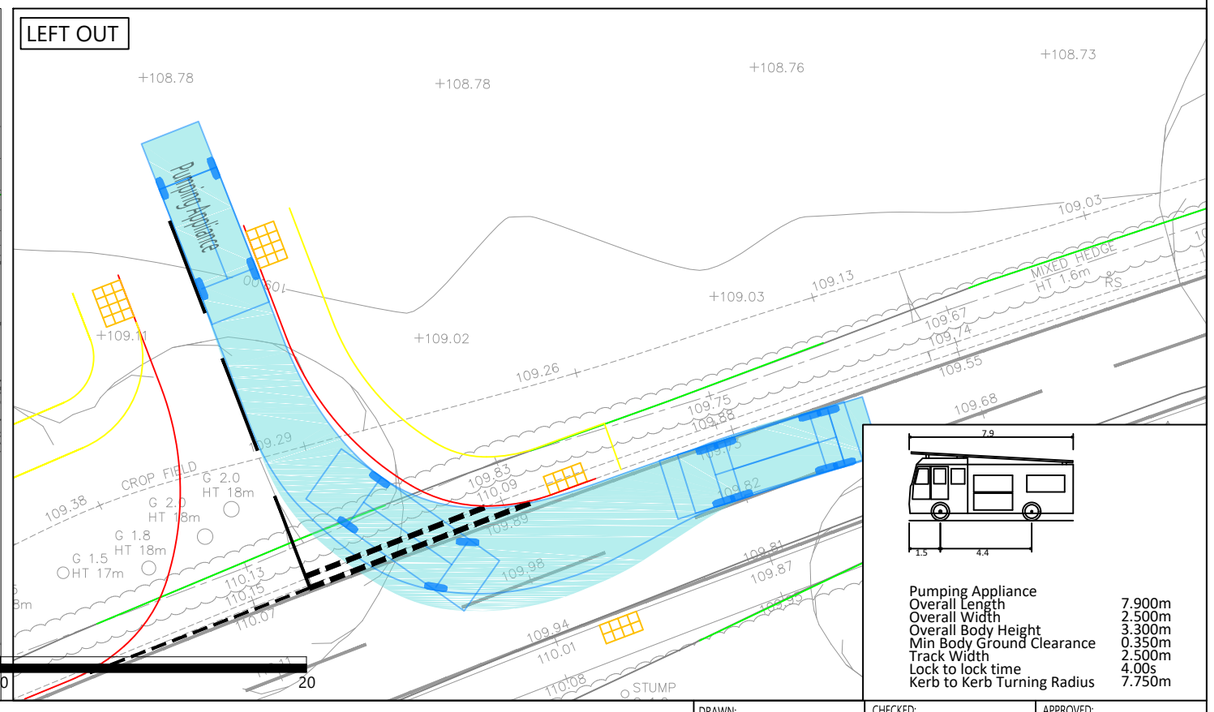

Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.350m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

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SCALE BAR @ 1:200

0 1 2 5 10 20

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B	05.08.25	JL	MINOR ADJUSTMENTS	JN	NM
A	25.07.25	TA	ACCESS UPDATED, TRACKING HAS BEEN REVISED	JN	NM

STATUS: FOR INFORMATION

TITLE: SITE ACCESS ARRANGEMENT
SWEPT PATH ANALYSIS - FIRE TENDER

PROJECT: NORWOOD LANE, MEOPHAM

CLIENT: TAYLOR WIMPEY

DRAWN:	CHECKED:	APPROVED:
MM	BD	NM
PROJECT No:	SCALE @ A3:	DATE:
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ITL16459-GA-009		B

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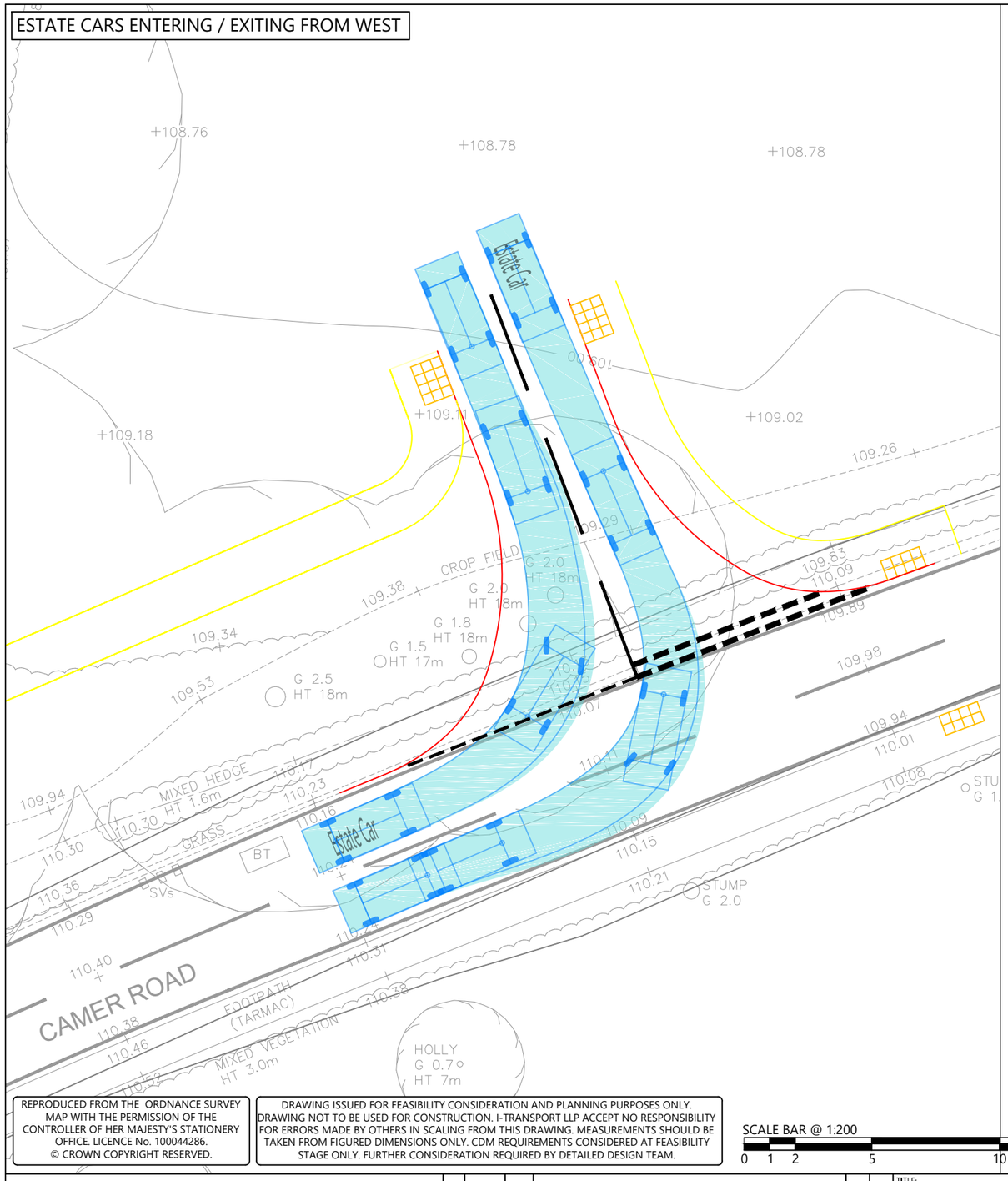
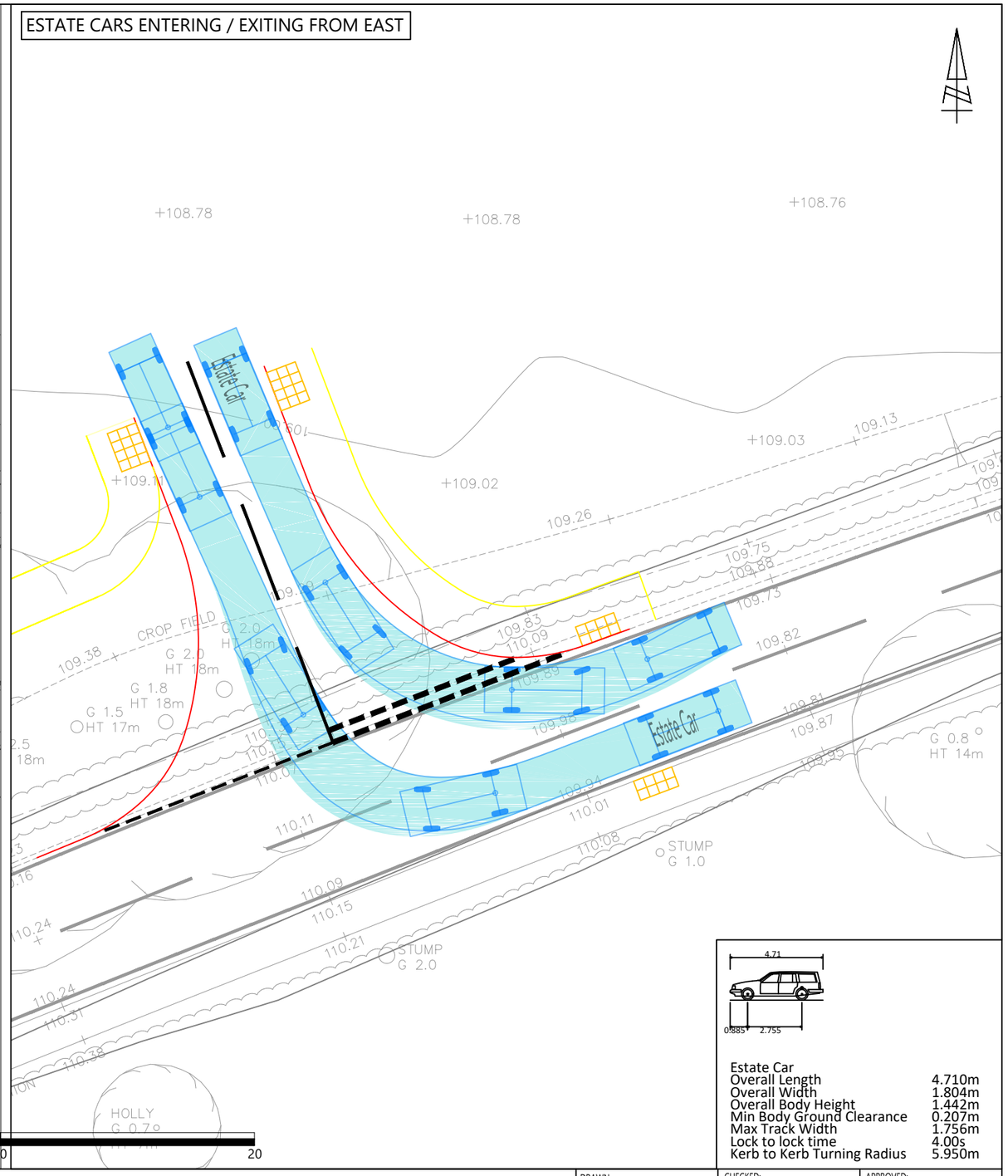
ESTATE CARS ENTERING / EXITING FROM WEST



ESTATE CARS ENTERING / EXITING FROM EAST



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SCALE BAR @ 1:200

0 1 2 5 10 20

Estate Car	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

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A	25.07.25	TA	ACCESS UPDATED, TRACKING HAS BEEN REVISED	JN	NM

STATUS: FOR INFORMATION

TITLE: SITE ACCESS ARRANGEMENT
SWEPT PATH ANALYSIS - ESTATE CAR

PROJECT: NORWOOD LANE, MEOPHAM

CLIENT: TAYLOR WIMPEY

DRAWN:	CHECKED:	APPROVED:
MM	BD	NM
PROJECT No:	SCALE @ A3:	DATE:
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DRAWING No:		REV:
ITL16459-GA-010		B

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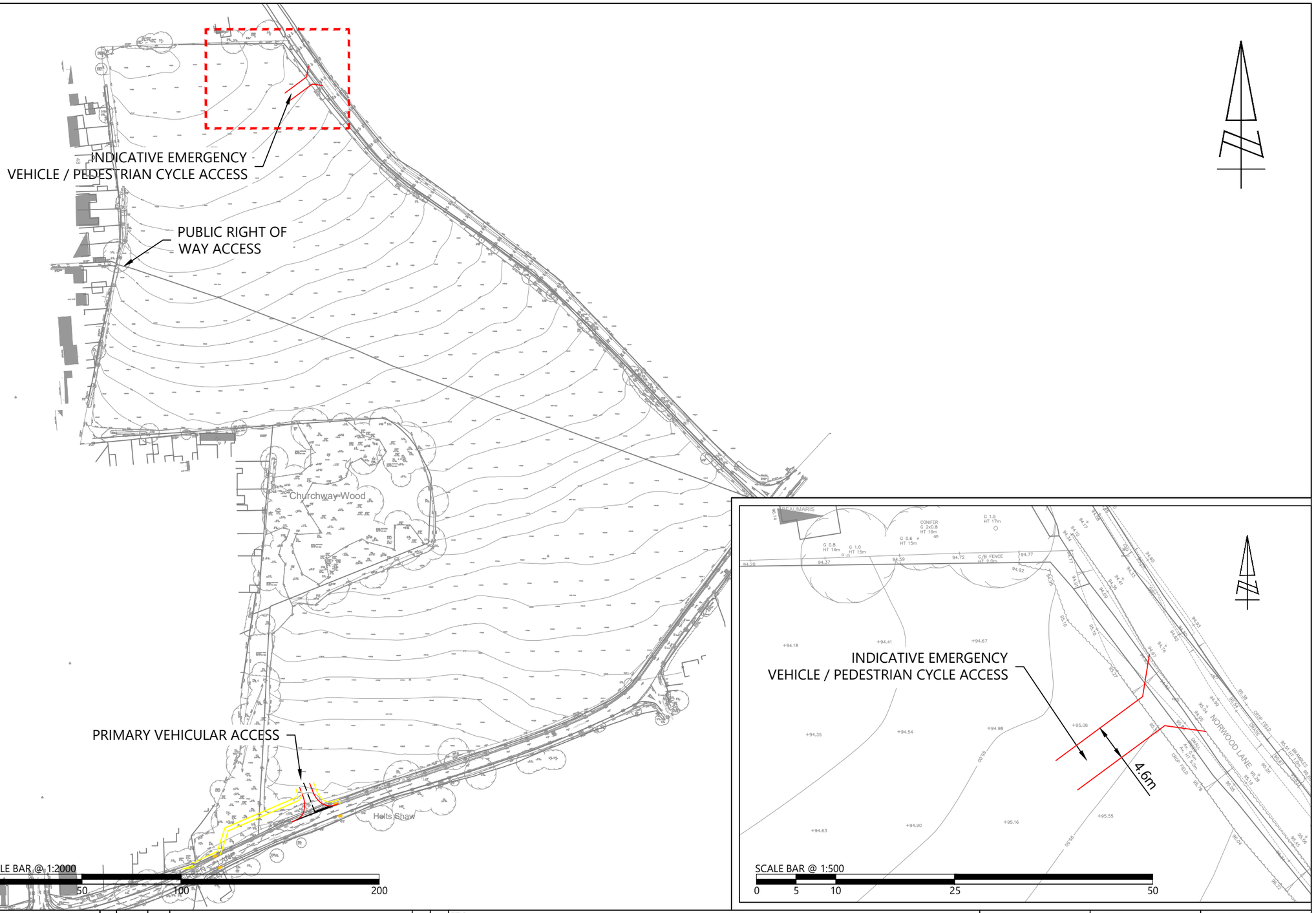

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www.i-transport.co.uk

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B	05.08.25	JL	MINOR AMENDMENTS	JN	NM
A	25.07.25	TA	MINOR AMENDMENTS	JN	NM

STATUS: FOR INFORMATION

TITLE: PROPOSED ACCESS ARRANGEMENTS

PROJECT: NORWOOD LANE, MEOPHAM

CLIENT: TAYLOR WIMPEY

DRAWN:	CHECKED:	APPROVED:
TA	BD	NM
PROJECT No:	SCALE @ A3:	DATE:
ITL16459	AS SHOWN	10.07.25
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ITL16459-GA-011		C

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APPENDIX A. ATE Audit

i-Transport LLP
33 Queen Street, London, EC4R 1AP

Tel: 0204 531 3660

Norwood Lane, Meopham: Walking Audit

Ref: BD/NL/ITL16459 – Appendix A
Date: 15 October 2025

SECTION 1 Introduction

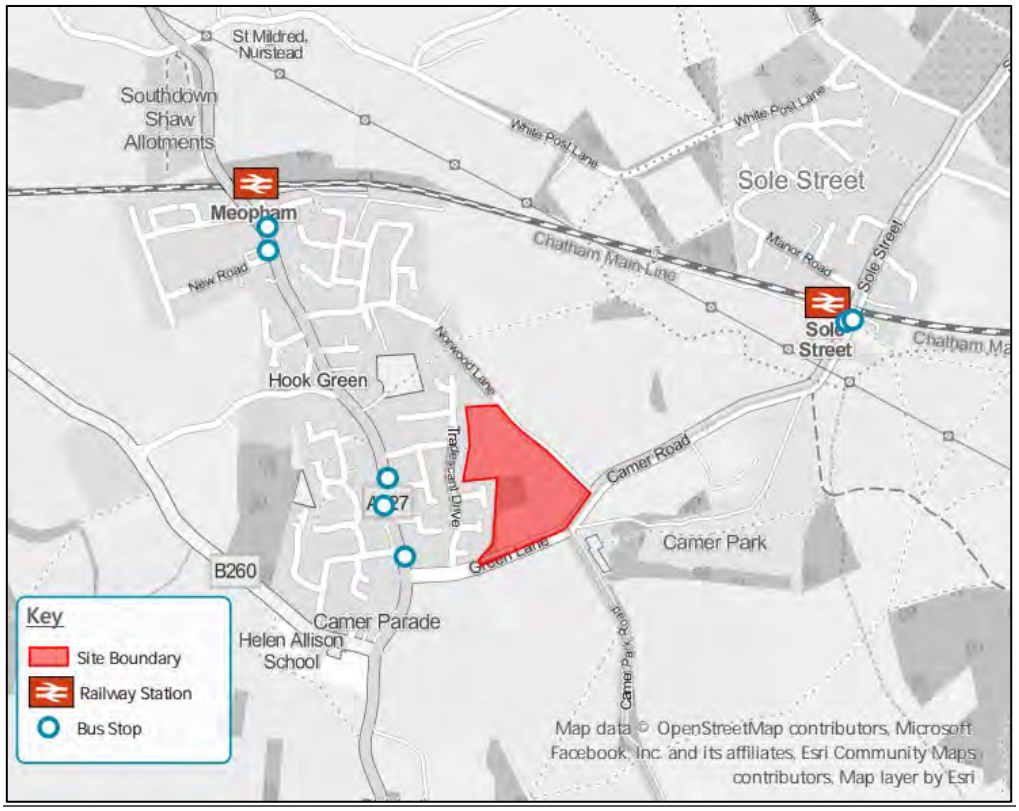
1.1 Taylor Wimpey (the 'Applicant') has appointed i-Transport LLP to provide highways and transport advice in relation to a forthcoming outline application for up to 160 residential dwellings to the west of Norwood Lane, Meopham.

1.2 The site is located within the planning jurisdiction of Gravesham Borough Council (GBC), whilst Kent County Council (KCC) are the local highway authority responsible for adopted roads within and around the local area.

1.3 This Appendix provides a walking audit of four key pedestrian routes that have been identified as being key routes likely to be used by future residents on the site to access a range of services and facilities within Meopham.

1.4 The Site is located in Meopham to the east of the existing residential settlement. The site has Green Lane to the south and Norwood Lane to the east. A site location plan is illustrated in **Image 1.1** below.

Image 1.1: Site Location



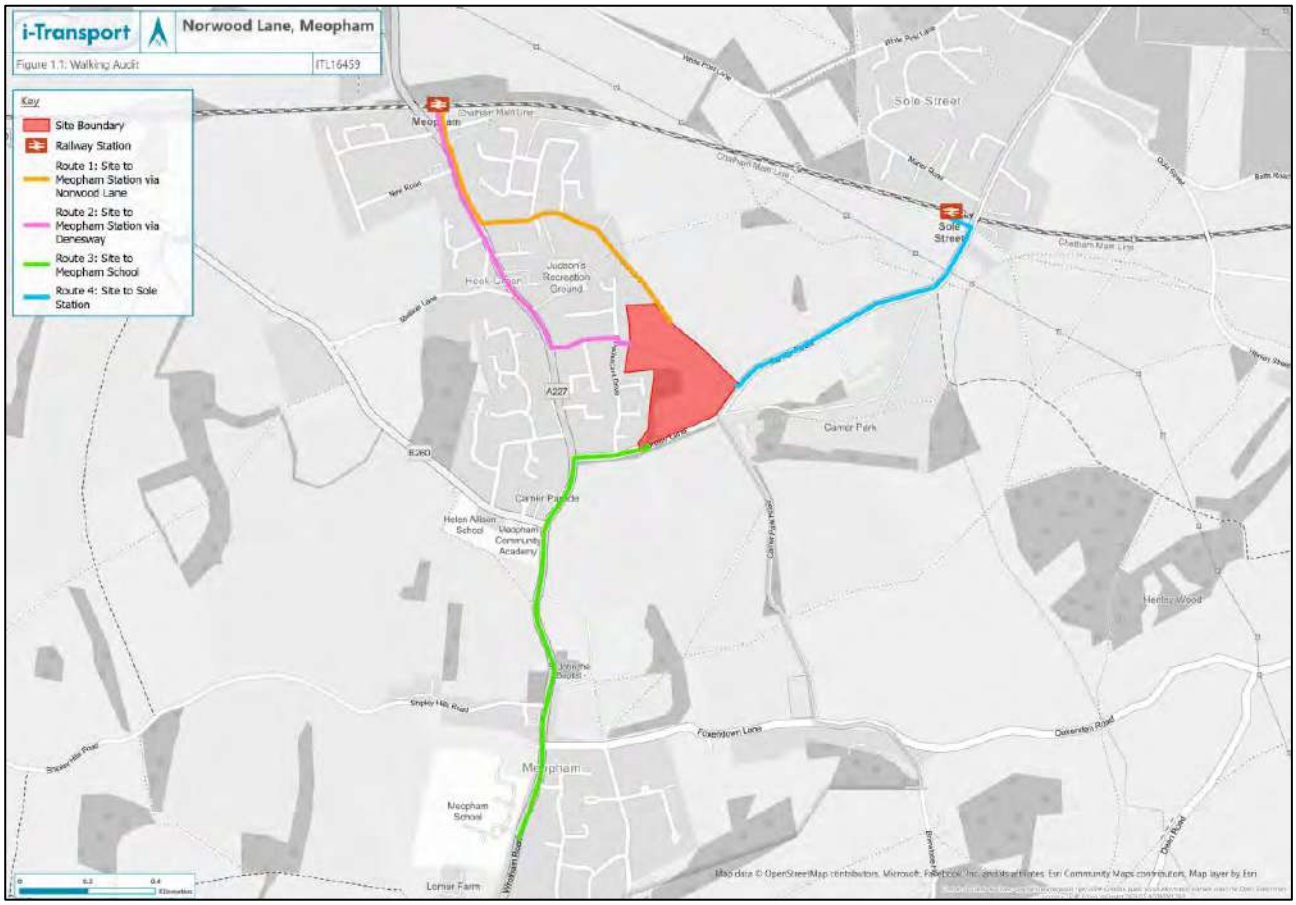
1.4.1 There is a Public Right of Way (PRoW) that runs across the centre of the site from the southeast corner to the western edge of the site where it connects with Tradescant Drive.

1.4.2 Meopham has a range of facilities in the vicinity of the site and is also connected to key settlements such as Gravesend, Gillingham, Rochester and Central London by convenient and sustainable public transport services.

1.5 The four identified routes to local facilities and services from the site are as follows:

- ***Site to Meopham Station via Norwood Lane***
- ***Site to Meopham Station via Denesway***
- ***Site to School via Green Lane***
- ***Site to Sole Station via Carmer Road***

Image 1.2: Plan of Routes



Source: Consultants

SECTION 2 Walking Audit

2.1 Route 1 – Site to Meopham Station via Norwood Lane

Route 1 Segment 1 – Site to Norwood Lane

Route 1 Segment 1 – Site to Norwood Lane	
 	Norwood Lane has no footway or cycleway along its duration for the length of the site boundary. This can present accessibility constraints for non-motorised road users especially those with mobility impairments. The carriageway is a single lane and unmarked, bordered by shrubs and trees on the western side and hedgerow/shrub on the eastern side. Despite the absence of a formal footway, vehicular traffic is minimal. The speed limit is national speed limit for the section along the site fronatge before reducing to 30mph upon entry into the existing residential settlement within Meopham. The environment and low level of traffic provides a conducive environemnt for non-motorised users to be within the carriageway. A pedestrian/cycle access for the site will be located to the north so the distance future residents will be within the national speed limit section of Norwood Lane would be only be around c.25m. Norwood Lane does not benefit from street lighting; this is not an issue during daylight hours however during hours of darkness this may affect visibility levels and raise safety concerns. Passive surveillance is present from the residential properties providing a sense of security. There is no seating along the route. Although shade is provided from the overhanging canopies. Noise levels along Norwood Lane are low due to an absence of HGVs and minimal vehicular traffic. Circa 300m north of the site a narrow footway emerges which is continuous until the junction with A227 Wrotham Road. The carriageway features dropped kerbs although there is a lack of tactile paving which may be a hindrance for vulnerable non-motorised road users.

Route 1 Segment 2 – Norwood Lane to Meopham Station

Route 1 Segment 2 – Norwood Lane to Meopham Station	
  	A continuous footway is present on both sides of the carriageway, on the eastern side of the carriageway there is a green verge separating the footway from the road, creating a buffer from traffic. There are higher levels of traffic on the main road, however the wider footway and presence of a green verge enhances safety and reduces stress. The green verge then stops at the zebra crossing on the A227. Street lighting is available although its spacing is infrequent, this may impact visibility and the sense of safety during hours of darkness. However, there are residential and shop frontages along the road increasing passive surveillance and fostering a stronger sense of safety. Several bus stops were located along this section of the route some with seating and shelter available. The final segment of the route is Station Road, pedestrian infrastructure becomes less consistent, there is no continuous footway. The footway is along the eastern section of the road before changing to the western side on the final approach into the station area. There is limited dropped kerb and tactile provision in the area. Street lighting is present at the station and sheltered cycle storage is available supporting the option of multi-modal trips.

2.2 Route 2 - Site to Meopham Station via Denesway

Route 2 Segment 1 – Site to Denesway

Route 2 Segment 1 – Site to Denesway	
   	Footpath NS250 crosses the site between Tradescant Drive in the north western edge and Carmer Road in the south eastern corner. Tradescant Drive is residential in character and has footways on both sides of the road. The footpath provides pedestrian access onto Tradescant Drive and Denesway. The footpath is relatively narrow in its duration as it passes through the existing dwellings. There is no lighting which could pose safety concerns for some users during hours of darkness. Denesway features narrow but well maintained footways that are generally wide enough for two pedestrians to pass each other. There is continuous pedestrian infrastructure on both sides of the carriageway. There is an absence of street lighting along the route which may decrease the sense of safety during hours of darkness, but there is passive surveillance from the overlooking dwellings. The residential road has low levels of vehicular movement, this contributes to a relaxed and low stress route. Mature trees along the route provide some natural shade against the heat. At the junction with A227 Wrotham Road there are dropped kerbs with yellow tactile paving.

Route 2 segment 2 - Norwood Lane to Meopham Station

2.2.1 Route 2 segment 2 follows the same routing as route 1 segment 2.

2.3 Route 3 - Site to School via Green Lane

Route 3 Segment 1 - Site to Green Lane

Route 3 Segment 1: Site to Green Lane	
  	Pedestrian access from the proposed site access on Green Lane to Meopham School faces several existing contraints. There is no footway on the northern side of the carrigeway adjectent to the development. However it is proposed that the existing footway which currently extends circa 60m from the junction of Green Lane and Tradescant Drive, is extended along Green Lane to meet the main site access. This will provide a pedestrian connection from the site access to the junction with the A227 Wrotham Road. Further west from the site access on Green Lane there is currently a discountinous narrow footway located on the north side of the carriageway. The existing footway is uneven in its surface in some places which may not be able to accomdate all users including mobility aids and buggies. However the evniormnet is relaxed and surrounded by trees and vegeation providing intermittent shade. There are no formal pedestrian corssing points along the route, however an unmainted dropped kerb is present at the junction with the A227. It is proposed that tactile paving is provided on a raised table feature which will create a a more pedestrian friendly environment.

Route 3 - Green Lane to Meopham School

Route 3 Segment 2: Green Lane to Meopham School	
  	The A227 Wothan Road is a main road, subject to a speed limit of 30mph. There are footways present on both sides of the carriageway. It is proposed that a new pedestrian crossing with dropped kerb and tactile paving with a central pedestrian refuge is provided south of the junction so that pedestrians can cross to the western footway on the A227 Wrotham Road. The footway on the western side of the carriagway is wide and benerfits from a grass verge seperating the carriageway from pedestrians for a section of the route. The grass verge contirbutes to a safer more relaxed environmnet. The footway on the eastern side of the carriageway is narrow compared to the western footway, this route may not be suitable for all non-motorised road users. The proposed new crossing point will allow for users to cross to the western footway without the need to travel along the eastern footway to the pedestrian crossing further south past the local shops. The route features active frontages including local shops and residential properties, this provides natural sureillance and contributes to a sense of safety. There are are several bus stops with shelter and seating located along the route increasing accesibility for residents and students. A pedestrian refugue crossing with dropped kerbs and yellow tactile paving is located further south past the local shops. There is a zebra crossing located on Longfield Road for acces to the primary school.

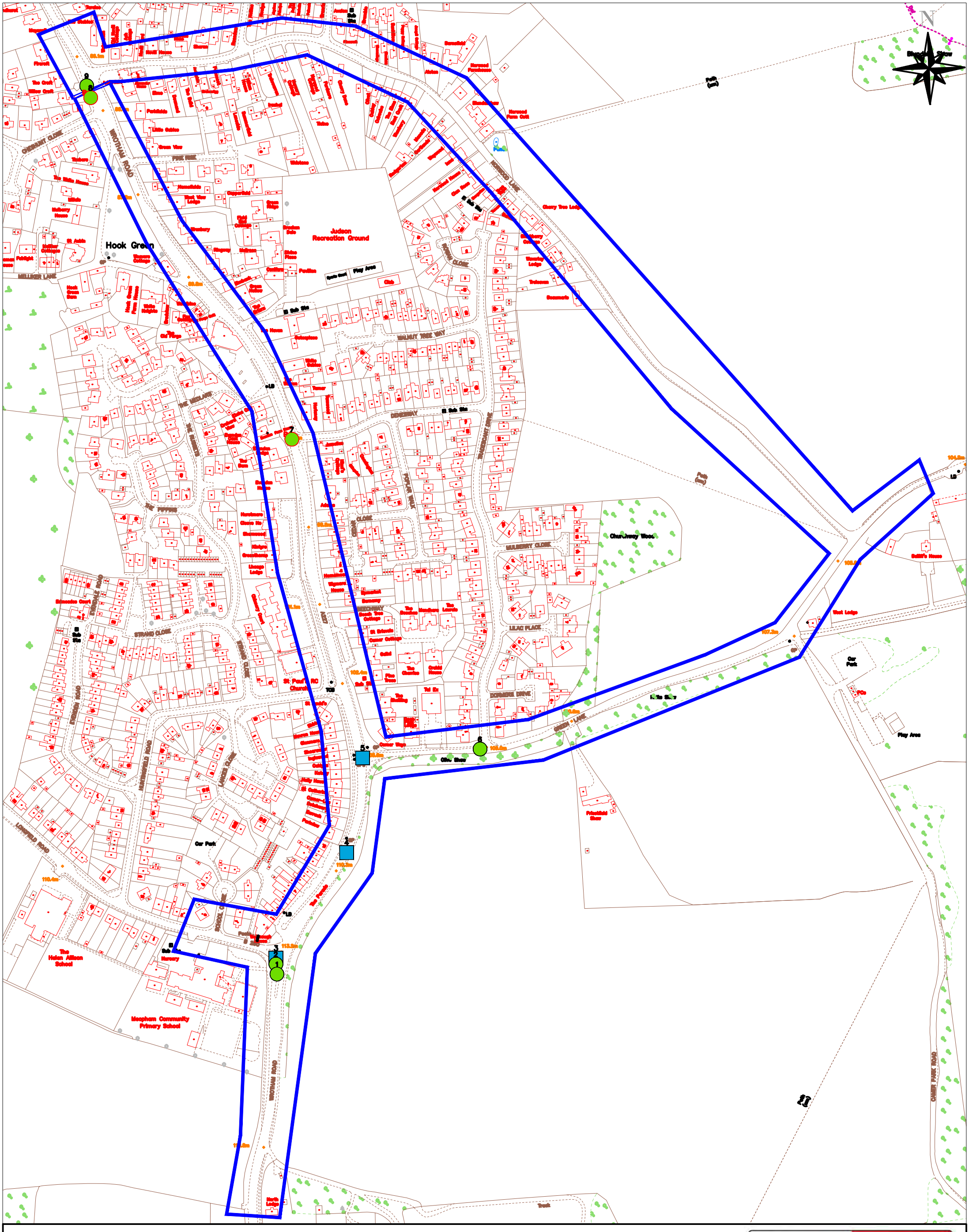
Route 3 Segment 2: Green Lane to Meopham School	
	Continuing south along the A227 Wrotham Road there is a pedestrian footway which is separated by a grass verge for the majority of its duration. This is the case on both sides of the carriageway for its duration towards Meopham Secondary School. Outside Meopham Secondary School there is a large grass verge separating the footway from the carriageway.

2.4 Route 4 - Site to Sole Station via Carmer Road

Route 4 - Site to Sole Station via Carmer Road

Route 4 – Site to Sole Station via Carmer Road	
  	Carmer Road has no footway or cycleway along the site frontage which presents accessibility constraints for non-motorised road users, especially those with mobility impairments. The carriageway narrows to the east of the site and Norwood Lane, becoming unmarked and bordered by shrubs and vegetation on both sides. The speed limit is national speed limit. The natural environment provides a relaxed environment although non-motorised road users may feel stressed when vehicles are present. A footway does emerge on the south side of the carriageway circa 200m from Sole Street Station. The speed limit also reduces to 30mph. Carmer Road does not benefit from street lighting; this is not an issue during daylight hours however during hours of darkness this may affect visibility levels and may lead to safety concerns. There is no seating along the route. Although shade is provided from the overhanging canopies. Noise levels along Carmer Roadare low due to minimal vehicular traffic.

APPENDIX B. Collision Data



Location: A227 Wrotham Road, Meopham

5 years personal injury crash data up to 31/12/2024

KCC Ref number: EXT/113/25

Crash Severity

- Slight
- Serious
- Fatal

Kent County Council
kent.gov.uk

Date: 02-July-2025
Time: 17:10:59

Title: **A227 Wrotham Road, Meopham**

Requested output:**D - Print Crash Report**

Date: 02-July-2025

Accident Date BETWEEN '01-Jan-2020' AND '31-Dec-2024'

There were 9 reported crashes resulting in injury

D-PRINT CRASH REPORT

2-Jul-2025
17:10:59

A227 Wrotham Road, Meopham
Accident Date BETWEEN '01-Jan-2020' AND '31-Dec-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	**Road No A227 Grid 564393E** **Section 142 Ref 166651N**	SLIGHT	27/09/2023	4	07:49	L	Dry	Fine		S.VEH	
	A227 WROTHAM ROAD PED RAILINGS NEAR J/W B260 LONGFIELD ROAD MEOPHAM								Gravesham		
	BASED ON DRIVERS ACCOUNT AT THE SCENE, THEY STATED THAT WHEN DRIVING THEY HIT SOMETHING ON THE LEFT HAND SIDE OF CAR CAUSING THEM TO CORRECT. HOWEVER THEY OVERCORRECTED AND OVERTURNED (WHEELS) WHICH CAUSED THEM TO DRIVE UP INTO PEDESTRIAN CENTRAL CROSSING, WITH THE RAILINGS GOING THROUGH THEIR BONNET.						Veh1, car, S -> N			Casualties 2 Vehicles 1	
2	**Road No A227 Grid 564392E** **Section 142 Ref 166661N**	SLIGHT	01/11/2024	6	22:05	DRK STL	Dry	Fine Wind			
	A227 WROTHAM RD J/W B260 LONGFIELD RD, MEOPHAM								Gravesham		
	OLR: V2 stationary at temporary traffic lights at junction when it was struck from behind by V1. V1 failed to stop.						Veh1, car, S -> NE Veh2, car, S -> NE			Casualties 1 Vehicles 2	
3	**Road No B260 Grid 564392E** **Section 179 Ref 166667N**	SERIOUS	27/11/2020	6	14:31	L	Dry	Fine		R.TURN	P/C
	B260, LONGFIELD RD J/W A227 WROTHAM RD, MEOPHAM								Gravesham		
	R2/CYCLIST WAS TRAVELLING DOWN WROTHAM RD AWAY FROM THE VIGO AREA, V1 HAS PULLED OUT OF LONGFIELD RD ONTO WROTHAM RD, V1 HAS MOVED TO TURN RIGHT, AS THEY PULLED OUT THEY COLLIDED WITH R2.						Veh1, car, NW -> N Veh2, pedal cycle, S -> N			Casualties 1 Vehicles 2	

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

2-Jul-2025
17:10:59

A227 Wrotham Road, Meopham
Accident Date BETWEEN '01-Jan-2020' AND '31-Dec-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
4	**Road No A227 Grid 564463E** **Section 143 Ref 166773N**	SERIOUS	11/10/2020	1	08:39	L	Dry	Fine		R.TURN	
	A227 WROTHAM RD J/W WROTHAM RD, MEOPHAM								Gravesham		
	V2 was travelling northeast on A227 Wrotham Rd when V1 turned right out of a layby road by the shops across the path of V2. V1 collided with the nearside of V2.						Veh1, car, NW -> SW Veh2, car, SW -> NE				Casualties 1 Vehicles 2
5	**Road No A227 Grid 564479E** **Section 144 Ref 166868N**	SERIOUS	23/04/2020	5	15:50	L	Dry	Fine		R.TURN	P/C
	A227, WROTHAM RD J/W C492 GREEN LANE, MEOPHAM.								Gravesham		
	V1 was travelling along Wrotham Road toward Gravesend, went to turn onto Green Lane which is when they hit V2 cyclist which was travelling up Wrotham Road towards Meopham.						Veh1, car, S -> E Veh2, pedal cycle, N -> S				Casualties 1 Vehicles 2
6	**Road No C492 Grid 564597E** **Section 002 Ref 166877N**	SLIGHT	02/02/2023	5	15:30	L	Dry	Fine		R.TURN	
	C492, GREEN LANE J/W TRADESCANT DRIVE, MEOPHAM.								Gravesham		
	V1 and V2 were travelling in opposite directions along Green Lane towards the junction at Tradescant Drive. V3 was waiting at this junction to pull out onto Green Lane. The junction is on V2's offside. V1 has moved to the nearside following other traffic. D1 has gone wider than appropriate and collided with V2. V1 has then spun clockwise and collided with their back offside with V3 front nearside.						Veh1, car, W -> NE Veh2, car, NE -> W Veh3, car, N -> W				Casualties 2 Vehicles 3

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

2-Jul-2025
17:10:59

A227 Wrotham Road, Meopham
Accident Date BETWEEN '01-Jan-2020' AND '31-Dec-2024'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
7	**Road No A227 Grid 564408E** **Section 148 Ref 167188N**	SLIGHT	09/08/2021	2	22:50	DRK STL	Wet/Damp	Fine	S	S.VEH	
	A227 WROTHAM ROAD NEAR J/W DENESWAY, MEOPHAM								Gravesham		PED
	Police vehicle was in pursuit of suspect who was on foot. Police vehicle stopped ready to engage with suspect. Member of public has rugby tackled the suspect ending up hitting their face on the number plate of police vehicle.						Veh1, car, S -> N			Casualties 1 Vehicles 1	
8	**Road No A227 Grid 564206E** **Section 153 Ref 167531N**	SLIGHT	25/02/2020	3	16:26	L	Dry	Fine	NE	S.VEH	
	A227 WROTHAM RD J/W CHESHUNT CLOSE, MEOPHAM								Gravesham		PED
	Pedestrian (C1) has crossed the road in front of V1 without looking properly. V1 was unable to avoid the collision and braked upon seeing C1 walking into the middle of the road. C1 has crossed the road and ran in front of V1, colliding with the front of the vehicle on the offside.						Veh1, car, SE -> NW			Casualties 1 Vehicles 1	
9	**Road No A227 Grid 564202E** **Section 154 Ref 167543N**	SLIGHT	16/08/2023	4	11:47	L	Dry	Fine			
	A227 WROTHAM ROAD J/W NORWOOD LANE, MEOPHAM								Gravesham		
	V2 WAS STATIONARY AS TRAFFIC IN FRONT HAD STOPPED AS A CAR WAS MAKING A RIGHT TURN. V1 HAS THEN COLLIDED WITH REAR OF V2.						Veh1, car, SE -> NW Veh2, car, SE -> NW			Casualties 2 Vehicles 2	

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

APPENDIX C. Illustrative Masterplan

CDM 2015 Health & Safety Information

This information relates only to 'Significant Hazards' identified on this drawing and is to be read in conjunction with the Designer's Hazard Register.

1	New site access to be constructed prior to any commencement on site to allow safe transit of construction vehicles
2	Site to be adequately hoarded from all sides due to openess to boundaries and to residential gardens in other areas
3	Public Right Of Way crossing the site to be either temporarily closed, diverted, or fenced with appropriate signage
4	The Rising Main along the southern site boundary to be suitably flagged by contractor where nearby construction works are necessary
5	Retained Trees and Churchway Wood should be suitably protected from construction works
6	Due to potential water run-off towards existing properties to north during construction works the construction of the northern basin at start of works to be considered
7	All first floor and above windows to be cleanable from inside with easy clean hinges.
8	Roof Trusses to be braced immediately once in position

Drainage basins to capture surface run-off and linked with water flowing towards lower part of the site

3.7m cycle and pedestrian link to act as emergency access point

3m planted buffer zone to provide privacy and screening to existing properties

Informal linear public open space with screen planting, paths, play and attenuation basins

Existing Public Right Of Way retained and set alongside a tree line road and transitioning through open spaces and landscaped areas

Landscaped area as a feature to terminate main access road and provide transition of PROW in to and out of the site

General Open Space provision as a feature around centre of the site with development generally set back 15m from Churchway Woodand a centrally located Equipped Play Area with smaller informal areas around the edge of the site

Viewing corridor (highlighted yellow) created to allow long range views towards the Church of St Mildred in Nurstead, and also view towards the National Landscape. Tree planting not proposed to avoid restricting views

Existing Churchway Woodland retained

Landscape buffer sets development back from the boundary with Kent Downs National Landscape

Proposed pedestrian link connecting to new crossing point on Green Lane and on to Camer Country Park

Dwellings to front on to open spaces throughout the development

Proposed site access

Proposed new footpath to west of site access to link to existing footpath

NORWOOD LANE

TRADESCANT DRIVE

MULBERRY CLOSE

LILAC PLACE

DORMERS DRIVE

GREEN LANE

CAMER ROAD

N

Rev	Date	Revision Details	Dr	Ch
B	29.08.25	North Eastern road amended and path added	KB	KE
A	11.08.25	Landscape added	KB	KE

London: 76 Great Suffolk Street, London, SE1 0BL
T 0207 928 2773 E london@ecearchitecture.com
Sussex: 64 - 68 Brighton Road, Worthing, West Sussex, BN11 2EN
T 01903 248777 E sussex@ecearchitecture.com
Bristol: Westworks, Beacon Tower, Colston Street, Bristol, BS1 4XE
T 0117 214 1101 E bristol@ecewestworks.com
ECE Architecture
www.ecearchitecture.com

Client's Name
Taylor Wimpey

Job Title
Land west of Norwood Lane, Meopham

Drawing Title
Illustrative Masterplan

Scale
1:500 @ A0 / 1:1000 @ A2

metres 10 20 30 40 50

Drawn	Checked	Date
KB	KE	28.07.25

Job No	Drawing No	Rev
7458	PL-03	B

Status
INFORMATION

CAD Plot date: 29/08/2025 - 09:45:00 7458-site.dwg

APPENDIX D. RSA Stage 1 and Designer's Response

i-Transport LLP
33 Queen Street, London, EC4R 1AP

Tel: 0204 531 3660

Norwood Lane, Meopham: Road Safety Audit Designer Response

Ref: JN/BD/ITL16459-007
Date: 11 August 2025

SECTION 1 Road Safety Audit

1.1 A Road Safety Audit Brief was provided to Grange Transport Consulting setting out the proposed development access arrangements and off-site highways improvements that are proposed as part of an outline planning application for up to 150 residential dwellings.

1.2 Grange Transport Consulting provided a Stage 1 Road Safety Audit (ref: J190594) setting out problems and recommendations with the proposed designs. This is attached in **Appendix A**.

1.3 This Technical Note is to provide a Designer's Response to the problems and recommendations raised within the report.

SECTION 2 Designer's Response to Stage 1 Road Safet Audit Report

2.1 Problem 1 – New footway connection

- Summary – "Risk of pedestrians falling in the carriageway"
- Recommendation – "Amend the width of the existing footway"

Designer's Response

2.1.1 The existing footway will be widened for a section to the west of the proposed new footway to allow for a more direct approach to the new footway. This is shown on **Drawing ITL16459-GA-006C**.

2.2 Problem 2 – New pedestrian crossings

- Summary – "Risk of vehicles colliding with pedestrians"

- Recommendation – "Cut back and maintain vegetation to ensure intervisibility splays are achieved"

Designer's Response

2.2.1 As part of the site access works, vegetation will be cut back to ensure intervisibility splays are achieved.

2.3 Problem 3 – Site access

- Summary – "Risk of pedestrian falls"
- Recommendation – "Provide appropriate crossing facility at the site access."

Designer's Response

2.3.1 Dropped kerb and tactile paving will be provided at the site access. This is shown on **Drawing ITL16459-GA-006C**.

2.4 Problem 4 – Raised crossing – southern side

- Summary – "Risk of pedestrian collision."
- Recommendation – "Cut back and maintain vegetation to ensure intervisibility splays are achieved."

Designer's Response

2.4.1 As part of the proposed improvements at the Wrotham Road / Green Lane junction, vegetation will be cut back where appropriate as part of the package of improvement works.

2.5 Problem 5 – Pedestrian Refuge – western side

- Summary – "Risk of pedestrian falls"
- Recommendation – "Provide footway connection to the crossing facility"

Designer's Response

2.5.1 A footway connection will be provided to the crossing on the western side. This is shown on **Drawing ITL16459-GA-007B**.

2.6 Problem 6 – Pedestrian Refuge

- Summary – "Risk of kerb strikes."
- Recommendation – "Carry out swept path analysis to demonstrate safe movements at the driveways."

Designer's Response

2.6.1 Swept path analysis has been undertaken at the two driveways north and south of the proposed refuge island, demonstrating that vehicles can access the driveways. These are shown on **Drawing ITL16459-GA013A** and **ITL16459-GA-014A**.

2.7 Problem 7 - Emergency Access

- Summary – "Risk of Loss of Control"
- Recommendation – "Amend the arrangement of the emergency access."

Designer's Response

2.7.1 The emergency vehicle access has been widened to demonstrate that the fire tender would not encroach over the kerb/edge of the access. This is shown on **Drawing ITL16459-GA-011B** and **ITL16459-GA-012A**.

APPENDIX A. STAGE 1 ROAD SAFETY AUDIT

NORWOOD LANE, MEOPHAM, GRAVESHAM, KENT

Stage 1 Road Safety Audit

J190594

Taylor Wimpey

27th July 2025

GR 119
Grange Transport Consulting
Tel: +44 (0)7912 160 303 Email: info@grange-transport.co.uk Web:www.grange-transport.co.uk
Grange Transport Consulting Ltd registered in England and Wales No.13643298
Registered office: 119 Grange Road, Banbury, Oxfordshire, OX16 9AT

Norwood Lane, Meopham, Gravesham, Kent

Stage 1 Road Safety Audit

J190594

July 2025

Client: i-Transport LLP

Scheme:	Norwood Lane, Meopham, Gravesham, Kent		
Issue Date:	27.07.25		
Document reference and Revision:	250727_J190594_Meopham_RSA1_Final.docx Rev 1.0		
Prepared by:	Wing Lee	Date:	25.07.25
Checked by:	Ian Medd	Date:	26.07.25
Authorised by:	Wing Lee	Date:	26.07.25
Status:	For Issue	Date:	26.07.25

CONTENTS

1. Introduction

1.1 General

1.1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on Saturday 26 July 2025. The audit was undertaken on behalf of Taylor Wimpey, in regard to the site access arrangements for a residential development from Norwood Lane and Green Lane in Meopham, Kent.

1.1.2 The audit has been requested by Ben Dines of i-Transport LLP. An Audit Brief has been supplied. The Audit Team were approved by Jamie Narborough of i-Transport LLP.

1.1.3 The Road Safety Audit team comprised of the following individuals:

Wing Lee BEng(Hons), PGCert, MSoRSA, HE Cert Comp, MCIHT, MIHE
Audit Team Leader

Ian Medd MCIHT, FSoRSA
Audit Team Member

Jennie Lee MCIHT
Audit Team Observer

1.1.4 A site visit was undertaken by the Audit Team on Friday 25 July 2025, between the hours of 20:30 and 21:30. The weather was warm and the road surface was dry. Traffic levels during the site visit were minimal along Green Lane and Wrotham Road, while no vehicles were observed along Norwood Lane. The level of pedestrians was minimal and no cyclists were observed passing the site during the site visit.

1.2 Site Location

1.2.1 The overall site comprises of a field, bounded: to the east by Norwood Lane; to the south by Green Lane; and to the west by existing residential dwellings, at the northern extent of Meopham. The sites considered for this RSA include a section of: Norwood Lane, Green Lane, Wrotham Road/Green Lane junction. A site location plan is shown at **Appendix A**.

1.3 Strategic Decisions

1.3.1 The Audit Team has not been advised of any strategic decisions made by the planning or highway authorities in relation to the development scheme.

1.4 Highway description

1.4.1 Green Lane is a single carriageway road, of varying width (approximately 5 - 5.7 metres). Along the site frontage, it is subject to the national speed limit, which reduces to 30mph to the west of the site. A footpath is present along the southern side of Green Lane, which terminates west of the site. From this point a footway is provided on the northern side and upto Wrotham Road.

1.4.2 Norwood Lane is a single carriageway road, typically around 4.2 metres width. It connects with Green Lane to the east of the site. The northern extent serves residential dwellings. Along the site frontage, it is subject to the national speed limit, which reduces to 30mph to the north of the site.

1.4.3 The A227 Wrotham Road is a single carriageway road, subject to a 30mph speed limit. It is around 8.4 metres in width and widens to aproximately 9.4 metres in the vicinity of the site, where central hatching is provided. Footways and street lighting is provided on both sides of the road. Pedestrian refuges are provided within the hatchings south of Green Lane. Wrotham Road is part of a two-way bus route and has speed cameras installed.

1.4.4 The horizontal alignment of Green Lane along the site frontage is generally straight, whilst there are left-hand bends in the eastbound direction (both to the west and east of the site). The vertical alignment is generally level.

1.4.5 The horizontal alignment of Norwood Lane comprises of gentle meanderings along the site frontage, whilst the vertical alignment is generally level.

1.4.6 The horizontal alignment of Wrotham Road is generally straight, however there is a gentle right-hand bend in the southbound direction from the junction with Green Lane. The vertical alignment has an incline in the southbound direction.

1.4.7 Collision data (obtained from Kent County Council) has been provided to the Audit Team. This indicates that nine collisions were recorded in the vicinity of the site during the 5-year period between 01/01/20 and 31/12/24, predominently occuring along Wrotham Road. One Serious severity collision occurred at the Wrotham Road/Green Lane junction, involving a vehicle turning right, in front of a cyclist going ahead. One Slight severity collision occurred at the Green Lane/Tradescant Drive junction, which involved a vehicle colliding with an oncoming vehicle and spining into another vehicle waiting at the junction. There is no discernable pattern for these collisions.

1.5 Previous Road Safety Audits

1.5.1 The Audit Team has not been made aware of any previous Road Safety Audits carried out for the access and pedestrian proposals.

1.6 Scheme proposals

1.6.1 The proposals submitted for this Stage 1 Road Safety Audit relate only to the following site access works and pedestrian improvement scheme in association with the 150 residential dwelling development:

- New site access junction and emergency access;
- New and amended road markings;
- New and amended kerbing;
- New and amended footways;
- New uncontrolled pedestrian crossing;
- New pedestrian refuge and raised pedestrian crossing;
- Reduced speed limit;
- Visibility splays; and
- Swept path analysis.

1.7 Departures from Standards

1.7.1 The Audit Team has not been informed of any departures from standards relating to the designs submitted for audit.

1.8 Road Safety Audit

1.8.1 The Road Safety Audit has been carried out in accordance with the principals of the National Highways document, as described in the Design Manuals for Roads and Bridges (DMRB) standard - GG119 Road Safety Audit.

1.8.2 The Audit Team has examined and reported only on the road safety implications of the scheme as presented by i-Transport LLP, and has not examined / verified the compliance of the designs to any other criteria. The Audit Team may occasionally refer to design standards without touching on technical audit to clearly explain a safety problem or the recommendation to resolve a problem.

1.8.3 The Road Safety Audit includes a desktop study where all documents provided by the Design Team have been reviewed. A list of the documents and drawings submitted for this Stage 1 Road Safety Audit can be found at Appendix B.

1.8.4 The submitted design drawings have been annotated to show the location of problems identified during this Stage 1 Road Safety Audit, which are shown at Appendix C.

1.8.5 Recommendations offered within this report should not be regarded as prescriptive. There may be equally satisfactory or superior alternative solutions to the identified problems. The Audit Team will be pleased to consider any alternatives if required.

2. Problems identified from this audit

2.1 Green Lane

2.1.1 The following provides details of the problems identified during this Stage 1 Road Safety Audit.

Problem 1	
Location	New footway connection
Summary	Risk of pedestrians falling in the carriageway

A 2 metre wide footway is proposed that connects with the existing footway. There is an ownership boundary at the connection point, which causes the footway to be only c.1.2 metres wide. Along with the existing footway alignment, the narrowing may cause passing pedestrians, wheelchair users, parents with prams etc, to squeeze past each other at the narrowing, which may cause pedestrians to step into the carriageway. This may result in collisions with passing vehicles.

Recommendation	Amend the width of the existing footway.

Problem 2	
Location	New pedestrian crossings
Summary	Risk of vehicles colliding with pedestrians
New pedestrian crossings will be provided both sides of the access. There is overgrown vegetation to the east and west of the crossing facilities. This will cause the pedestrian intervisibility splays to be obscured, which may cause pedestrians to step out into the carriageway without seeing approaching vehicles. This may result in collisions between pedestrians and vehicles.	
Recommendation	Cut back and maintain vegetation to ensure intervisibility splays are achieved.

Problem 3	
Location	Site access
Summary	Risk of pedestrian falls
New sections of footway / footpath will be provided to the east and west of the access. This allows pedestrians (on the northern side of Green Lane) to travel past the site access and utilise the new crossing, in order to continue along Green Lane / Camer Road on the southern side (or vice versa). No crossing facility is proposed at the site access. This may result in visually impaired pedestrians (VIPs), wheelchair users etc to fall in the carriageway, when encountering full-height kerbing.	
Recommendation	Provide appropriate crossing facility at the site access.

2.2 Wrotham Road / Green Lane

2.2.1 The following provides details of the problems identified during this Stage 1 Road Safety Audit.

Problem 4	
Location	Raised crossing – southern side
Summary	Risk of pedestrian collisions

The new pedestrian crossing is located adjacent to trees/vegetation. This will obstruct the pedestrian intervisibility splay to the east of the crossing, which may cause pedestrians to step out into the carriageway without seeing approaching vehicles. This may result in collisions between pedestrians and vehicles.

Recommendation	Cut back and maintain vegetation to ensure intervisibility splays are achieved.

Problem 5	
Location	Pedestrian refuge – western side
Summary	Risk of pedestrian falls

The new pedestrian refuge crossing facility will be located between two shared driveways. The tactile paving is shown within the verge and no new footway section is proposed. This will cause pedestrians approaching the crossing to walk on the verge. This may result in pedestrians falling or tripping on soft surface, particularly during wet or inclement weather.

Recommendation	Provide footway connection to the crossing facility.

Problem 6	
Location	Pedestrian refuge
Summary	Risk of kerb strikes

The new pedestrian refuge crossing facility will be located between two shared driveways. No swept path analysis has been shown, to demonstrate that vehicles can continue to safely enter/exit the driveways. This may result in vehicles striking the new kerbing.

Recommendation	Carry out swept path analysis to demonstrate safe movements at the driveways.

2.3 Norwood Lane

2.3.1 The following provides details of the problems identified during this Stage 1 Road Safety Audit.

Problem 7	
Location	Emergency Access
Summary	Risk of loss of control
Swept path analysis at the emergency access indicates that a fire tender encroaches over the kerb/edge of the access. The swept path will be increased at high speeds i.e. when attending emergency situations on/off site. This may result in emergency vehicles losing control when turning into/out of the access.	
Recommendation	Amend the arrangement of the emergency access.

3. Audit Team Statement

3.1.1 We certify that the drawings listed at **Appendix B** have been examined, and that this Audit has been carried out in accordance with the principles and requirements of GG119, with the sole purpose of identifying road safety matters to be addressed in order to improve the safety of the scheme.

Road Safety Audit Team Leader

Signed: 

Name: Wing Lee

Date: 26.07.25

Road Safety Audit Team Member

Signed: 

Name: Ian Medd

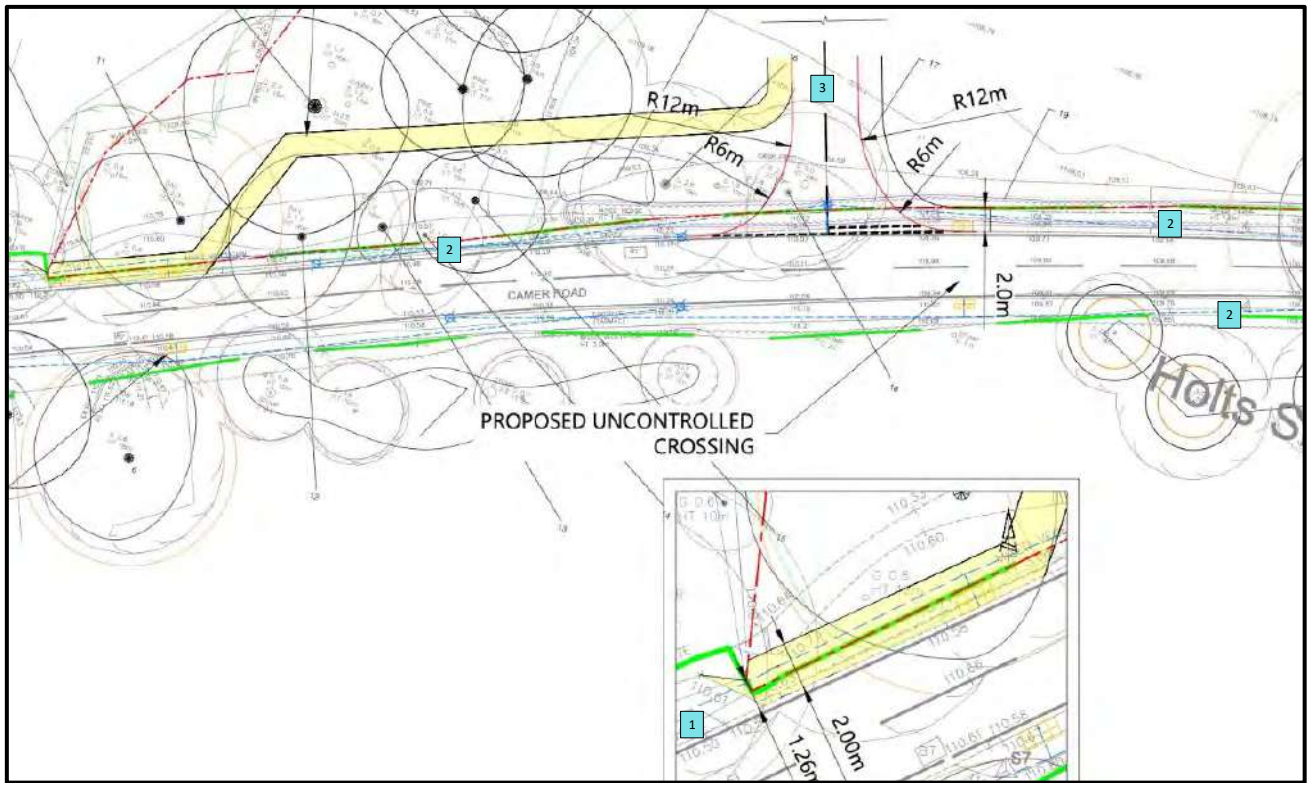
Date: 27.07.25

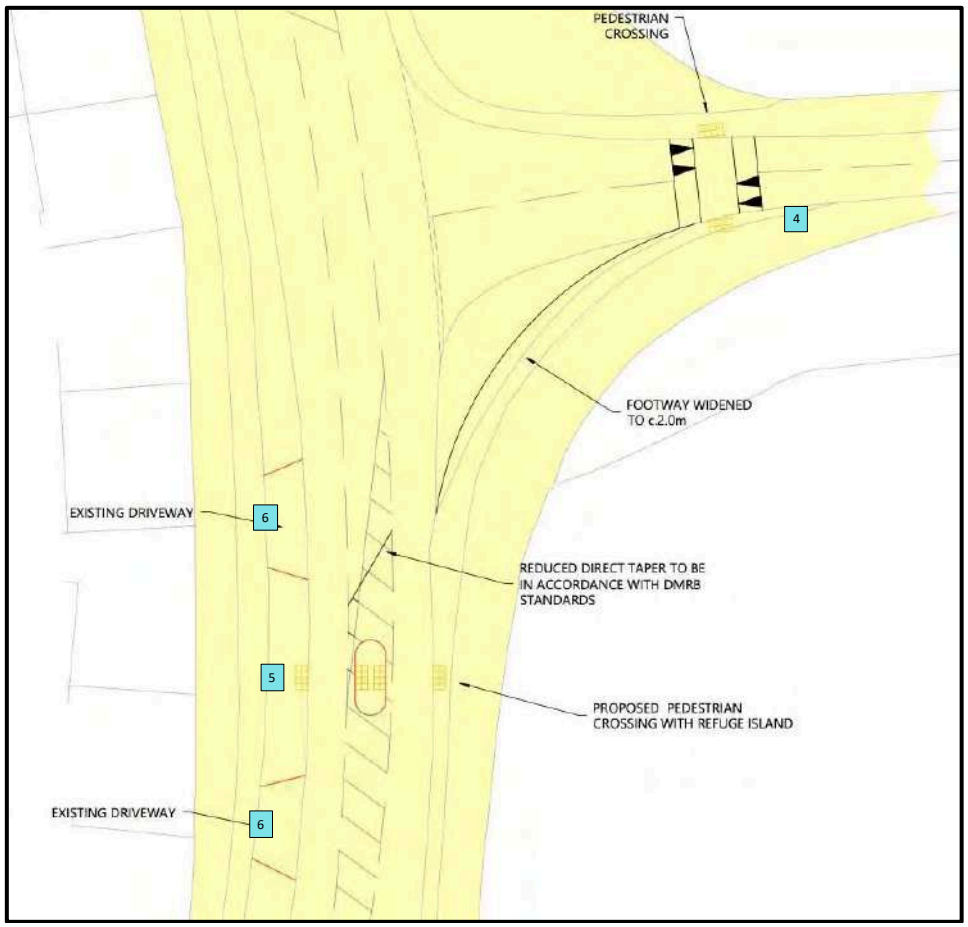
Appendix A Site Location Plan

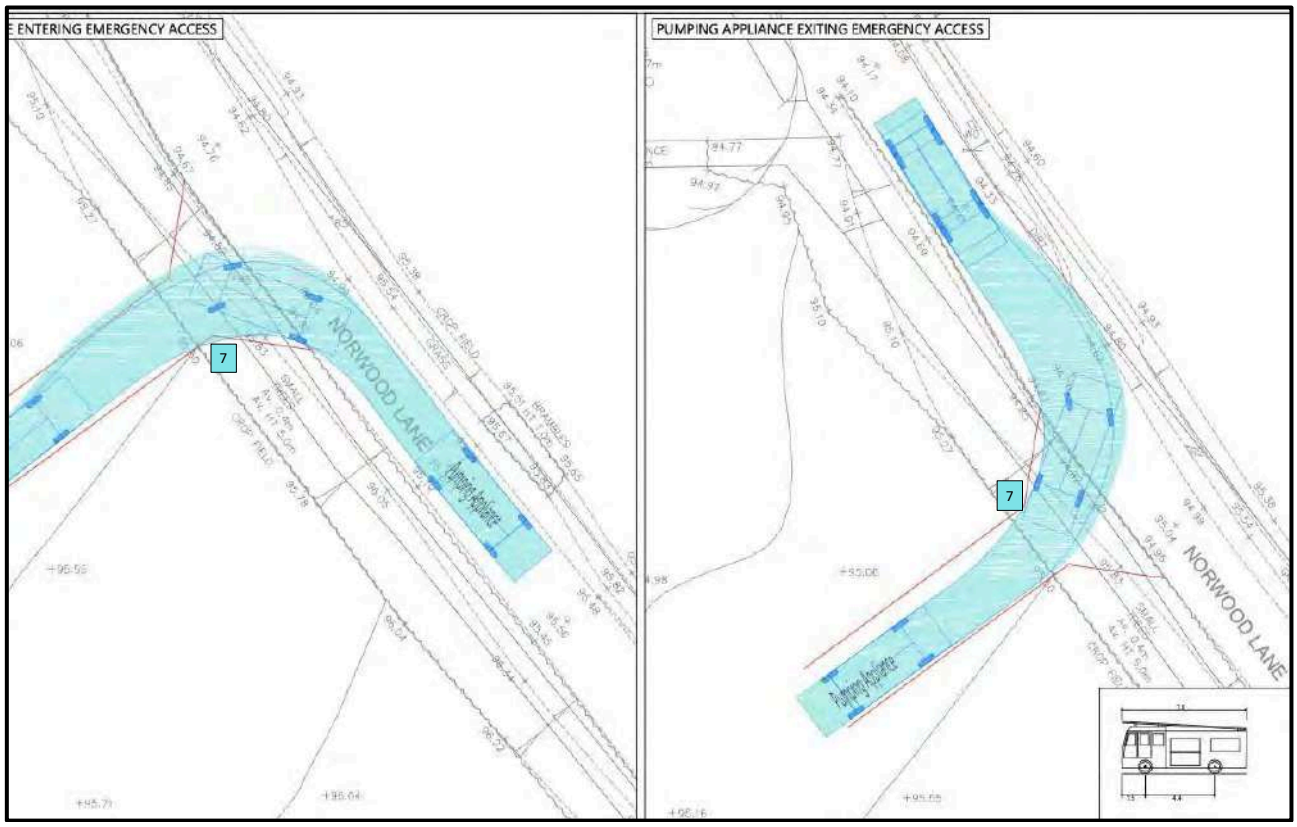
Appendix B Documents provided for Audit

- ITL16459-GA-006 Rev A
  Site Access Arrangement
- ITL16459-GA-007
  Proposed Pedestrian Crossing Improvements
- ITL16459-GA-011 Rev A
  Proposed Access Arrangement
- ITL16459-GA-012
  Emergency Access, Swept Path Analysis – Fire Appliance
- JN/BD/ITL16459-006a
  Norwood Lane, Meopham: Stage 1 Road Safety Audit Brief (25/07/25)
- Traffic flows
- Speed limits, Design speeds, Traffic speeds
- Highway boundary & Site Boundary
- Collision data
- Desire lines

Appendix C Problem Location Plan






E ENTERING EMERGENCY ACCESS
NORWOOD LANE
7
PUMPING APPLIANCE EXITING EMERGENCY ACCESS
NORWOOD LANE
7

DRAWINGS

PROPOSED SITE ACCESS

PROPOSED FOOTWAY

PROPOSED FOOTWAY WIDENING IN PLACE OF EXISTING GRASS VERGE

5.5m

2.0m

R12m

R6m

R12m

R6m

2.0m

CAMER ROAD

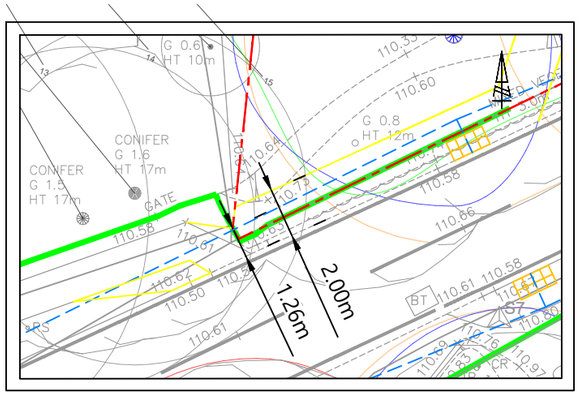
VEGETATION TO BE CUT BACK AS REQUIRED

PROPOSED UNCONTROLLED CROSSING

PROPOSED UNCONTROLLED CROSSING

VEGETATION TO BE CUT BACK AS REQUIRED

Holts Shaw



SCALE BAR @ 1:250

0 1 2 5 10 25

SCALE BAR @ 1:500

0 5 10 25 50

KEY:

- SITE BOUNDARY
- HIGHWAY BOUNDARY
- PROPOSED KERB
- PROPOSED BACK OF FOOTWAY
- PROPOSED ROAD MARKINGS
- PROPOSED TACTILE PAVING
- PROPOSED FOOTWAY
- VISIBILITY SPLAY

i-Transport

33 Queen Street, London, EC4R 1AP

Tel: 0204 531 3660

www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
C	07.08.25	JL	MINOR ADJUSTMENTS	JN	NM
B	05.08.25	JL	MINOR ADJUSTMENTS	JN	NM
A	08.05.25	JN	REVISED FOOTPATH, CROSSING AND VISIBILITY REQUIREMENT (43m)	NM	NM

STATUS: FOR INFORMATION

TITLE: SITE ACCESS ARRANGEMENTS

PROJECT: NORWOOD LANE, MEOPHAM

CLIENT: TAYLOR WIMPEY

DRAWN:	CHECKED:	APPROVED:
TA	JN	JN
PROJECT No:	SCALE @ A3:	DATE:
ITL16459	AS SHOWN	07.03.25

DRAWING No: ITL16459-GA-006

REV: C

L:\ADMIN\CAD Related\Templates\iT - DRAWING.DWG

PROPOSED RAISED PEDESTRIAN CROSSING

FOOTWAY WIDENED TO c.2.0m

VEGETATION TO BE CUT BACK AS REQUIRED

EXISTING DRIVEWAY

REDUCED DIRECT TAPER TO BE IN ACCORDANCE WITH DMRB STANDARDS

PROPOSED PEDESTRIAN CROSSING WITH REFUGE ISLAND

EXISTING DRIVEWAY

SCALE BAR @ 1:250

0 1 2 5 10 25

KEY:

HIGHWAY BOUNDARY

REV	DATE	BY	DESCRIPTION	CHK	APD
B	07.08.2025	JL	MINOR ADJUSTMENTS	JN	NM
A	05.08.2025	JL	MINOR ADJUSTMENTS	JN	NM

CLIENT: TAYLOR WIMPEY

STATUS: FOR INFORMATION

i-Transport

The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB

Tel: 01256 898366

www.i-transport.co.uk

TITLE: PROPOSED PEDESTRIAN CROSSING IMPROVEMENTS

PROJECT: NORWOOD LANE, MEOPHAM

DRAWN:	CHECKED:	APPROVED:
JB	JN	JN

PROJECT No:	SCALE @ A3:	DATE:
ITL16459	1:250	09.06.25

DRAWING No:	REV:
ITL16459-GA-007	B

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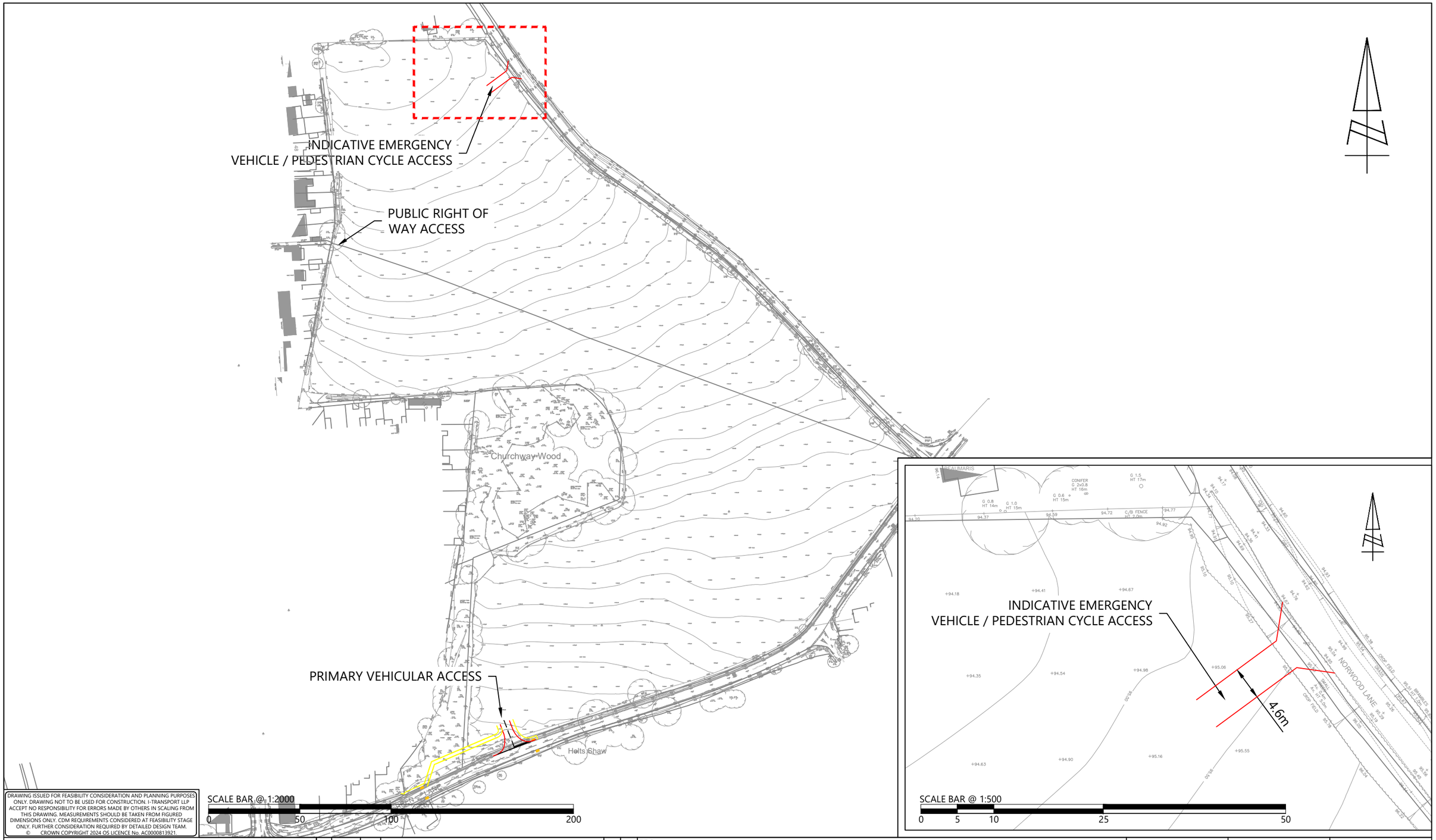

i-Transport
33 Queen Street, London, EC4R 1AP
Tel: 0204 531 3660
www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
B	05.08.25	JL	MINOR AMENDMENTS	JN	NM
A	25.07.25	TA	MINOR AMENDMENTS	JN	NM

STATUS: FOR INFORMATION

TITLE: PROPOSED ACCESS ARRANGEMENTS

PROJECT: NORWOOD LANE, MEOPHAM

CLIENT: TAYLOR WIMPEY

DRAWN:	CHECKED:	APPROVED:
TA	BD	NM
PROJECT No:	SCALE @ A3:	DATE:
ITL16459	AS SHOWN	10.07.25
DRAWING No:		REV:
ITL16459-GA-011		B

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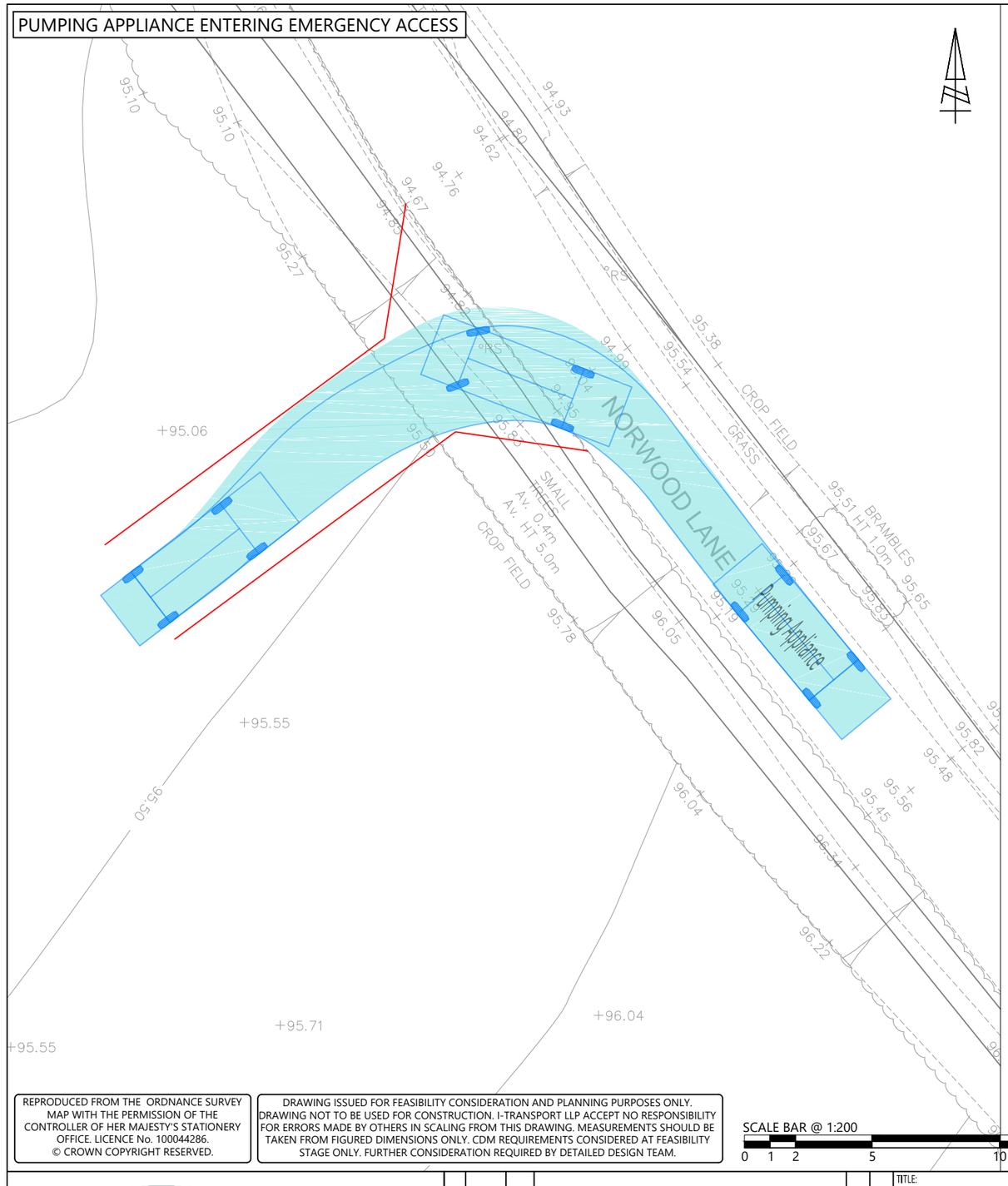
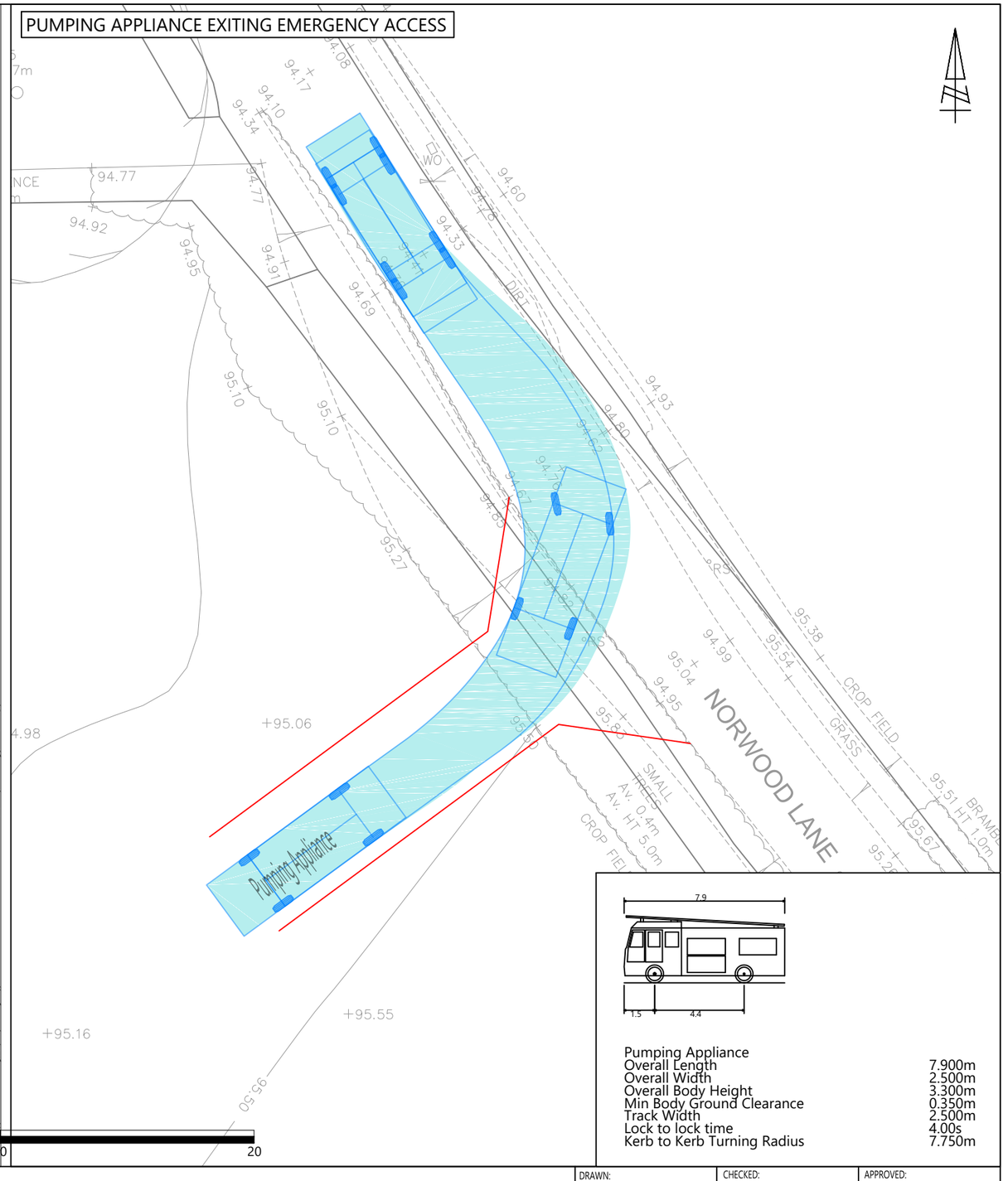
PUMPING APPLIANCE ENTERING EMERGENCY ACCESS



PUMPING APPLIANCE EXITING EMERGENCY ACCESS



Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.350m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPT NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.

SCALE BAR @ 1:200

0 1 2 5 10 20

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85 Gresham Street, London, EC2V 7NQ
Tel: 020 3705 9215
www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
A	05.08.25	JL	MINOR ADJUSTMENTS	JN	NM

STATUS: FOR INFORMATION

TITLE: EMERGENCY ACCESS
SWEPT PATH ANALYSIS - PUMPING APPLIANCE

PROJECT: NORWOOD LANE, MEOPHAM

CLIENT: TAYLOR WIMPEY

DRAWN:	CHECKED:	APPROVED:
TA	JN	NM
PROJECT No:	SCALE @ A3:	DATE:
ITL16459	1:200	25.07.25
DRAWING No:		REV:
ITL16459-GA-012		A

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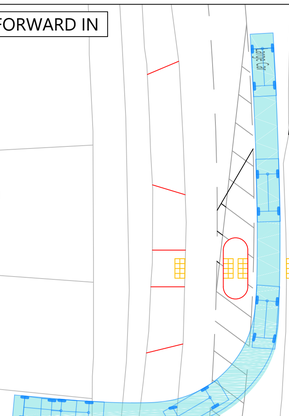
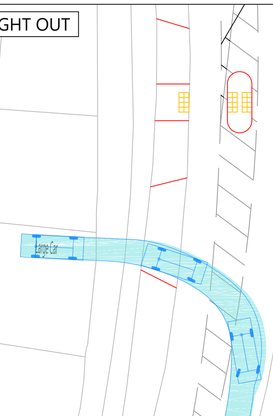
SOUTHERN HOUSE REVERSE IN

SOUTHERN HOUSE FORWARD IN



SOUTHERN HOUSE RIGHT OUT



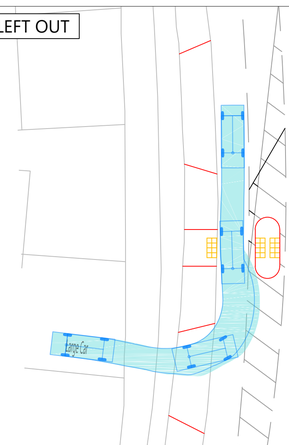
SOUTHERN HOUSE LEFT OUT

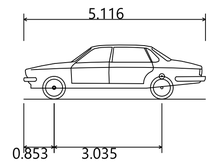
NORTHERN HOUSE REVERSE IN

NORTHERN HOUSE FORWARD IN

NORTHERN HOUSE RIGHT OUT

NORTHERN HOUSE LEFT OUT





Large Car	
Overall Length	5.116m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

i-Transport
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www.i-transport.co.uk

SCALE BAR @ 1:250
0 1 2 5 10 25

REV	DATE	BY	DESCRIPTION	CHK	APD
A	07.08.2025	JN	MINOR ADJUSTMENTS	JN	NM

STATUS: FOR INFORMATION

TITLE: SWEPT PATH ANALYSIS - LARGE CAR
WROTHAM ROAD SOUTHERN DRIVEWAY ACCESSES

PROJECT: NORWOOD LANE, MEOPHAM

CLIENT: TAYLOR WIMPEY

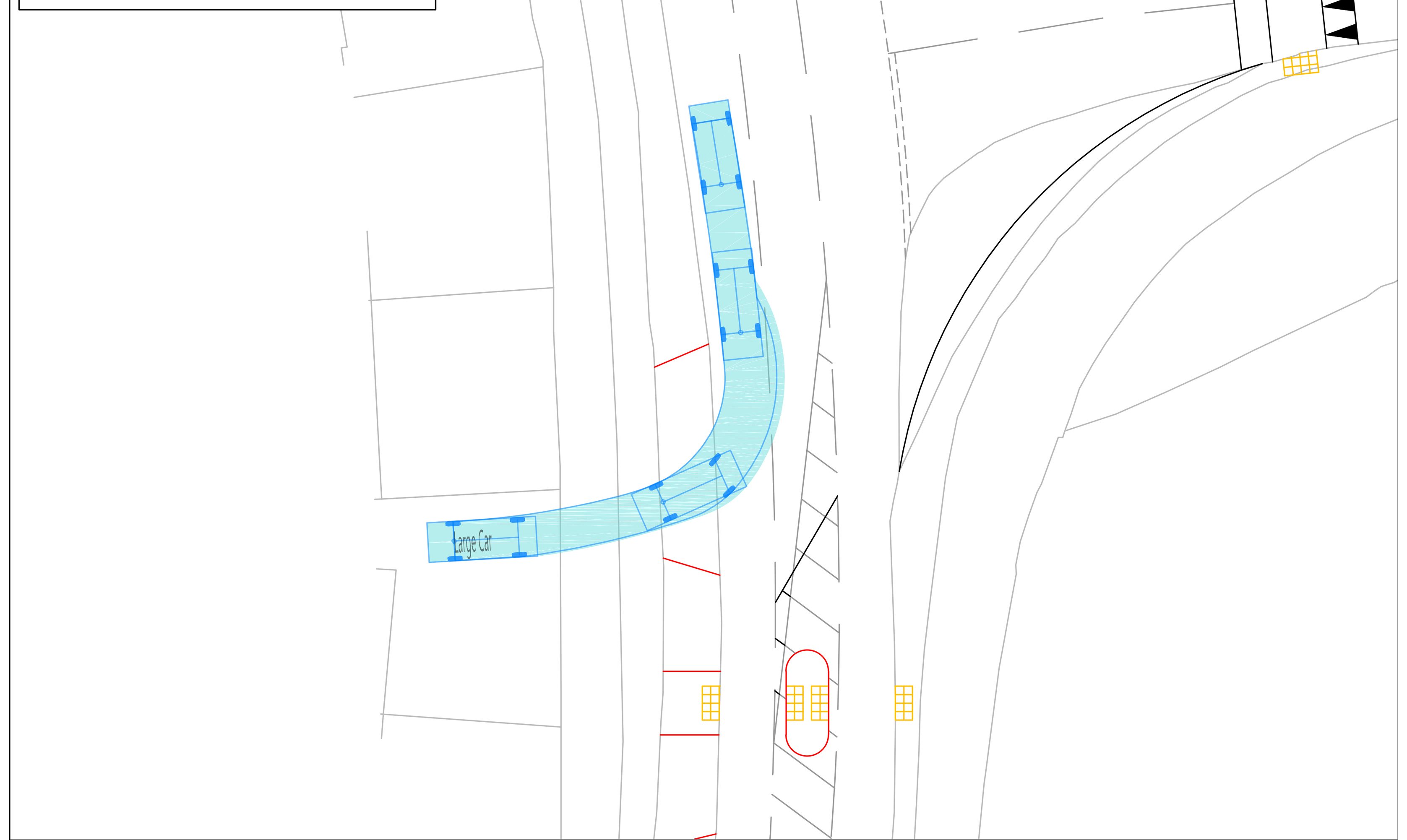
DRAWN:	CHECKED:	APPROVED:
JL	JN	NM
PROJECT No:	SCALE @ A1:	DATE:
ITL16459	SWEPT PA	05.08.2025
DRAWING No:		REV:
ITL16459-GA-013		A

SOUTHERN HOUSE REVERSE IN

SOUTHERN HOUSE FORWARD IN

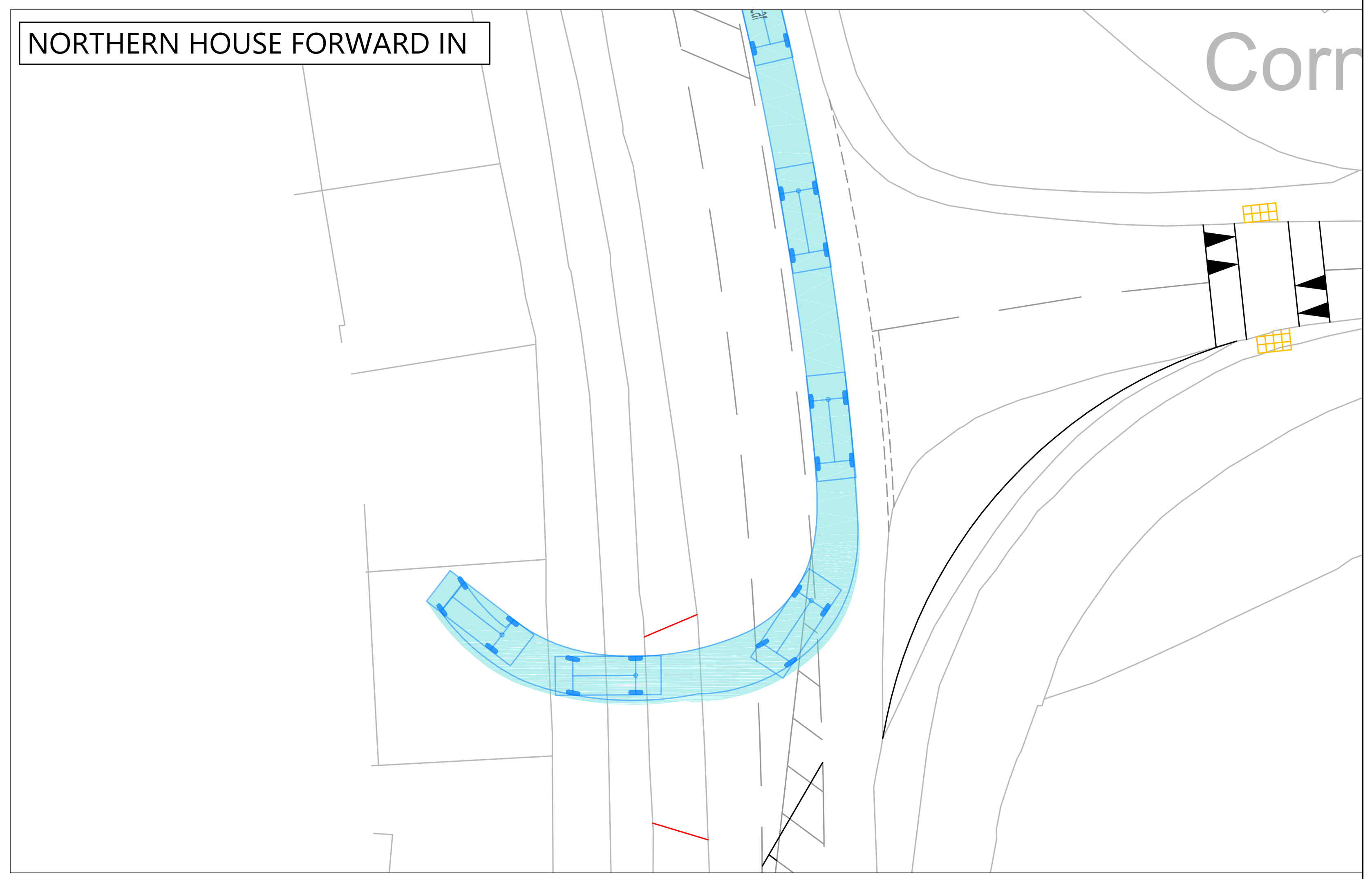
SOUTHERN HOUSE RIGHT OUT

SOUTHERN HOUSE LEFT OUT

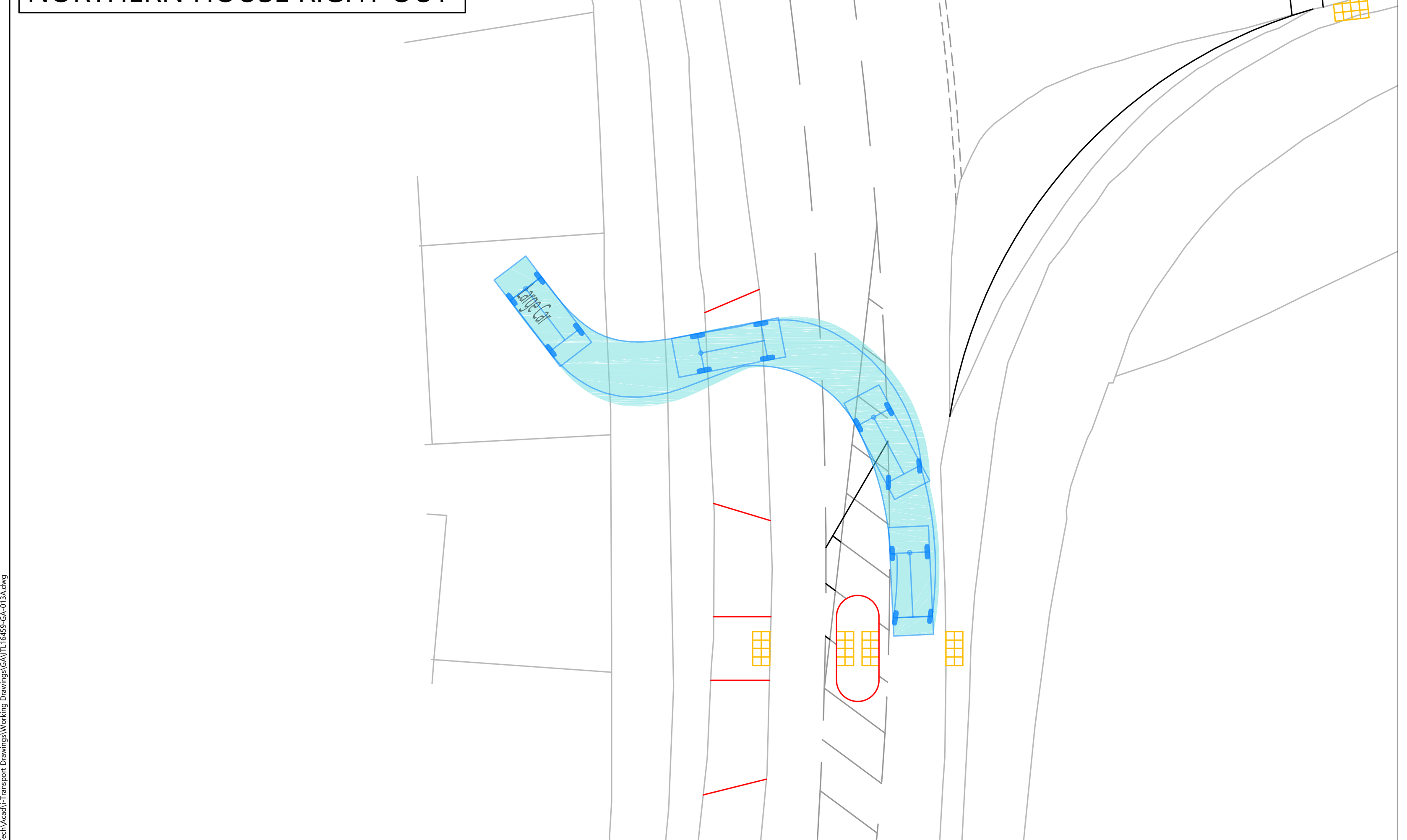


NORTHERN HOUSE REVERSE IN

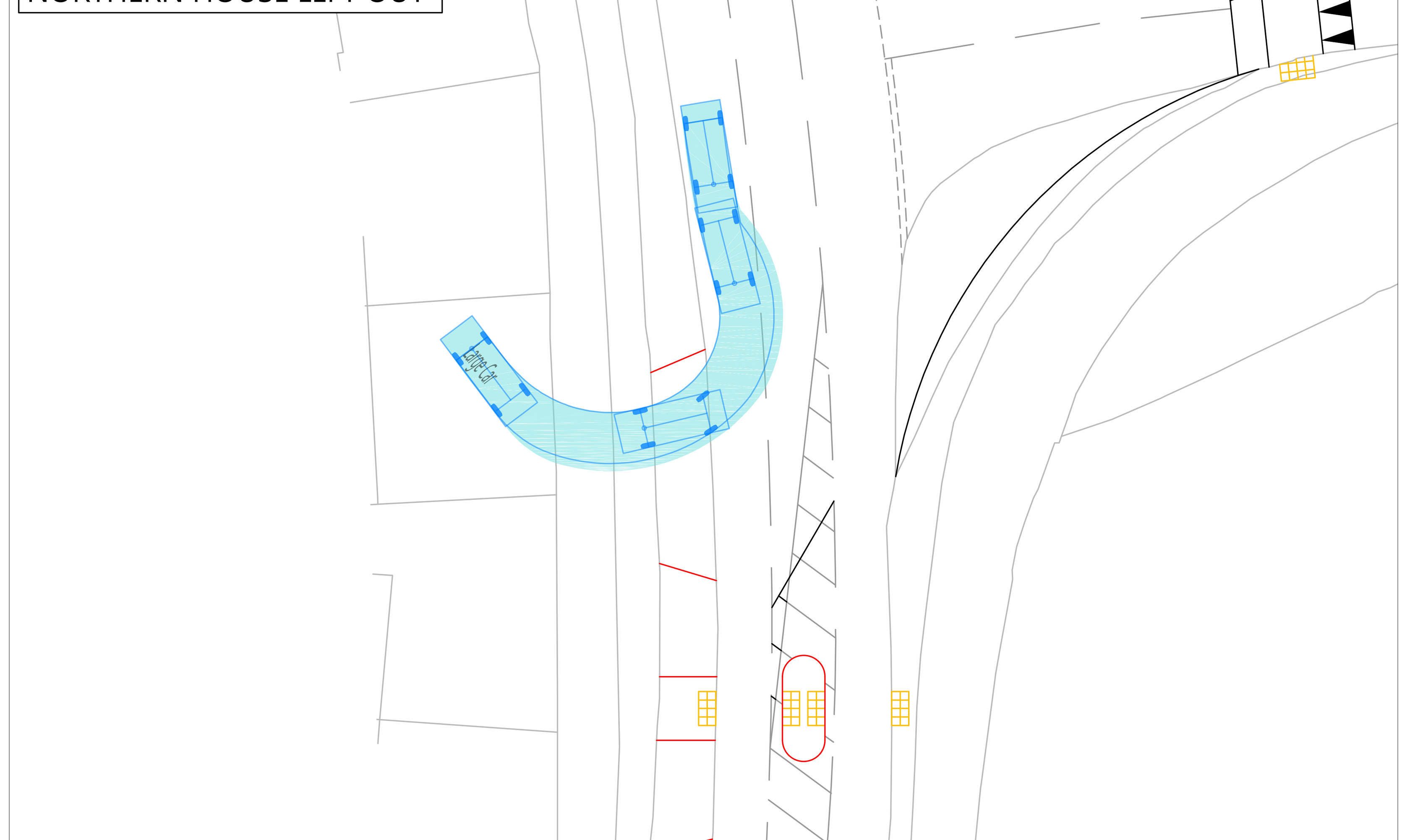
NORTHERN HOUSE FORWARD IN

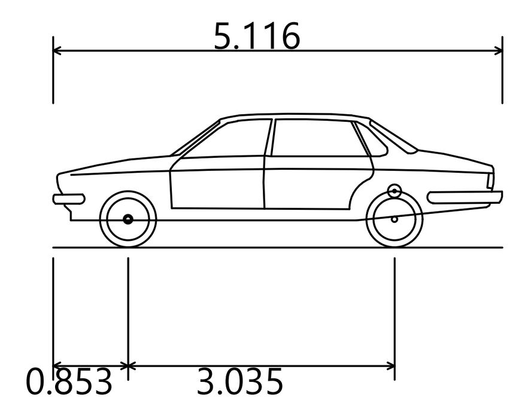


NORTHERN HOUSE RIGHT OUT



NORTHERN HOUSE LEFT OUT





Large Car	
Overall Length	5.116m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

i-Transport

33 Queen Street, London, EC4R 1AP Tel: 0204 531 3660

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SCALE BAR @ 1:250

0 1 2 5 10 25

REV	DATE	BY	DESCRIPTION	CHK	APD
A	07.08.2025	JL	MINOR ADJUSTMENTS	JN	NM

STATUS: FOR INFORMATION

TITLE: SWEPT PATH ANALYSIS - LARGE CAR
WROTHAM ROAD NORTHERN DRIVEWAY ACCESSES

PROJECT: NORWOOD LANE, MEOPHAM

CLIENT: TAYLOR WIMPEY

DRAWN:	CHECKED:	APPROVED:
JL	JN	NM
PROJECT No: ITL16459	SCALE @ A1: SWEPT PA	DATE: 05.08.2025

DRAWING No: ITL16459-GA-014 REV: A

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APPENDIX E. TRICS

Calculation Reference: AUDIT-236602-250207-0222

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	4 days
	EX	ESSEX	1 days
	HC	HAMPSHIRE	5 days
	HF	HERTFORDSHIRE	2 days
	KC	KENT	4 days
	SC	SURREY	2 days
	SP	SOUTHAMPTON	1 days
	WB	WEST BERKSHIRE	1 days
	WS	WEST SUSSEX	5 days
03	SOUTH WEST		
	DC	DORSET	1 days
04	EAST ANGLIA		
	NF	NORFOLK	7 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days
09	NORTH		
	IM	ISLE OF MAN	1 days
11	SCOTLAND		
	AS	ABERDEENSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 106 to 300 (units:)
Range Selected by User: 100 to 300 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 28/06/24

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

Selected survey days:

Monday	6 days
Tuesday	14 days
Wednesday	8 days
Thursday	6 days
Friday	2 days

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

Selected survey types:

Manual count	36 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	35

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

Selected Location Sub Categories:

Residential Zone	33
Village	1
Out of Town	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	8 days - Selected
Servicing vehicles Excluded	37 days - Selected

Secondary Filtering selection:

Use Class:

C3	36 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	9 days
10,001 to 15,000	12 days
15,001 to 20,000	8 days
20,001 to 25,000	4 days

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

Population within 5 miles:

5,001 to 25,000	7 days
25,001 to 50,000	4 days
50,001 to 75,000	4 days
75,001 to 100,000	4 days
100,001 to 125,000	3 days
125,001 to 250,000	11 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	27 days
1.6 to 2.0	3 days

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

Travel Plan:

Yes	28 days
No	8 days

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

PTAL Rating:

No PTAL Present	36 days

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

LIST OF SITES relevant to selection parameters

1 AS-03-A-02 MIXED HOUSES ABERDEENSHIRE
FARROCHIE ROAD
STONEHAVEN

Edge of Town
Residential Zone
Total No of Dwellings: 131
Survey date: WEDNESDAY *20/04/22* *Survey Type: MANUAL*

2 DC-03-A-11 MIXED HOUSES DORSET
A350
SHAFTESBURY

Edge of Town
No Sub Category
Total No of Dwellings: 141
Survey date: TUESDAY *31/10/23* *Survey Type: MANUAL*

3 ES-03-A-03 MIXED HOUSES & FLATS EAST SUSSEX
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

4 ES-03-A-08 MIXED HOUSES & FLATS EAST SUSSEX
WRESTWOOD ROAD
BEXHILL

Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: WEDNESDAY *12/10/22* *Survey Type: MANUAL*

5 ES-03-A-10 MIXED HOUSES & FLATS EAST SUSSEX
WATERGATE
BEXHILL-ON-SEA

Edge of Town
Residential Zone
Total No of Dwellings: 139
Survey date: THURSDAY *28/09/23* *Survey Type: MANUAL*

6 ES-03-A-14 MIXED HOUSES & FLATS EAST SUSSEX
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Total No of Dwellings: 120
Survey date: TUESDAY *30/04/24* *Survey Type: MANUAL*

7 EX-03-A-03 MIXED HOUSES ESSEX
KESTREL GROVE
RAYLEIGH

Edge of Town
Residential Zone
Total No of Dwellings: 123
Survey date: MONDAY *27/09/21* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 HC-03-A-28 MIXED HOUSES & FLATS HAMPSHIRE
EAGLE AVENUE
WATERLOOVILLE
LOVEDEAN
Edge of Town
Residential Zone
Total No of Dwellings: 125
Survey date: MONDAY *08/11/21* *Survey Type: MANUAL*

9 HC-03-A-34 MIXED HOUSES & FLATS HAMPSHIRE
STONEHAM LANE
EASTLEIGH

Edge of Town
Residential Zone
Total No of Dwellings: 243
Survey date: TUESDAY *14/11/23* *Survey Type: MANUAL*

10 HC-03-A-35 MIXED HOUSES & FLATS HAMPSHIRE
EAGLE AVENUE
WATERLOOVILLE
LOVEDEAN
Edge of Town
Residential Zone
Total No of Dwellings: 289
Survey date: TUESDAY *31/10/23* *Survey Type: MANUAL*

11 HC-03-A-36 MIXED HOUSES & FLATS HAMPSHIRE
HAVANT ROAD
EMSWORTH

Edge of Town
Residential Zone
Total No of Dwellings: 145
Survey date: TUESDAY *12/09/23* *Survey Type: MANUAL*

12 HC-03-A-38 MIXED HOUSES & FLATS HAMPSHIRE
CROW LANE
RINGWOOD
CROW
Edge of Town
Residential Zone
Total No of Dwellings: 195
Survey date: WEDNESDAY *26/06/24* *Survey Type: MANUAL*

13 HF-03-A-03 MIXED HOUSES HERTFORDSHIRE
HARE STREET ROAD
BUNTINGFORD

Edge of Town
Residential Zone
Total No of Dwellings: 160
Survey date: MONDAY *08/07/19* *Survey Type: MANUAL*

14 HF-03-A-06 MIXED HOUSES & FLATS HERTFORDSHIRE
A505
ROYSTON

Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date: TUESDAY *28/11/23* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

15 IM-03-A-06 MIXED HOUSES ISLE OF MAN
MOORAGH PROMENADE
RAMSEY

Edge of Town
Residential Zone
Total No of Dwellings: 129
Survey date: THURSDAY *23/05/24* *Survey Type: MANUAL*

16 KC-03-A-04 SEMI-DETACHED & TERRACED KENT
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

17 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

18 KC-03-A-10 MIXED HOUSES KENT
HEADCORN ROAD
STAPLEHURST

Edge of Town
Residential Zone
Total No of Dwellings: 106
Survey date: TUESDAY *09/05/23* *Survey Type: MANUAL*

19 KC-03-A-12 MIXED HOUSES & FLATS KENT
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 186
Survey date: TUESDAY *19/09/23* *Survey Type: MANUAL*

20 NF-03-A-06 MIXED HOUSES NORFOLK
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 275
Survey date: MONDAY *23/09/19* *Survey Type: MANUAL*

21 NF-03-A-30 MIXED HOUSES NORFOLK
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 266
Survey date: THURSDAY *23/09/21* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

22 NF-03-A-33 MIXED HOUSES NORFOLK
LONDON ROAD
ATTLEBOROUGH

Edge of Town
Residential Zone
Total No of Dwellings: 143
Survey date: THURSDAY *29/09/22* *Survey Type: MANUAL*

23 NF-03-A-35 MIXED HOUSES & FLATS NORFOLK
REPTON AVENUE
NORWICH

Edge of Town
Residential Zone
Total No of Dwellings: 116
Survey date: WEDNESDAY *28/09/22* *Survey Type: MANUAL*

24 NF-03-A-39 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

25 NF-03-A-46 MIXED HOUSES & FLATS NORFOLK
BURGH ROAD
AYLSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 300
Survey date: TUESDAY *14/09/21* *Survey Type: MANUAL*

26 NF-03-A-52 MIXED HOUSES NORFOLK
LYNNSPORT WAY
KING'S LYNN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 130
Survey date: TUESDAY *07/11/23* *Survey Type: MANUAL*

27 SC-03-A-05 MIXED HOUSES SURREY
REIGATE ROAD
HORLEY

Edge of Town
Residential Zone
Total No of Dwellings: 207
Survey date: MONDAY *01/04/19* *Survey Type: MANUAL*

28 SC-03-A-12 MIXED HOUSES & FLATS SURREY
AARONS HILL
GODALMING

Edge of Town
Residential Zone
Total No of Dwellings: 252
Survey date: WEDNESDAY *12/06/24* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

29 SP-03-A-02 MIXED HOUSES & FLATS SOUTHAMPTON
BARNFIELD WAY
NEAR SOUTHAMPTON
HEDGE END
Edge of Town
Out of Town
Total No of Dwellings: 250
Survey date: TUESDAY *12/10/21* *Survey Type: MANUAL*

30 ST-03-A-07 DETACHED & SEMI-DETACHED STAFFORDSHIRE
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total No of Dwellings: 248
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

31 WB-03-A-03 MIXED HOUSES WEST BERKSHIRE
DORKING WAY
READING
CALCOT
Edge of Town
Residential Zone
Total No of Dwellings: 108
Survey date: FRIDAY *09/09/22* *Survey Type: MANUAL*

32 WS-03-A-08 MIXED HOUSES WEST SUSSEX
ROUNDSTONE LANE
ANGMERING

Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date: THURSDAY *19/04/18* *Survey Type: MANUAL*

33 WS-03-A-14 MIXED HOUSES WEST SUSSEX
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 117
Survey date: WEDNESDAY *20/10/21* *Survey Type: MANUAL*

34 WS-03-A-22 MIXED HOUSES & FLATS WEST SUSSEX
SHOPWHYKE ROAD
CHICHESTER

Edge of Town
Residential Zone
Total No of Dwellings: 129
Survey date: TUESDAY *19/03/24* *Survey Type: MANUAL*

35 WS-03-A-23 MIXED HOUSES & FLATS WEST SUSSEX
TURNERS HILL ROAD
EAST GRINSTEAD

Edge of Town
Residential Zone
Total No of Dwellings: 197
Survey date: TUESDAY *14/05/24* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

36 WS-03-A-24 MIXED HOUSES WEST SUSSEX
MADGWICK LANE
CHICHESTER
WESTHAMPNETT
Edge of Town
Village
Total No of Dwellings: 300
Survey date: THURSDAY *23/05/24* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SF-03-A-09	COVID 19
SF-03-A-10	COVID 19
WS-03-A-13	COVID 19

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.76

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	36	182	0.077	36	182	0.290	36	182	0.367
08:00 - 09:00	36	182	0.146	36	182	0.367	36	182	0.513
09:00 - 10:00	36	182	0.133	36	182	0.171	36	182	0.304
10:00 - 11:00	36	182	0.117	36	182	0.142	36	182	0.259
11:00 - 12:00	36	182	0.131	36	182	0.141	36	182	0.272
12:00 - 13:00	36	182	0.147	36	182	0.139	36	182	0.286
13:00 - 14:00	36	182	0.151	36	182	0.144	36	182	0.295
14:00 - 15:00	36	182	0.155	36	182	0.172	36	182	0.327
15:00 - 16:00	36	182	0.264	36	182	0.170	36	182	0.434
16:00 - 17:00	36	182	0.276	36	182	0.161	36	182	0.437
17:00 - 18:00	36	182	0.329	36	182	0.153	36	182	0.482
18:00 - 19:00	36	182	0.271	36	182	0.134	36	182	0.405
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.197			2.184			4.381

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

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

Parameter summary

Trip rate parameter range selected:	106 - 300 (units:)
Survey date date range:	01/01/16 - 28/06/24
Number of weekdays (Monday-Friday):	36
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	3

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	36	182	0.002	36	182	0.003	36	182	0.005
08:00 - 09:00	36	182	0.008	36	182	0.007	36	182	0.015
09:00 - 10:00	36	182	0.002	36	182	0.002	36	182	0.004
10:00 - 11:00	36	182	0.002	36	182	0.002	36	182	0.004
11:00 - 12:00	36	182	0.002	36	182	0.002	36	182	0.004
12:00 - 13:00	36	182	0.002	36	182	0.002	36	182	0.004
13:00 - 14:00	36	182	0.002	36	182	0.002	36	182	0.004
14:00 - 15:00	36	182	0.002	36	182	0.002	36	182	0.004
15:00 - 16:00	36	182	0.006	36	182	0.006	36	182	0.012
16:00 - 17:00	36	182	0.004	36	182	0.004	36	182	0.008
17:00 - 18:00	36	182	0.003	36	182	0.003	36	182	0.006
18:00 - 19:00	36	182	0.002	36	182	0.002	36	182	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.037			0.037			0.074

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	36	182	0.002	36	182	0.002	36	182	0.004
08:00 - 09:00	36	182	0.002	36	182	0.002	36	182	0.004
09:00 - 10:00	36	182	0.002	36	182	0.001	36	182	0.003
10:00 - 11:00	36	182	0.002	36	182	0.002	36	182	0.004
11:00 - 12:00	36	182	0.002	36	182	0.002	36	182	0.004
12:00 - 13:00	36	182	0.002	36	182	0.002	36	182	0.004
13:00 - 14:00	36	182	0.001	36	182	0.001	36	182	0.002
14:00 - 15:00	36	182	0.001	36	182	0.002	36	182	0.003
15:00 - 16:00	36	182	0.002	36	182	0.002	36	182	0.004
16:00 - 17:00	36	182	0.001	36	182	0.001	36	182	0.002
17:00 - 18:00	36	182	0.001	36	182	0.000	36	182	0.001
18:00 - 19:00	36	182	0.001	36	182	0.001	36	182	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.018			0.037

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	36	182	0.001	36	182	0.001	36	182	0.002
08:00 - 09:00	36	182	0.001	36	182	0.001	36	182	0.002
09:00 - 10:00	36	182	0.001	36	182	0.001	36	182	0.002
10:00 - 11:00	36	182	0.001	36	182	0.001	36	182	0.002
11:00 - 12:00	36	182	0.001	36	182	0.001	36	182	0.002
12:00 - 13:00	36	182	0.001	36	182	0.001	36	182	0.002
13:00 - 14:00	36	182	0.001	36	182	0.001	36	182	0.002
14:00 - 15:00	36	182	0.001	36	182	0.001	36	182	0.002
15:00 - 16:00	36	182	0.001	36	182	0.001	36	182	0.002
16:00 - 17:00	36	182	0.001	36	182	0.001	36	182	0.002
17:00 - 18:00	36	182	0.001	36	182	0.001	36	182	0.002
18:00 - 19:00	36	182	0.000	36	182	0.000	36	182	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	36	182	0.003	36	182	0.010	36	182	0.013
08:00 - 09:00	36	182	0.005	36	182	0.019	36	182	0.024
09:00 - 10:00	36	182	0.002	36	182	0.003	36	182	0.005
10:00 - 11:00	36	182	0.002	36	182	0.003	36	182	0.005
11:00 - 12:00	36	182	0.002	36	182	0.002	36	182	0.004
12:00 - 13:00	36	182	0.003	36	182	0.003	36	182	0.006
13:00 - 14:00	36	182	0.003	36	182	0.002	36	182	0.005
14:00 - 15:00	36	182	0.004	36	182	0.004	36	182	0.008
15:00 - 16:00	36	182	0.011	36	182	0.006	36	182	0.017
16:00 - 17:00	36	182	0.014	36	182	0.008	36	182	0.022
17:00 - 18:00	36	182	0.012	36	182	0.007	36	182	0.019
18:00 - 19:00	36	182	0.008	36	182	0.005	36	182	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.069			0.072			0.141

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	36	182	0.089	36	182	0.426	36	182	0.515
08:00 - 09:00	36	182	0.178	36	182	0.625	36	182	0.803
09:00 - 10:00	36	182	0.168	36	182	0.245	36	182	0.413
10:00 - 11:00	36	182	0.151	36	182	0.202	36	182	0.353
11:00 - 12:00	36	182	0.174	36	182	0.197	36	182	0.371
12:00 - 13:00	36	182	0.204	36	182	0.189	36	182	0.393
13:00 - 14:00	36	182	0.208	36	182	0.196	36	182	0.404
14:00 - 15:00	36	182	0.211	36	182	0.234	36	182	0.445
15:00 - 16:00	36	182	0.459	36	182	0.240	36	182	0.699
16:00 - 17:00	36	182	0.447	36	182	0.228	36	182	0.675
17:00 - 18:00	36	182	0.503	36	182	0.217	36	182	0.720
18:00 - 19:00	36	182	0.398	36	182	0.202	36	182	0.600
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.190			3.201			6.391

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	36	182	0.017	36	182	0.039	36	182	0.056
08:00 - 09:00	36	182	0.042	36	182	0.110	36	182	0.152
09:00 - 10:00	36	182	0.037	36	182	0.034	36	182	0.071
10:00 - 11:00	36	182	0.020	36	182	0.023	36	182	0.043
11:00 - 12:00	36	182	0.025	36	182	0.028	36	182	0.053
12:00 - 13:00	36	182	0.031	36	182	0.026	36	182	0.057
13:00 - 14:00	36	182	0.026	36	182	0.027	36	182	0.053
14:00 - 15:00	36	182	0.028	36	182	0.031	36	182	0.059
15:00 - 16:00	36	182	0.094	36	182	0.048	36	182	0.142
16:00 - 17:00	36	182	0.065	36	182	0.036	36	182	0.101
17:00 - 18:00	36	182	0.046	36	182	0.035	36	182	0.081
18:00 - 19:00	36	182	0.039	36	182	0.037	36	182	0.076
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.470			0.474			0.944

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	36	182	0.001	36	182	0.017	36	182	0.018
08:00 - 09:00	36	182	0.004	36	182	0.031	36	182	0.035
09:00 - 10:00	36	182	0.002	36	182	0.007	36	182	0.009
10:00 - 11:00	36	182	0.002	36	182	0.004	36	182	0.006
11:00 - 12:00	36	182	0.004	36	182	0.004	36	182	0.008
12:00 - 13:00	36	182	0.003	36	182	0.002	36	182	0.005
13:00 - 14:00	36	182	0.005	36	182	0.004	36	182	0.009
14:00 - 15:00	36	182	0.005	36	182	0.004	36	182	0.009
15:00 - 16:00	36	182	0.027	36	182	0.006	36	182	0.033
16:00 - 17:00	36	182	0.016	36	182	0.004	36	182	0.020
17:00 - 18:00	36	182	0.010	36	182	0.002	36	182	0.012
18:00 - 19:00	36	182	0.008	36	182	0.003	36	182	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.087			0.088			0.175

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	36	182	0.000	36	182	0.010	36	182	0.010
08:00 - 09:00	36	182	0.000	36	182	0.009	36	182	0.009
09:00 - 10:00	36	182	0.000	36	182	0.002	36	182	0.002
10:00 - 11:00	36	182	0.000	36	182	0.002	36	182	0.002
11:00 - 12:00	36	182	0.000	36	182	0.000	36	182	0.000
12:00 - 13:00	36	182	0.000	36	182	0.001	36	182	0.001
13:00 - 14:00	36	182	0.001	36	182	0.001	36	182	0.002
14:00 - 15:00	36	182	0.001	36	182	0.001	36	182	0.002
15:00 - 16:00	36	182	0.002	36	182	0.000	36	182	0.002
16:00 - 17:00	36	182	0.003	36	182	0.000	36	182	0.003
17:00 - 18:00	36	182	0.005	36	182	0.000	36	182	0.005
18:00 - 19:00	36	182	0.007	36	182	0.000	36	182	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.026			0.045

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	36	182	0.000	36	182	0.000	36	182	0.000
08:00 - 09:00	36	182	0.000	36	182	0.002	36	182	0.002
09:00 - 10:00	36	182	0.000	36	182	0.000	36	182	0.000
10:00 - 11:00	36	182	0.000	36	182	0.000	36	182	0.000
11:00 - 12:00	36	182	0.000	36	182	0.000	36	182	0.000
12:00 - 13:00	36	182	0.000	36	182	0.000	36	182	0.000
13:00 - 14:00	36	182	0.000	36	182	0.000	36	182	0.000
14:00 - 15:00	36	182	0.000	36	182	0.000	36	182	0.000
15:00 - 16:00	36	182	0.002	36	182	0.000	36	182	0.002
16:00 - 17:00	36	182	0.000	36	182	0.000	36	182	0.000
17:00 - 18:00	36	182	0.000	36	182	0.000	36	182	0.000
18:00 - 19:00	36	182	0.000	36	182	0.000	36	182	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	36	182	0.001	36	182	0.027	36	182	0.028
08:00 - 09:00	36	182	0.004	36	182	0.042	36	182	0.046
09:00 - 10:00	36	182	0.002	36	182	0.009	36	182	0.011
10:00 - 11:00	36	182	0.002	36	182	0.005	36	182	0.007
11:00 - 12:00	36	182	0.004	36	182	0.005	36	182	0.009
12:00 - 13:00	36	182	0.003	36	182	0.004	36	182	0.007
13:00 - 14:00	36	182	0.006	36	182	0.004	36	182	0.010
14:00 - 15:00	36	182	0.005	36	182	0.005	36	182	0.010
15:00 - 16:00	36	182	0.031	36	182	0.006	36	182	0.037
16:00 - 17:00	36	182	0.019	36	182	0.004	36	182	0.023
17:00 - 18:00	36	182	0.016	36	182	0.002	36	182	0.018
18:00 - 19:00	36	182	0.015	36	182	0.003	36	182	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.108			0.116			0.224

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.76

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	36	182	0.109	36	182	0.503	36	182	0.612
08:00 - 09:00	36	182	0.230	36	182	0.795	36	182	1.025
09:00 - 10:00	36	182	0.208	36	182	0.291	36	182	0.499
10:00 - 11:00	36	182	0.175	36	182	0.233	36	182	0.408
11:00 - 12:00	36	182	0.205	36	182	0.232	36	182	0.437
12:00 - 13:00	36	182	0.241	36	182	0.222	36	182	0.463
13:00 - 14:00	36	182	0.243	36	182	0.229	36	182	0.472
14:00 - 15:00	36	182	0.248	36	182	0.274	36	182	0.522
15:00 - 16:00	36	182	0.596	36	182	0.300	36	182	0.896
16:00 - 17:00	36	182	0.545	36	182	0.276	36	182	0.821
17:00 - 18:00	36	182	0.577	36	182	0.261	36	182	0.838
18:00 - 19:00	36	182	0.459	36	182	0.247	36	182	0.706
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.836			3.863			7.699

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	36	182	0.061	36	182	0.251	36	182	0.312
08:00 - 09:00	36	182	0.121	36	182	0.330	36	182	0.451
09:00 - 10:00	36	182	0.108	36	182	0.147	36	182	0.255
10:00 - 11:00	36	182	0.092	36	182	0.118	36	182	0.210
11:00 - 12:00	36	182	0.105	36	182	0.115	36	182	0.220
12:00 - 13:00	36	182	0.118	36	182	0.112	36	182	0.230
13:00 - 14:00	36	182	0.124	36	182	0.114	36	182	0.238
14:00 - 15:00	36	182	0.133	36	182	0.148	36	182	0.281
15:00 - 16:00	36	182	0.236	36	182	0.142	36	182	0.378
16:00 - 17:00	36	182	0.242	36	182	0.139	36	182	0.381
17:00 - 18:00	36	182	0.290	36	182	0.135	36	182	0.425
18:00 - 19:00	36	182	0.248	36	182	0.119	36	182	0.367
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.878			1.870			3.748

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	36	182	0.011	36	182	0.032	36	182	0.043
08:00 - 09:00	36	182	0.015	36	182	0.025	36	182	0.040
09:00 - 10:00	36	182	0.019	36	182	0.019	36	182	0.038
10:00 - 11:00	36	182	0.019	36	182	0.018	36	182	0.037
11:00 - 12:00	36	182	0.020	36	182	0.020	36	182	0.040
12:00 - 13:00	36	182	0.021	36	182	0.019	36	182	0.040
13:00 - 14:00	36	182	0.022	36	182	0.024	36	182	0.046
14:00 - 15:00	36	182	0.016	36	182	0.018	36	182	0.034
15:00 - 16:00	36	182	0.018	36	182	0.018	36	182	0.036
16:00 - 17:00	36	182	0.024	36	182	0.014	36	182	0.038
17:00 - 18:00	36	182	0.030	36	182	0.013	36	182	0.043
18:00 - 19:00	36	182	0.018	36	182	0.010	36	182	0.028
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.233			0.230			0.463

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	36	182	0.000	36	182	0.002	36	182	0.002
08:00 - 09:00	36	182	0.001	36	182	0.002	36	182	0.003
09:00 - 10:00	36	182	0.000	36	182	0.001	36	182	0.001
10:00 - 11:00	36	182	0.001	36	182	0.001	36	182	0.002
11:00 - 12:00	36	182	0.001	36	182	0.001	36	182	0.002
12:00 - 13:00	36	182	0.002	36	182	0.002	36	182	0.004
13:00 - 14:00	36	182	0.002	36	182	0.001	36	182	0.003
14:00 - 15:00	36	182	0.002	36	182	0.001	36	182	0.003
15:00 - 16:00	36	182	0.002	36	182	0.002	36	182	0.004
16:00 - 17:00	36	182	0.004	36	182	0.002	36	182	0.006
17:00 - 18:00	36	182	0.004	36	182	0.001	36	182	0.005
18:00 - 19:00	36	182	0.002	36	182	0.002	36	182	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.018			0.039

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

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

APPENDIX F. Distribution and Assignment

Norwwod Lane, Meopham - Distribution

Purpose	AM	PM	Two-Way	
Work	56%	43%	40	29
Employers Business	8%	7%	5	4
Education	14%	7%	10	4
Shopping	11%	15%	8	10
Personal Business	6%	8%	4	6
Recreation/Social	3%	7%	2	5
Visiting Friends and Relatives	1%	10%	1	7
Holiday/Day Trip	2%	3%	1	2
Total	100.0%	100.0%	85.7%	93.4%

Vision

Purpose	AM	PM
Work	64.8%	45.7%
Employers Business	8.8%	7.1%
Education		
Shopping	12.5%	16.4%
Personal Business	7.0%	8.8%
Recreation/Social	3.1%	8.0%
Visiting Friends and Relatives	1.6%	10.8%
Holiday/Day Trip	2.2%	3.2%
Total	100.0%	100.0%

Vision

Purpose	AM	PM
Work	64.8%	45.7%
Employers Business	8.8%	7.1%
Education		
Shopping	12.5%	16.4%
Personal Business	7.0%	8.8%
Recreation/Social	3.1%	8.0%
Visiting Friends and Relatives	1.6%	10.8%
Holiday/Day Trip	2.2%	3.2%
Total	100.0%	100.0%

Employment

	AM	PM	
Work	55.6%	42.7%	
Employers Business	7.5%	6.7%	
Total Employment	63.1%	49.4%	
Zone	Zone Split	AM	PM
A - North. Gravesend	37.1%	23.4%	18.3%
B1 - East, A2 West Entry	4.5%	2.8%	2.2%
B2 - East - A2 East Entry	19.4%	12.2%	9.6%
C - South - M20	19.6%	12.3%	9.7%
D - West - Longfield/New Barn/Hartley	4.4%	2.8%	2.2%
Local	15.1%	9.5%	7.4%

Vision	AM	PM
Work	64.8%	45.7%
Employers Business	8.8%	7.1%
Total Employment	73.6%	52.8%
Zone	AM	PM
A - North. Gravesend	27.3%	19.6%
B1 - East, A2 West Entry	3.3%	2.4%
B2 - East - A2 East Entry	14.2%	10.2%
C - South - M20	14.4%	10.3%
D - West - Longfield/New Barn/Hartley	3.3%	2.3%
Local	11.1%	8.0%

Vision	AM	PM
Work	64.8%	45.7%
Employers Business	8.8%	7.1%
Total Employment	73.6%	52.8%
Zone Split	Zone	
33.8%	A - North. Gravesend	24.9% 17.9%
5.0%	B1 - East, A2 West Entry	3.7% 2.6%
20.2%	B2 - East - A2 East Entry	14.9% 10.7%
20.8%	C - South - M20	15.3% 11.0%
3.4%	D - West - Longfield/New Barn/Hartley	2.5% 1.8%
16.7%	Local	12.3% 8.8%

Education:

	AM	PM
Total	14.3%	6.6%

Vision

Vision

Primary:	50%	AM	PM	Zone
Culverstone Primary School (4.3km)	5%	0.7%	0.3%	C
Langafel CofE Primary School (4.2km)	5%	0.7%	0.3%	D
Meopham Primary School (0.6km)	15%	2.1%	1.0%	Local
Istead Rise Primary School (3.7km)	10%	1.4%	0.7%	A
Cobham Primary School (3.4km)	15%	2.1%	1.0%	B1

Primary:
Culverstone Primary School (4.3km)
Langafel CofE Primary School (4.2km)
Meopham Primary School (0.6km)
Istead Rise Primary School (3.7km)
Cobham Primary School (3.4km)

Primary:
Culverstone Primary School (4.3km)
Langafel CofE Primary School (4.2km)
Meopham Primary School (0.6km)
Istead Rise Primary School (3.7km)
Cobham Primary School (3.4km)

Secondary:	50%	AM	PM	Zone
Meopham Secondary School (1.5km)	20%	2.9%	1.3%	C
Longfield Academy (5.0km)	20%	2.9%	1.3%	D
Thamesview School (7.9km)	10%	1.4%	0.7%	B1

Secondary:
Meopham Secondary School (1.5km)
Longfield Academy (5.0km)
Thamesview School (7.9km)

Secondary:
Meopham Secondary School (1.5km)
Longfield Academy (5.0km)
Thamesview School (7.9km)

Zone	AM	PM
A - North. Gravesend	1.4%	0.7%
B1 - East, A2 West Entry	3.6%	1.6%
B2 - East - A2 East Entry	0.0%	0.0%
C - South - M20	3.6%	1.6%
D - West - Longfield/New Barn/Hartley	3.6%	1.6%
Local	2.1%	1.0%
Total	14.3%	6.6%

Zone	AM	PM
A - North. Gravesend	0%	0%
B1 - East, A2 West Entry	0%	0%
B2 - East - A2 East Entry	0%	0%
C - South - M20	0%	0%
D - West - Longfield/New Barn/Hartley	0%	0%
Local	0%	0%
Total	0%	0%

Zone	AM	PM
A - North. Gravesend	0%	0%
B1 - East, A2 West Entry	0%	0%
B2 - East - A2 East Entry	0%	0%
C - South - M20	0%	0%
D - West - Longfield/New Barn/Hartley	0%	0%
Local	0%	0%
Total	0%	0%

Shopping:

	AM	PM
Total	10.7%	15.4%

Vision	AM	PM
	12.5%	16.4%

Vision	AM	PM
	12.5%	16.4%

Food:	50%	AM	PM	Zone
Waitrose - Longfield	10%	1.1%	1.5%	D
Gravesend near A2	15%	1.6%	2.3%	A
Gravesend Central	5%	0.5%	0.8%	A
Rochester	10%	1.1%	1.5%	B2
Meopham Tesco	5%	0.5%	0.8%	Local
Meopham Morrisons	5%	0.5%	0.8%	Local

Food:	AM	PM	Zone
Waitrose - Longfield	1.2%	1.6%	D
Gravesend near A2	1.9%	2.5%	A
Gravesend Central	0.6%	0.8%	A
Rochester	1.2%	1.6%	B2
Meopham Tesco	0.6%	0.8%	Local
Meopham Morrisons	0.6%	0.8%	Local

Food:	AM	PM	Zone
Waitrose - Longfield	1.2%	1.6%	D
Gravesend near A2	1.9%	2.5%	A
Gravesend Central	0.6%	0.8%	A
Rochester	1.2%	1.6%	B2
Meopham Tesco	0.6%	0.8%	Local
Meopham Morrisons	0.6%	0.8%	Local

Non-Food:	50%	AM	PM	Zone
Gravesend	15%	1.6%	2.3%	A
Dartford	5%	0.5%	0.8%	A
Rochester	10%	1.1%	1.5%	B2
Maidstone	5%	0.5%	0.8%	C
Hook Green Local Shops	5%	0.5%	0.8%	Local
Meopham Local Shops South	5%	0.5%	0.8%	C
Sole Street Local Shops	5%	0.5%	0.8%	B2

Non-Food:	AM	PM	Zone
Gravesend	1.9%	2.5%	A
Dartford	0.6%	0.8%	A
Rochester	1.2%	1.6%	B2
Maidstone	0.6%	0.8%	C
Hook Green Local Shops	0.6%	0.8%	Local
Meopham Local Shops South	0.6%	0.8%	C
Sole Street Local Shops	0.6%	0.8%	B2

Non-Food:	AM	PM	Zone
Gravesend	1.9%	2.5%	A
Dartford	0.6%	0.8%	A
Rochester	1.2%	1.6%	B2
Maidstone	0.6%	0.8%	C
Hook Green Local Shops	0.6%	0.8%	Local
Meopham Local Shops South	0.6%	0.8%	C
Sole Street Local Shops	0.6%	0.8%	B2

Zone	AM	PM
A - North. Gravesend	4.3%	6.1%
B1 - East, A2 West Entry	0.0%	0.0%
B2 - East - A2 East Entry	2.7%	3.8%
C - South - M20	1.1%	1.5%
D - West - Longfield/New Barn/Hartley	1.1%	1.5%
Local	1.6%	2.3%
Total	10.7%	15.4%

Zone	AM	PM
A - North. Gravesend	5.0%	6.6%
B1 - East, A2 West Entry	0.0%	0.0%
B2 - East - A2 East Entry	3.1%	4.1%
C - South - M20	1.2%	1.6%
D - West - Longfield/New Barn/Hartley	1.2%	1.6%
Local	1.9%	2.5%
Total	12.5%	16.4%

Zone	AM	PM
A - North. Gravesend	5.0%	6.6%
B1 - East, A2 West Entry	0.0%	0.0%
B2 - East - A2 East Entry	3.1%	4.1%
C - South - M20	1.2%	1.6%
D - West - Longfield/New Barn/Hartley	1.2%	1.6%
Local	1.9%	2.5%
Total	12.5%	16.4%

Leisure/Other:

	AM	PM
Total	12.0%	28.7%

Vision	AM	PM
	14.0%	30.7%

Vision	AM	PM
	14.0%	30.7%

Destination	Split	AM	PM	Zone
Meopham Leisure Centre	10%	1%	3%	C
Local Trips - Meopham and Sole Street	10%	1%	3%	Local
Istead Rise	5%	1%	1%	A
Gravesend	20%	2%	6%	A
Dartford	5%	1%	1%	A
Rochester	20%	2%	6%	B2
Maidstone	5%	1%	1%	C
Sevenoaks	5%	1%	1%	C
London	20%	2%	6%	A

Destination	AM	PM	Zone
Meopham Leisure Centre	1%	3%	C
Local Trips - Meopham and Sole Street	1%	3%	Local
Istead Rise	1%	2%	A
Gravesend	3%	6%	A
Dartford	1%	2%	A
Rochester	3%	6%	B2
Maidstone	1%	2%	C
Sevenoaks	1%	2%	C
London	3%	6%	A

Destination	AM	PM	Zone
Meopham Leisure Centre	1%	3%	C
Local Trips - Meopham and Sole Street	1%	3%	Local
Istead Rise	1%	2%	A
Gravesend	3%	6%	A
Dartford	1%	2%	A
Rochester	3%	6%	B2
Maidstone	1%	2%	C
Sevenoaks	1%	2%	C
London	3%	6%	A

Zone	AM	PM
A - North. Gravesend	6.0%	14.4%
B1 - East, A2 West Entry	0.0%	0.0%
B2 - East - A2 East Entry	2.4%	5.7%
C - South - M20	2.4%	5.7%
D - West - Longfield/New Barn/Hartley	0.0%	0.0%
Local	1.2%	2.9%
Total	12.0%	28.7%

Zone	AM	PM
A - North. Gravesend	7.0%	15.4%
B1 - East, A2 West Entry	0.0%	0.0%
B2 - East - A2 East Entry	2.8%	6.1%
C - South - M20	2.8%	6.1%
D - West - Longfield/New Barn/Hartley	0.0%	0.0%
Local	1.4%	3.1%
Total	14.0%	30.7%

Zone	AM	PM
A - North. Gravesend	7.0%	15.4%
B1 - East, A2 West Entry	0.0%	0.0%
B2 - East - A2 East Entry	2.8%	6.1%
C - South - M20	2.8%	6.1%
D - West - Longfield/New Barn/Hartley	0.0%	0.0%
Local	1.4%	3.1%
Total	14.0%	30.7%

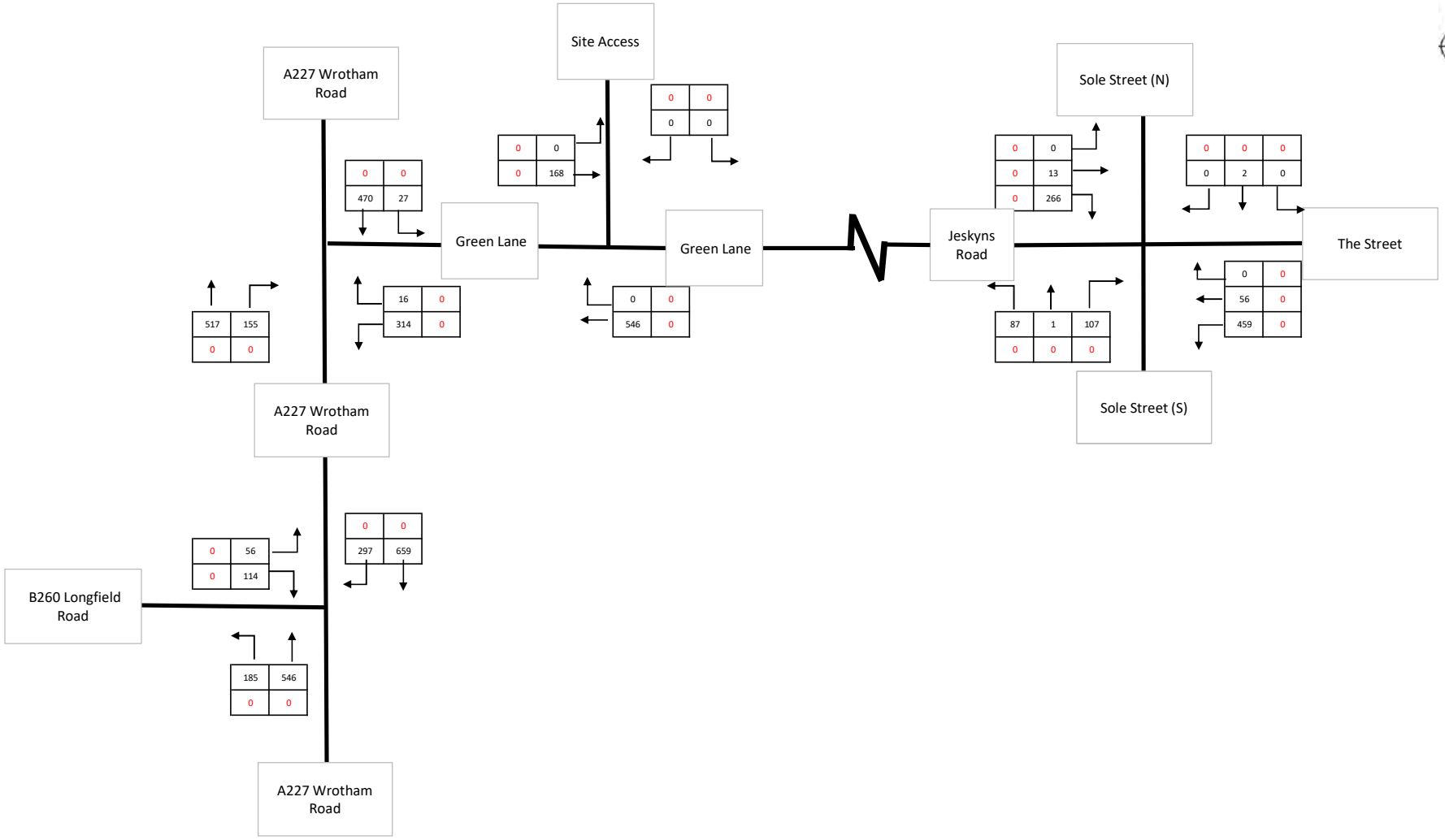
Total:

Zone	AM	PM
A - North. Gravesend	35.1%	39.5%
B1 - East, A2 West Entry	6.4%	3.9%
B2 - East - A2 East Entry	17.3%	19.1%
C - South - M20	19.4%	18.6%
D - West - Longfield/New Barn/Hartley	7.4%	5.4%
Local	14.5%	13.6%
Total	100.0%	100.0%

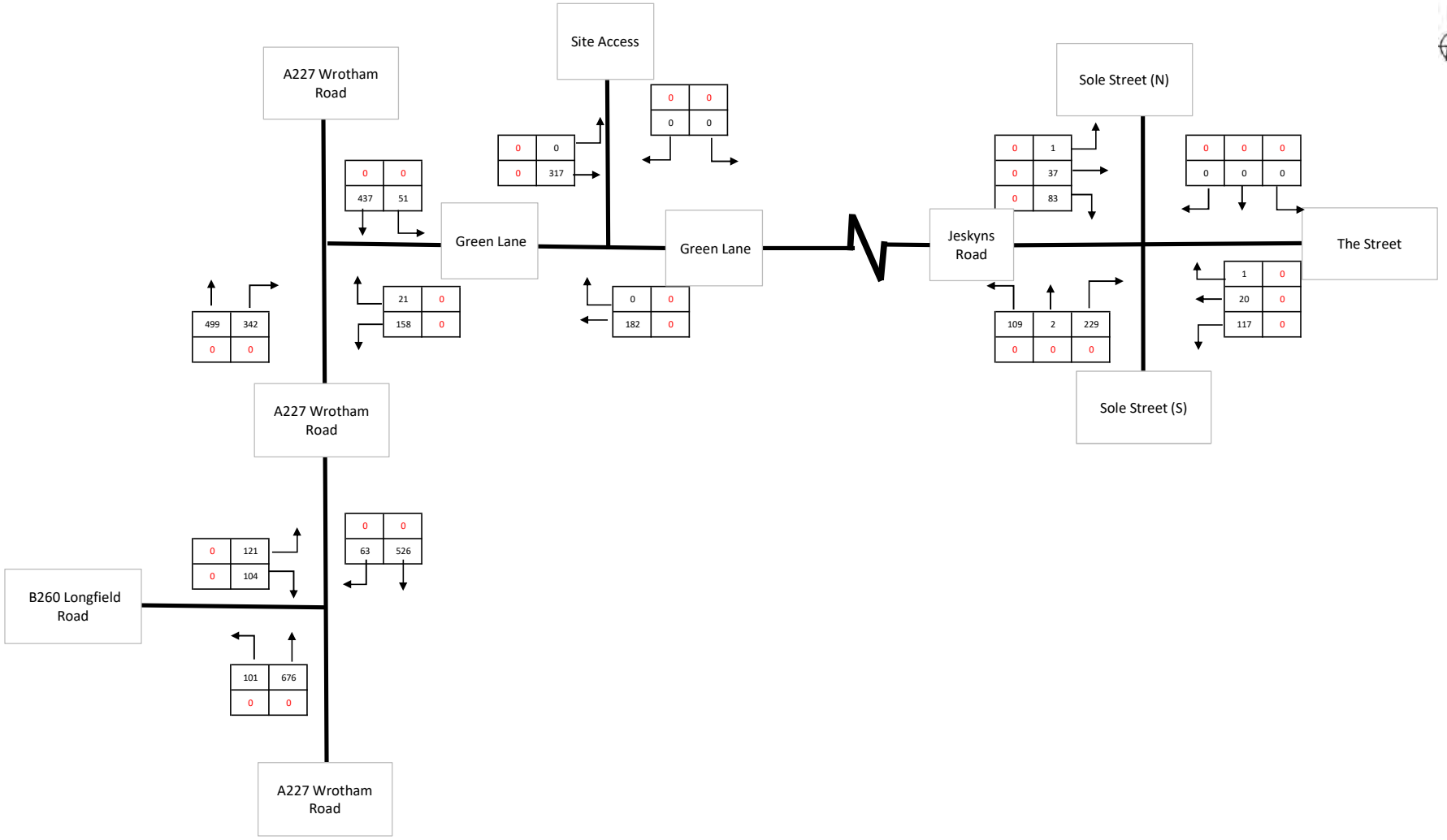
Vision	AM	PM
	39.2%	41.5%
	3.3%	2.4%
	20.2%	20.5%
	18.4%	18.1%
	4.5%	4.0%
	14.4%	13.5%
	100.0%	100.0%

Vision	AM	PM
	36.9%	39.8%
	3.7%	2.6%
	20.8%	20.9%
	19.4%	18.8%
	3.8%	3.5%
	15.6%	14.4%
	100.0%	**100.0%**

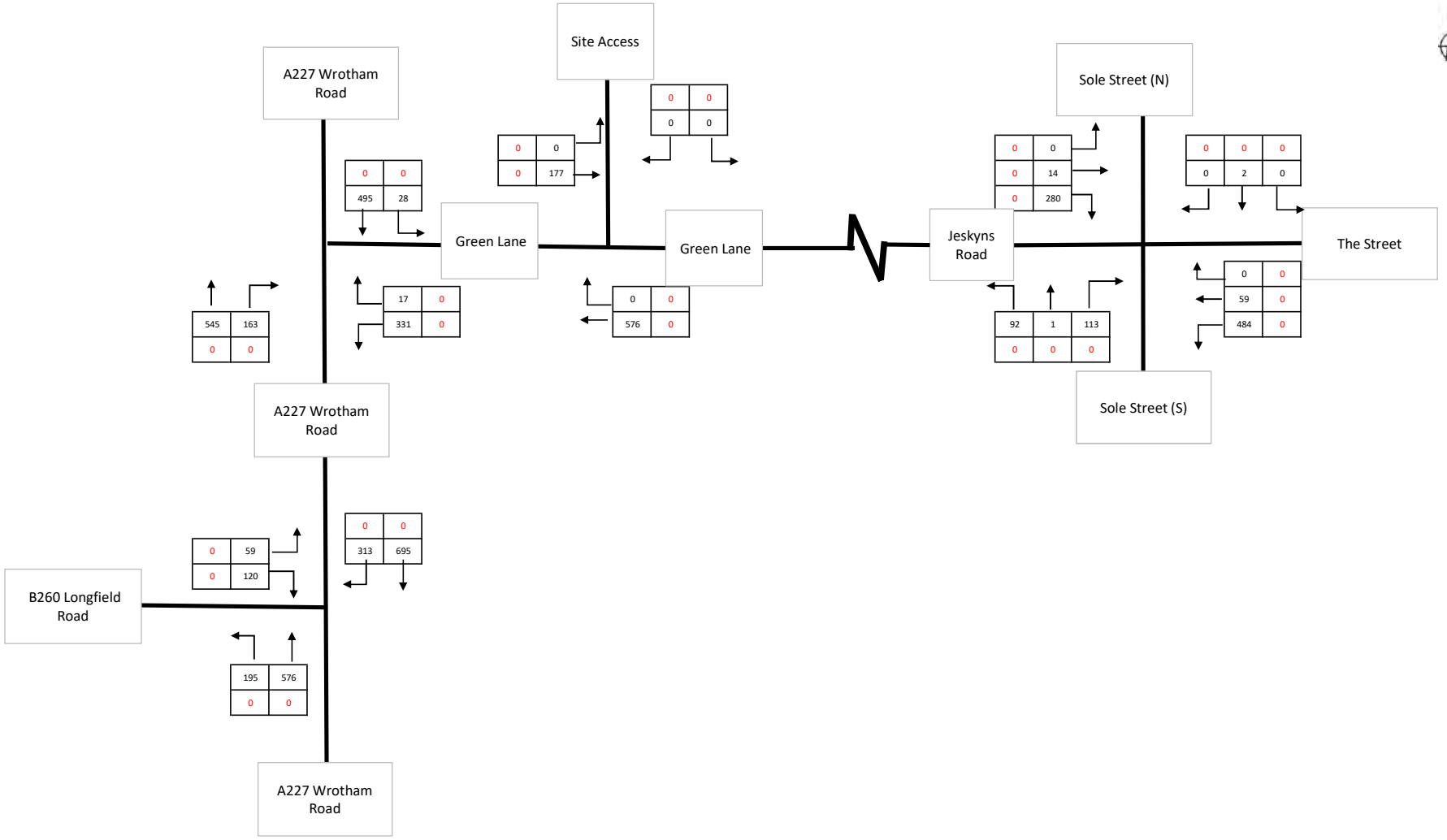
APPENDIX G. Traffic Flow Diagrams



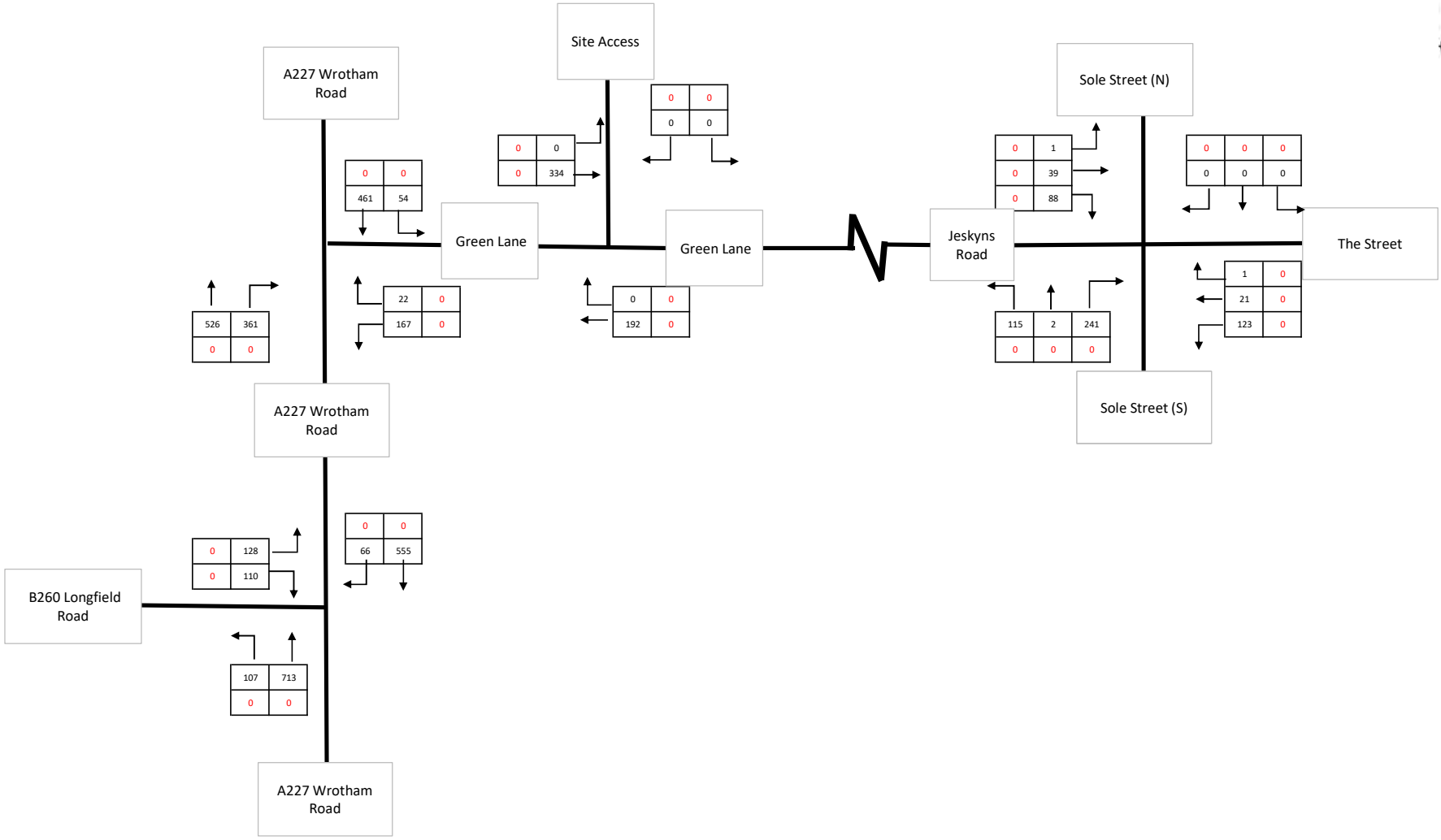
i-Transport	33 Queen Street, London EC4R 1AP www.i-transport.co.uk	KEY
Norwood Lane, Meopham		500 = TOTAL VEHICLES
TFD 1.1		25 = HGVs
2025 Observed AM Peak Hour (0745 - 0845)		



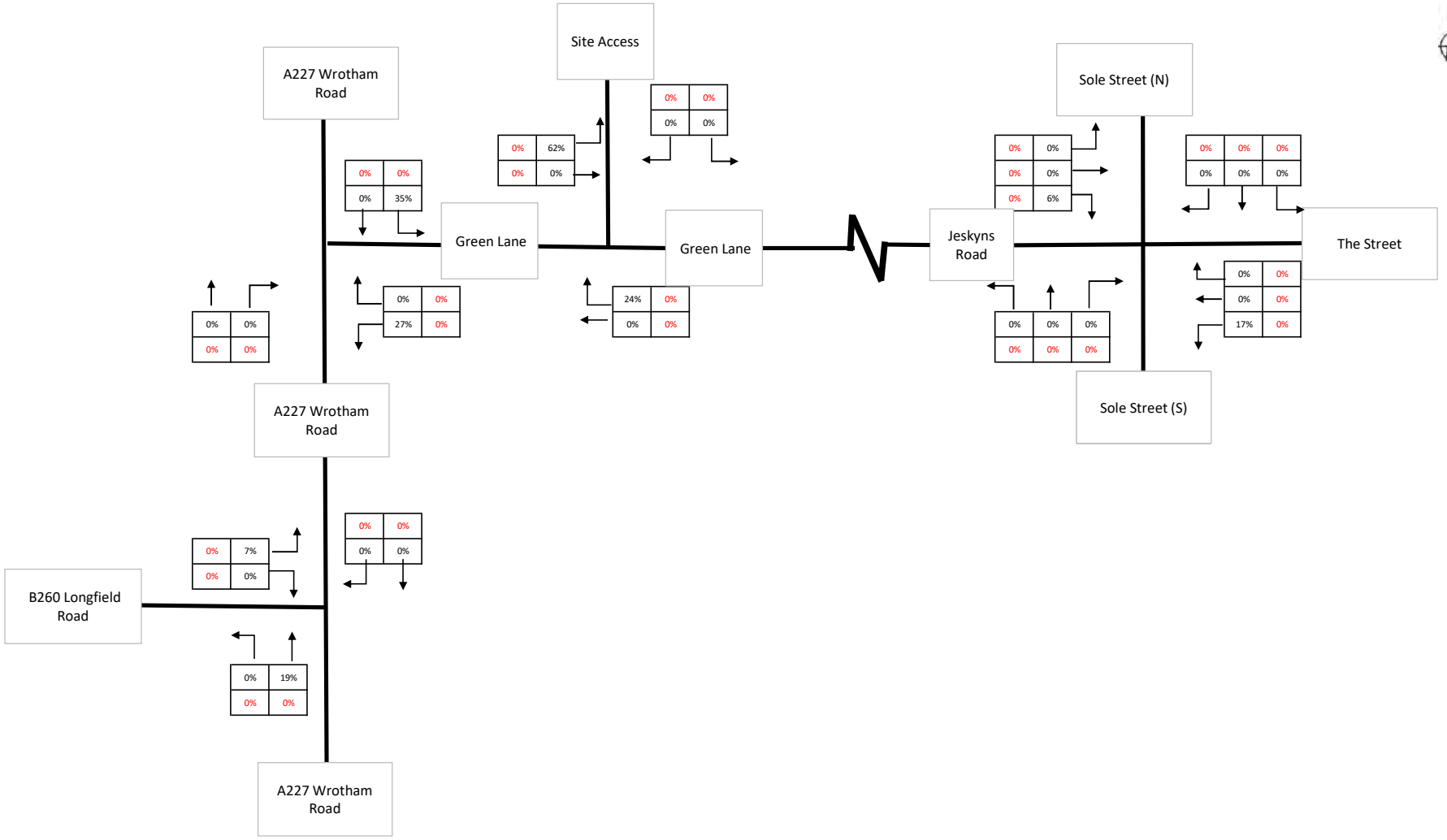
i-Transport	33 Queen Street, London EC4R 1AP www.i-transport.co.uk	KEY
Norwood Lane, Meopham		500 = TOTAL VEHICLES
TFD 1.2		25 = HGVs
2025 Observed PM Peak Hour (1700 - 1800)		



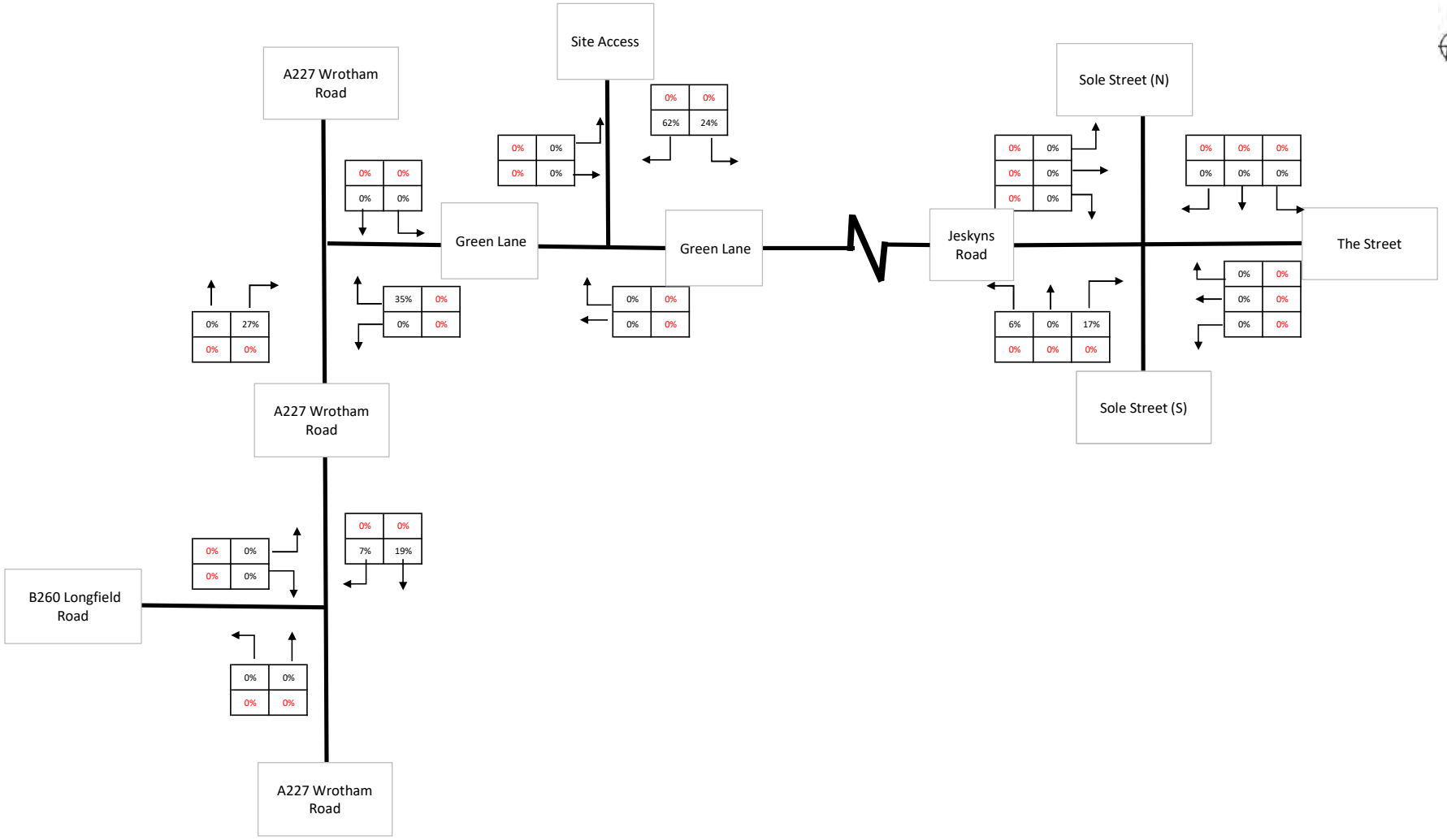
i-Transport	33 Queen Street, London EC4R 1AP www.i-transport.co.uk	KEY
Norwood Lane, Meopham		500 = TOTAL VEHICLES
TFD 1.3		25 = HGVs
2030 Base Without Development AM		



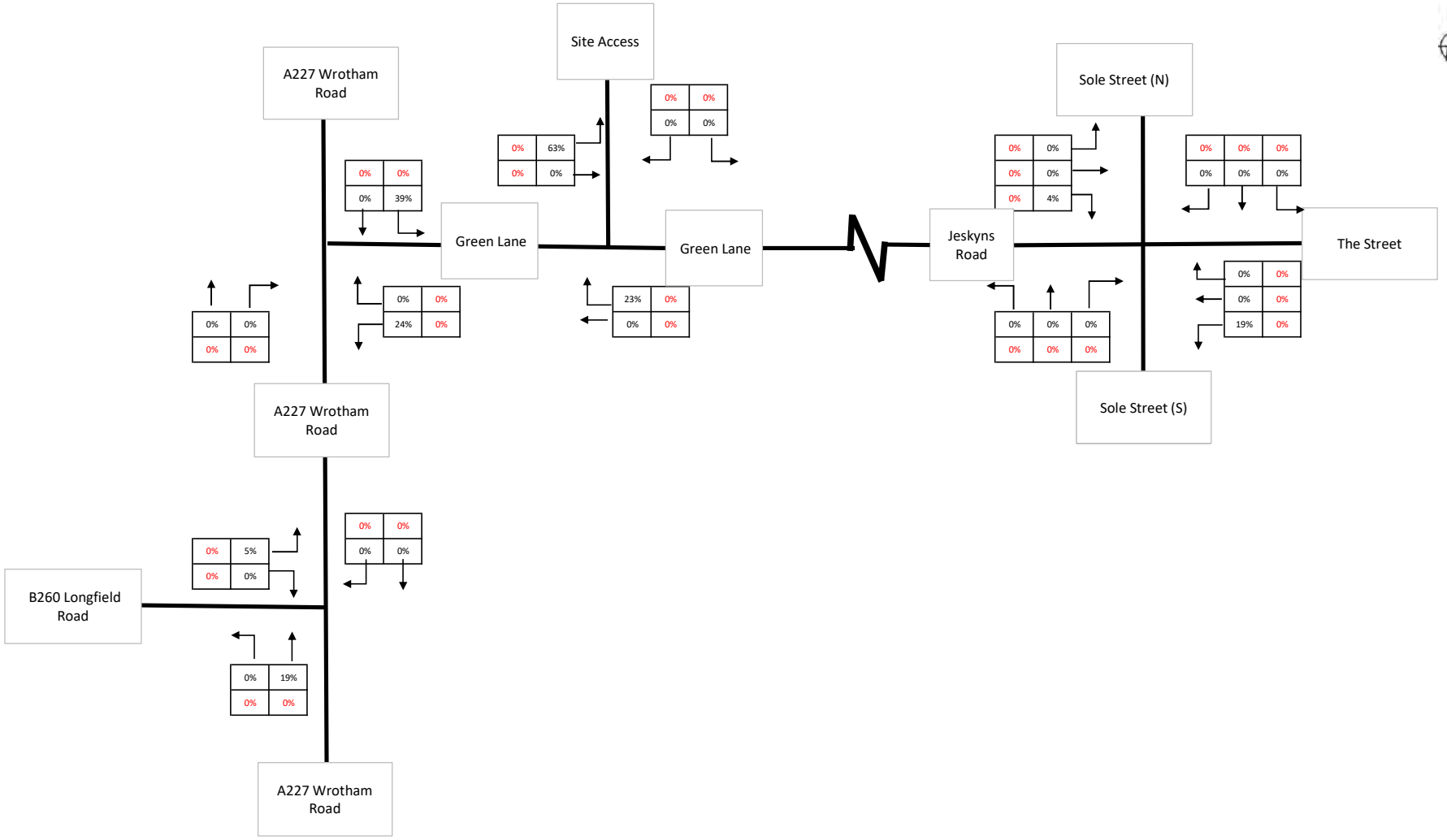
i-Transport	33 Queen Street, London EC4R 1AP www.i-transport.co.uk	KEY
Norwood Lane, Meopham		500 = TOTAL VEHICLES
TFD 1.4		25 = HGVs
2030 Base Without Development PM		



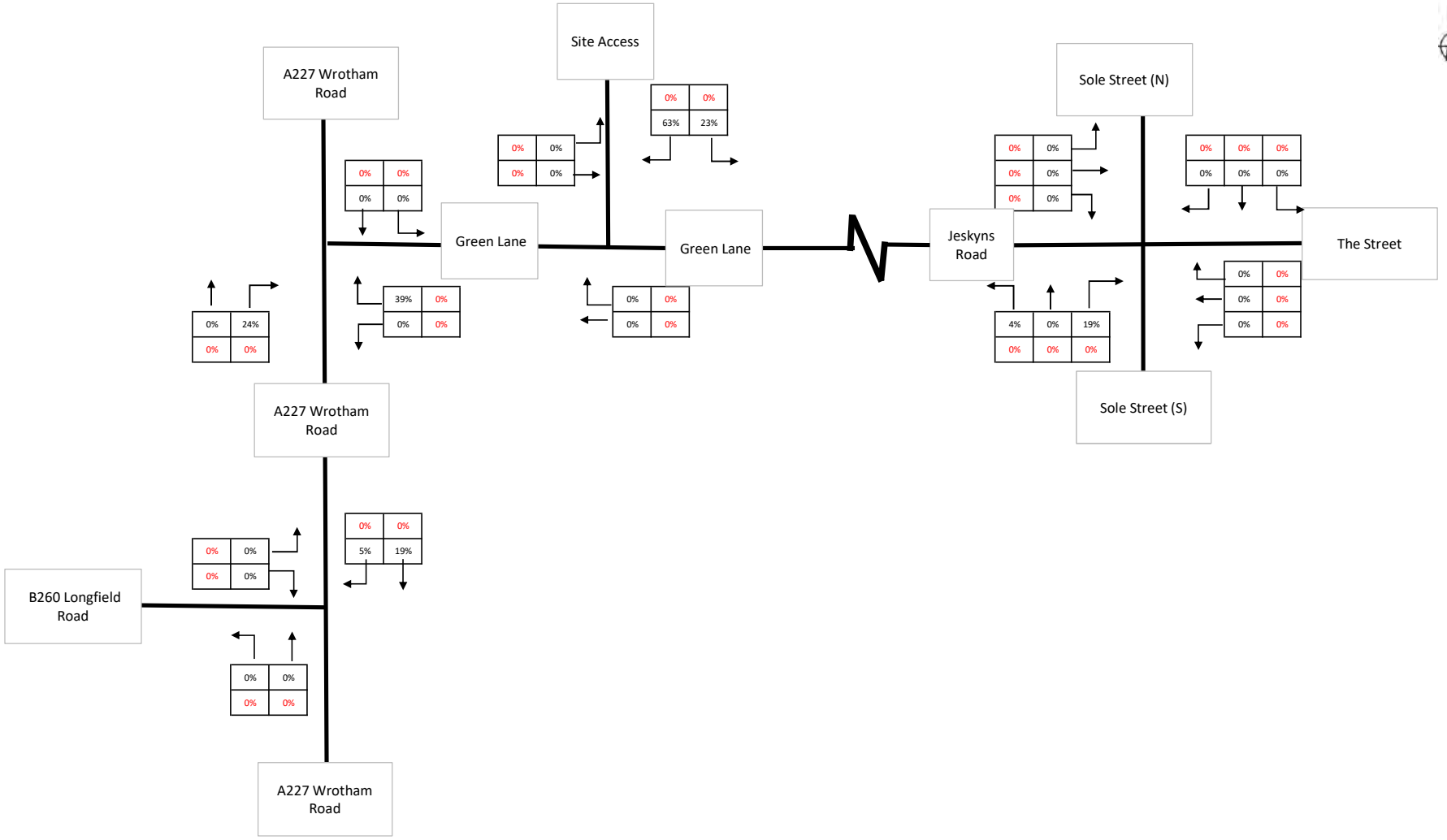
i-Transport	33 Queen Street, London EC4R 1AP www.i-transport.co.uk	KEY
Norwood Lane, Meopham		500 = TOTAL VEHICLES
TFD 1.5		25 = HGVs
Development Distribution % Arrivals (AM Peak Hour)		



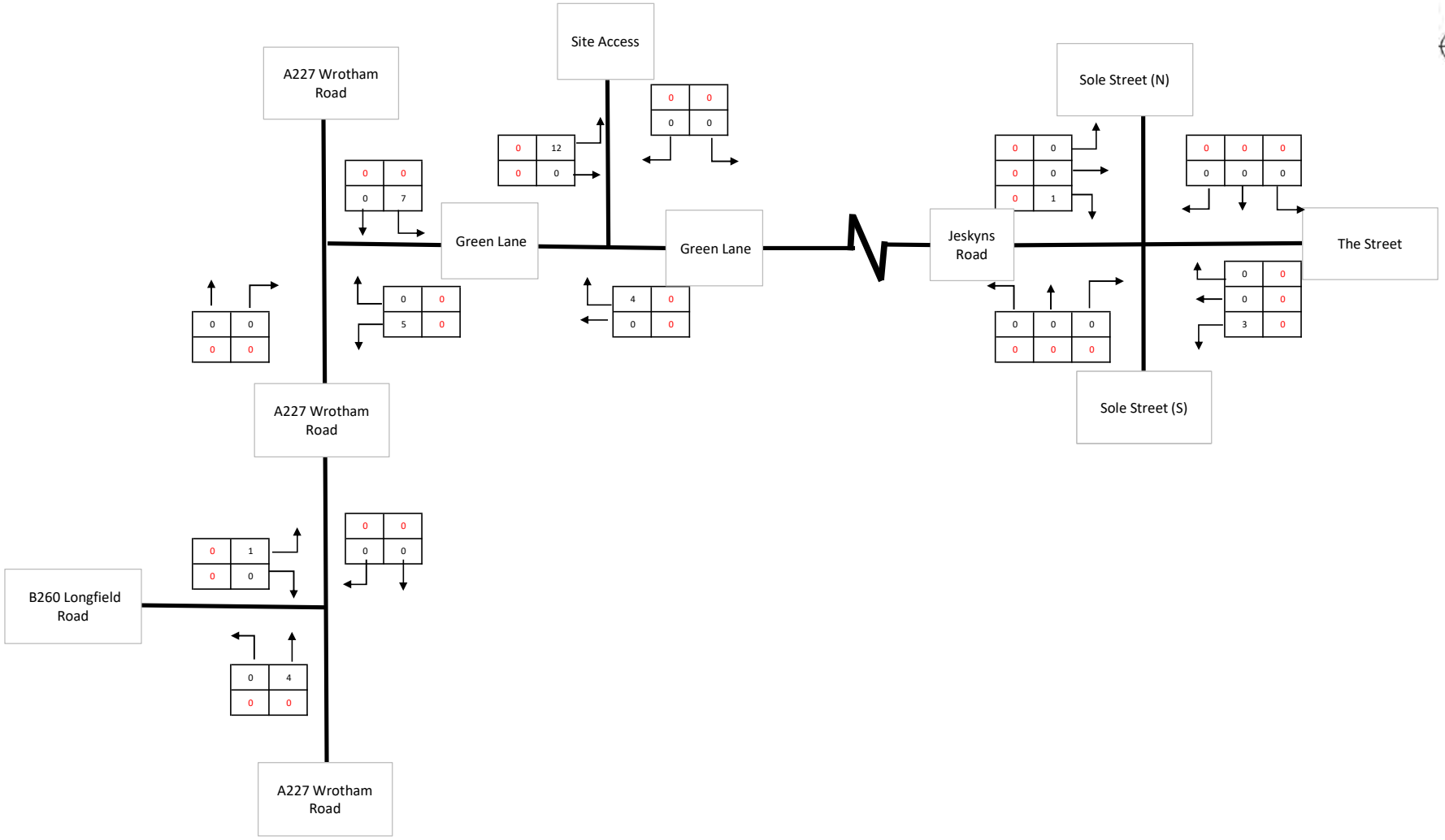
i-Transport	33 Queen Street, London EC4R 1AP www.i-transport.co.uk	KEY
Norwood Lane, Meopham		500 = TOTAL VEHICLES
TFD 1.6		25 = HGVs
Development Distribution % Departures (AM Peak Hour)		



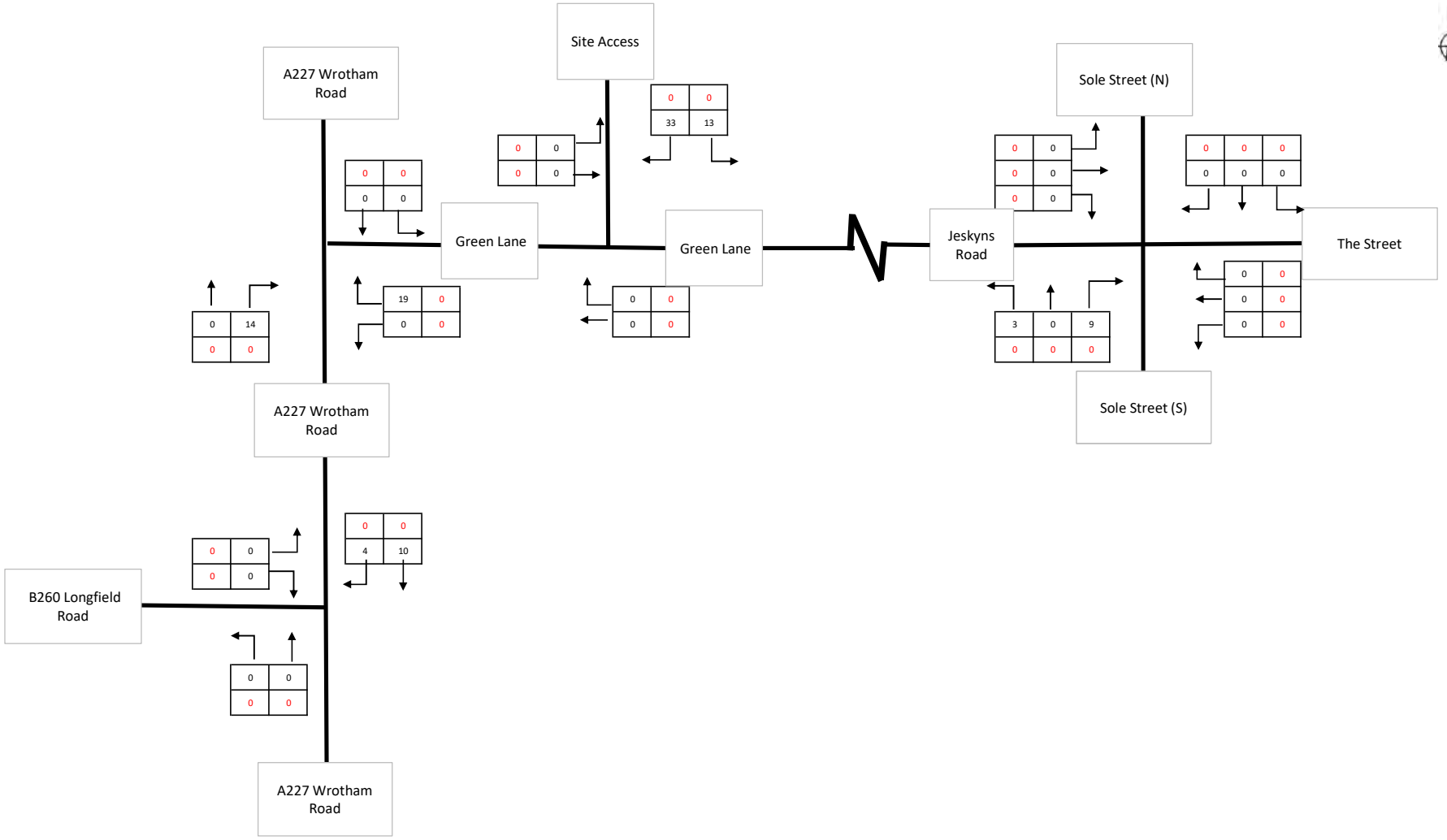
i-Transport	33 Queen Street, London EC4R 1AP www.i-transport.co.uk	KEY
Norwood Lane, Meopham		500 = TOTAL VEHICLES
TFD 1.7		25 = HGVs
Development Distribution % Arrivals (PM Peak Hour)		



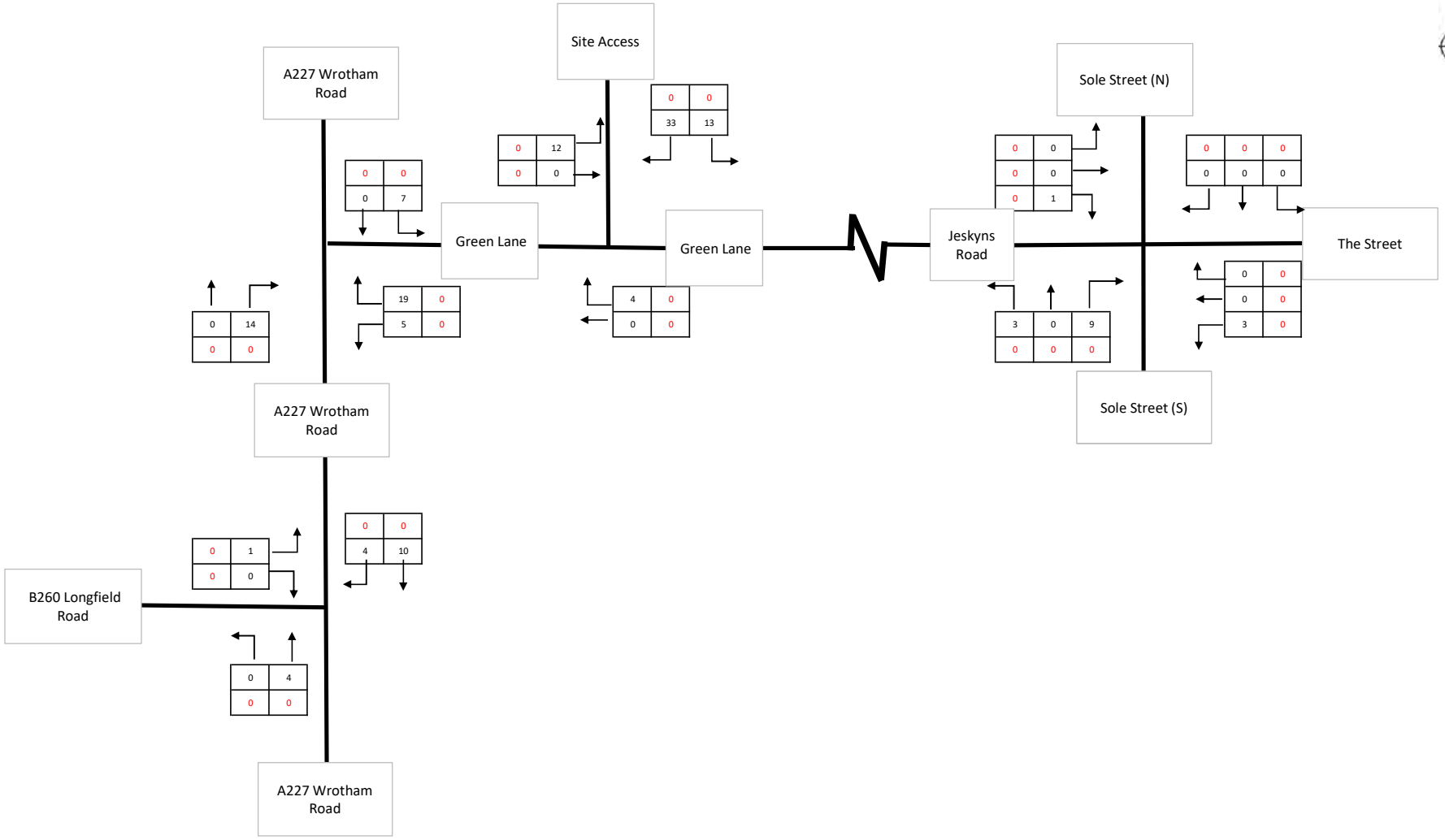
i-Transport	33 Queen Street, London EC4R 1AP www.i-transport.co.uk	KEY
Norwood Lane, Meopham		500 = TOTAL VEHICLES
TFD 1.8		25 = HGVs
Development Distribution % Departures (PM Peak Hour)		



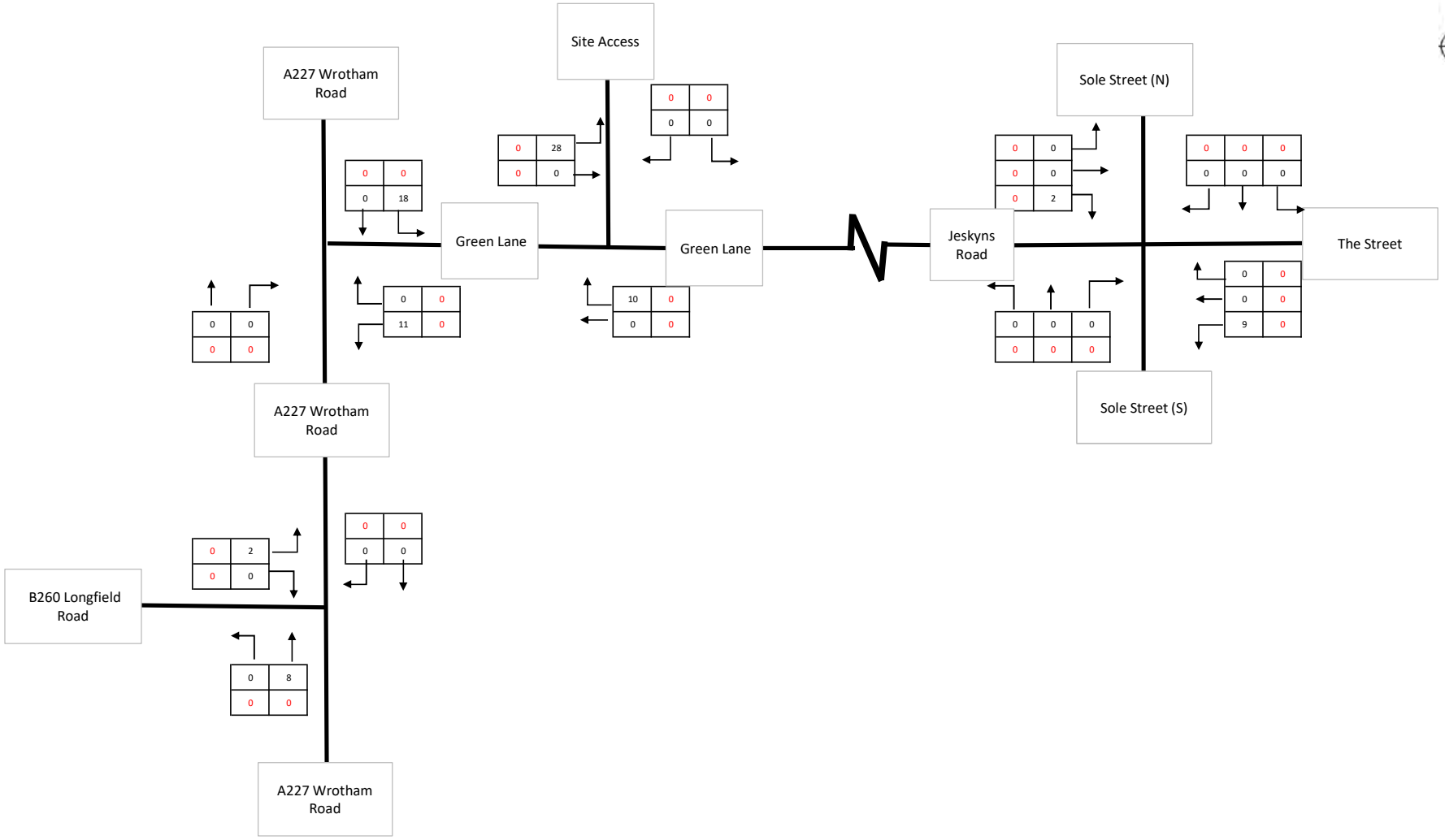
i-Transport	33 Queen Street, London EC4R 1AP www.i-transport.co.uk	KEY
Norwood Lane, Meopham		500 = TOTAL VEHICLES
TFD 1.9		25 = HGVs
Development Assignment Arrivals (AM Peak Hour)		



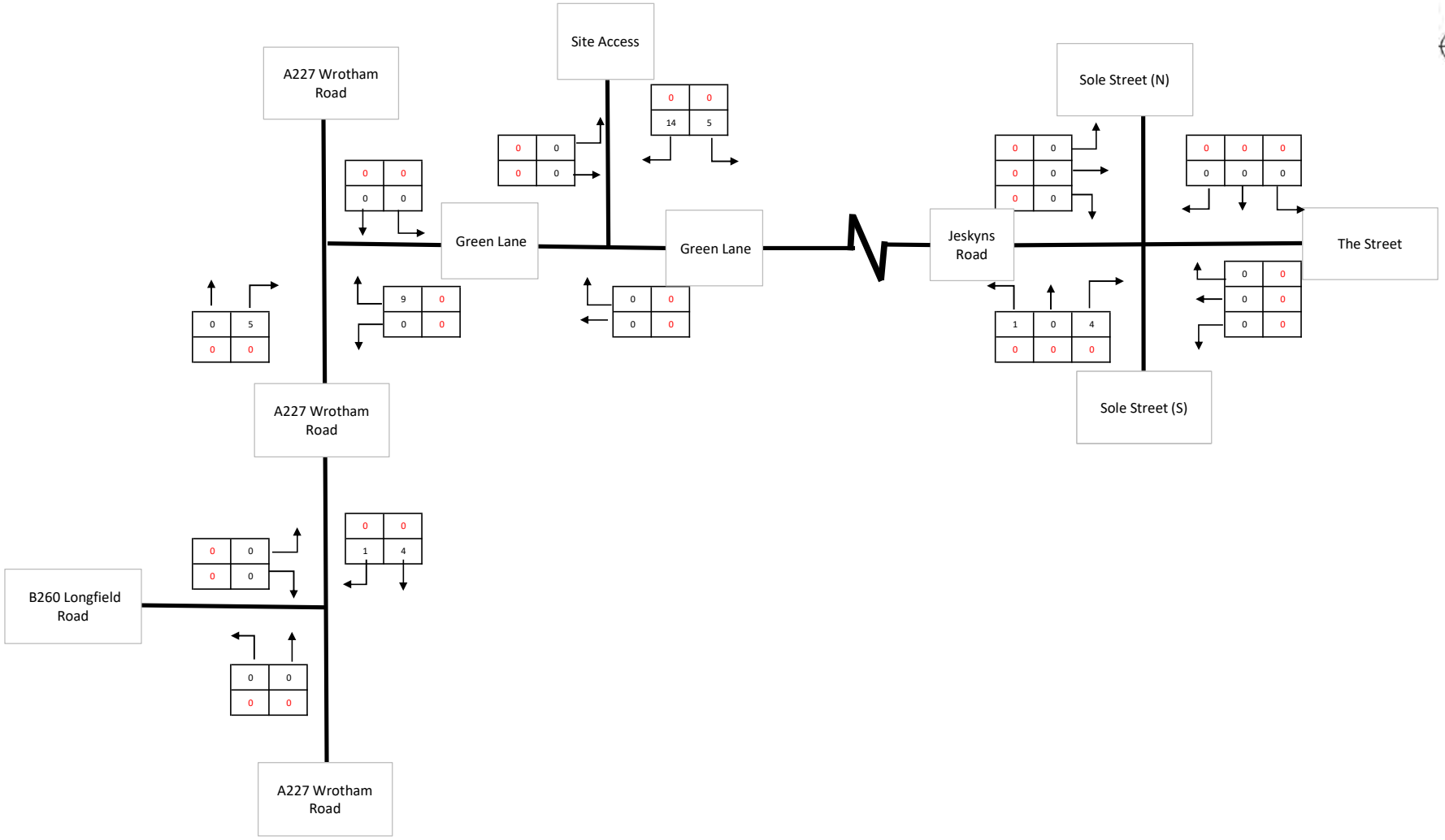
i-Transport	33 Queen Street, London EC4R 1AP www.i-transport.co.uk	KEY
Norwood Lane, Meopham		500 = TOTAL VEHICLES
TFD 1.10		25 = HGVs
Development Assignment Departures (AM Peak Hour)		



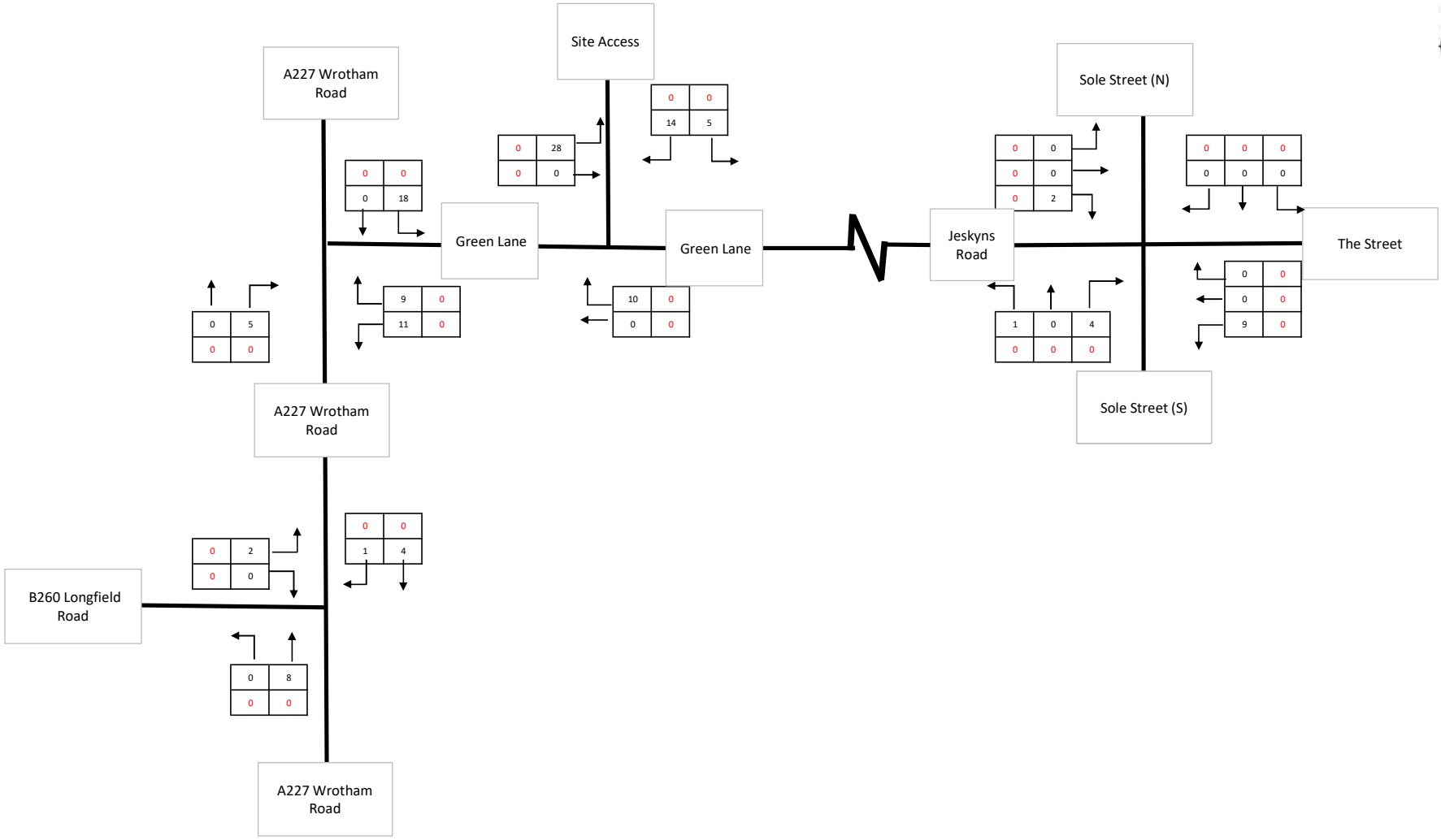
i-Transport	33 Queen Street, London EC4R 1AP www.i-transport.co.uk	KEY
Norwood Lane, Meopham		500 = TOTAL VEHICLES
TFD 1.11		25 = HGVs
Development Assignment TOTAL (AM Peak Hour)		



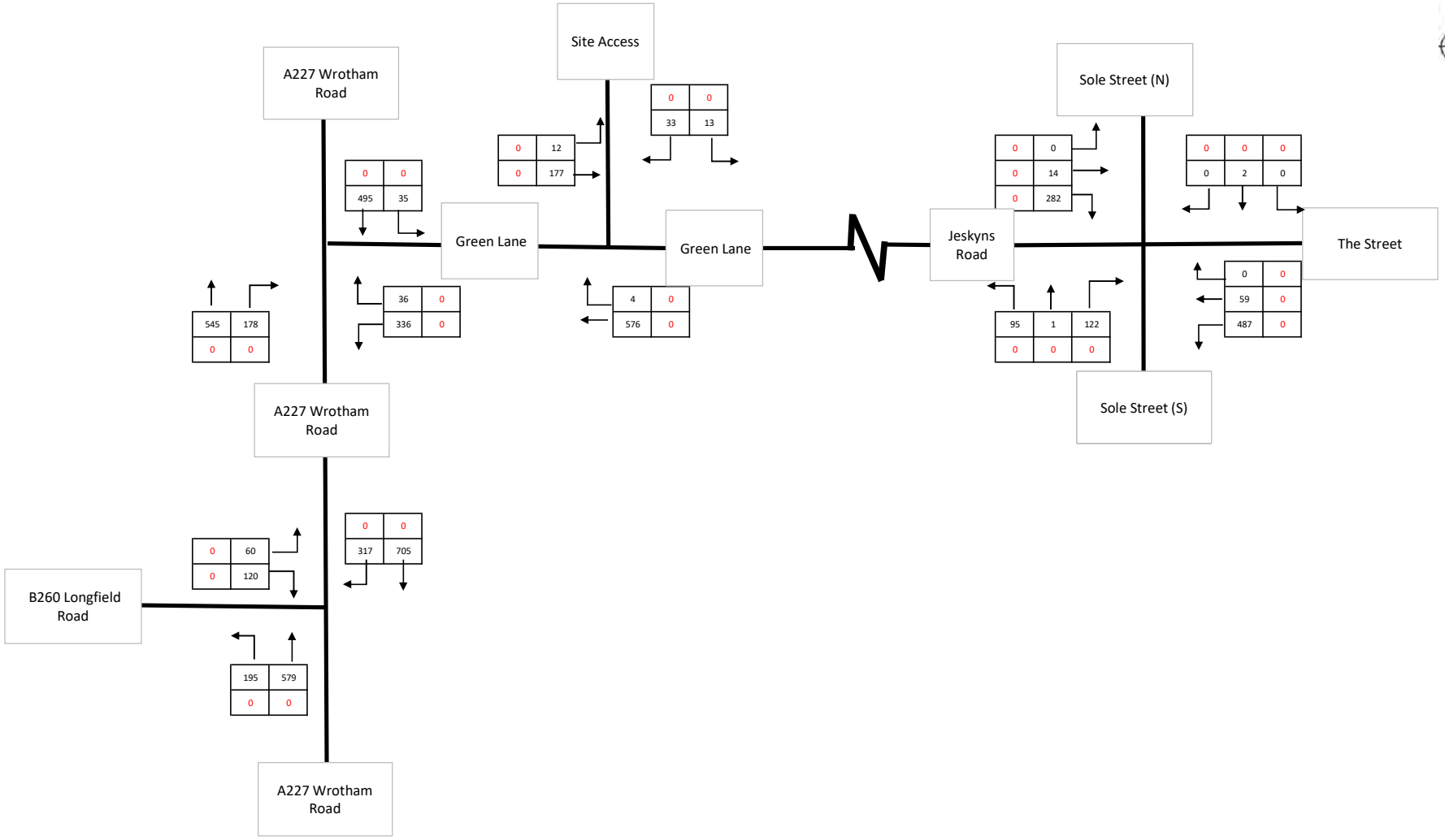
i-Transport	33 Queen Street, London EC4R 1AP www.i-transport.co.uk	KEY
Norwood Lane, Meopham		500 = TOTAL VEHICLES
TFD 1.12		25 = HGVs
Development Assignment Arrivals (PM Peak Hour)		



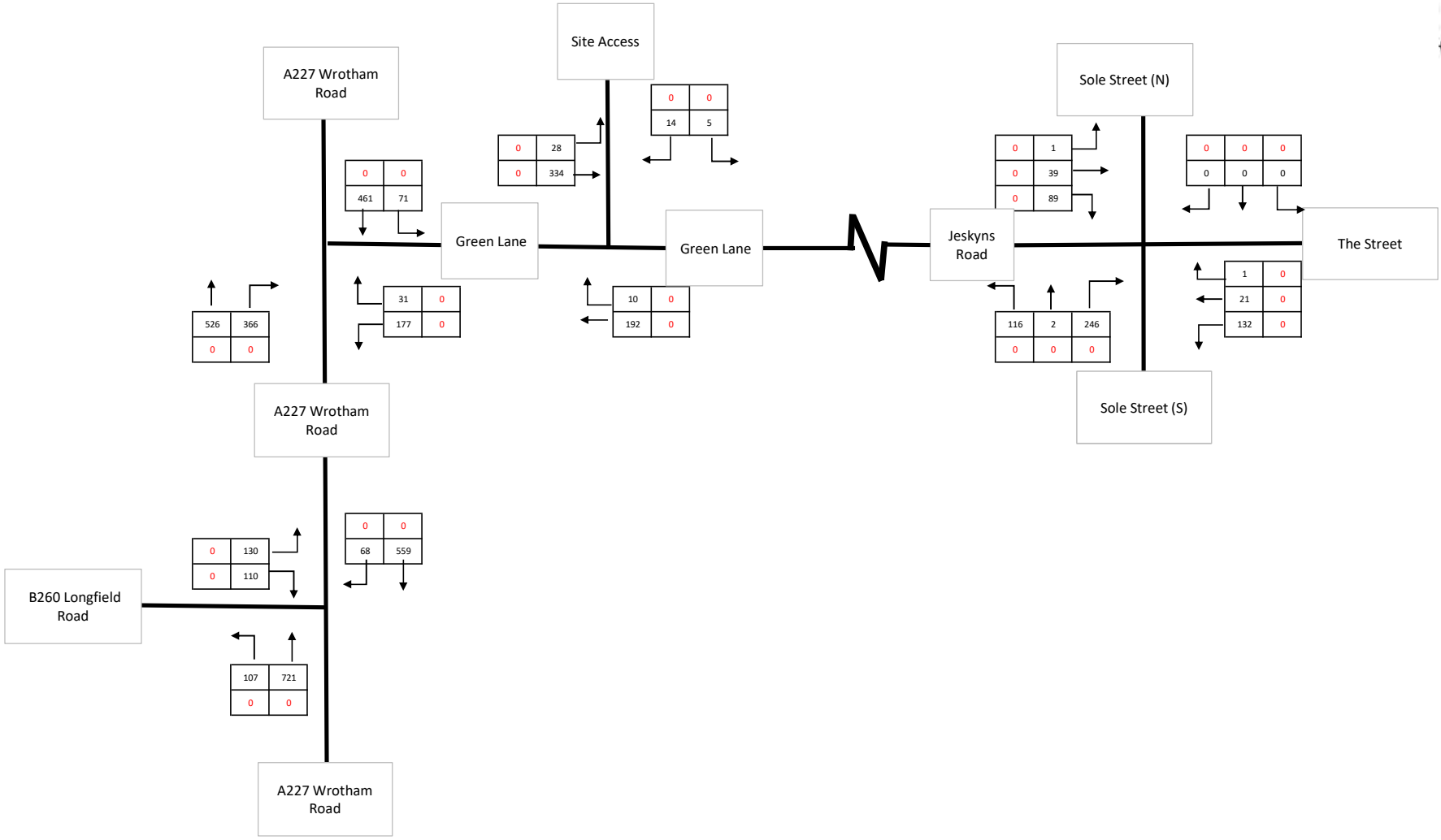
i-Transport	33 Queen Street, London EC4R 1AP www.i-transport.co.uk	KEY
Norwood Lane, Meopham		500 = TOTAL VEHICLES
TFD 1.13		25 = HGVs
Development Assignment Departures (PM Peak Hour)		



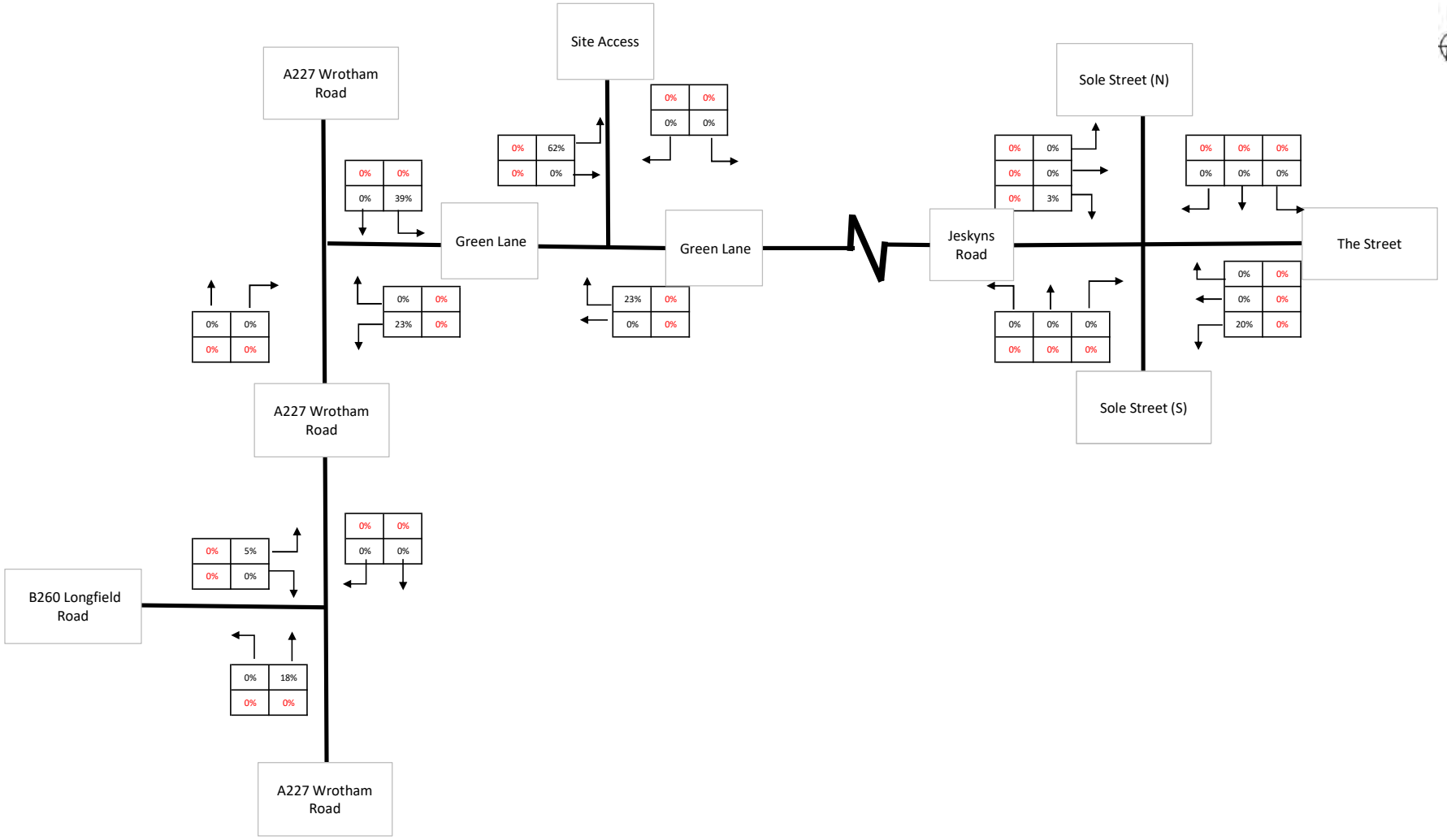
i-Transport	33 Queen Street, London EC4R 1AP www.i-transport.co.uk	KEY
Norwood Lane, Meopham		500 = TOTAL VEHICLES
TFD 1.14		25 = HGVs
Development Assignment TOTAL (PM Peak Hour)		



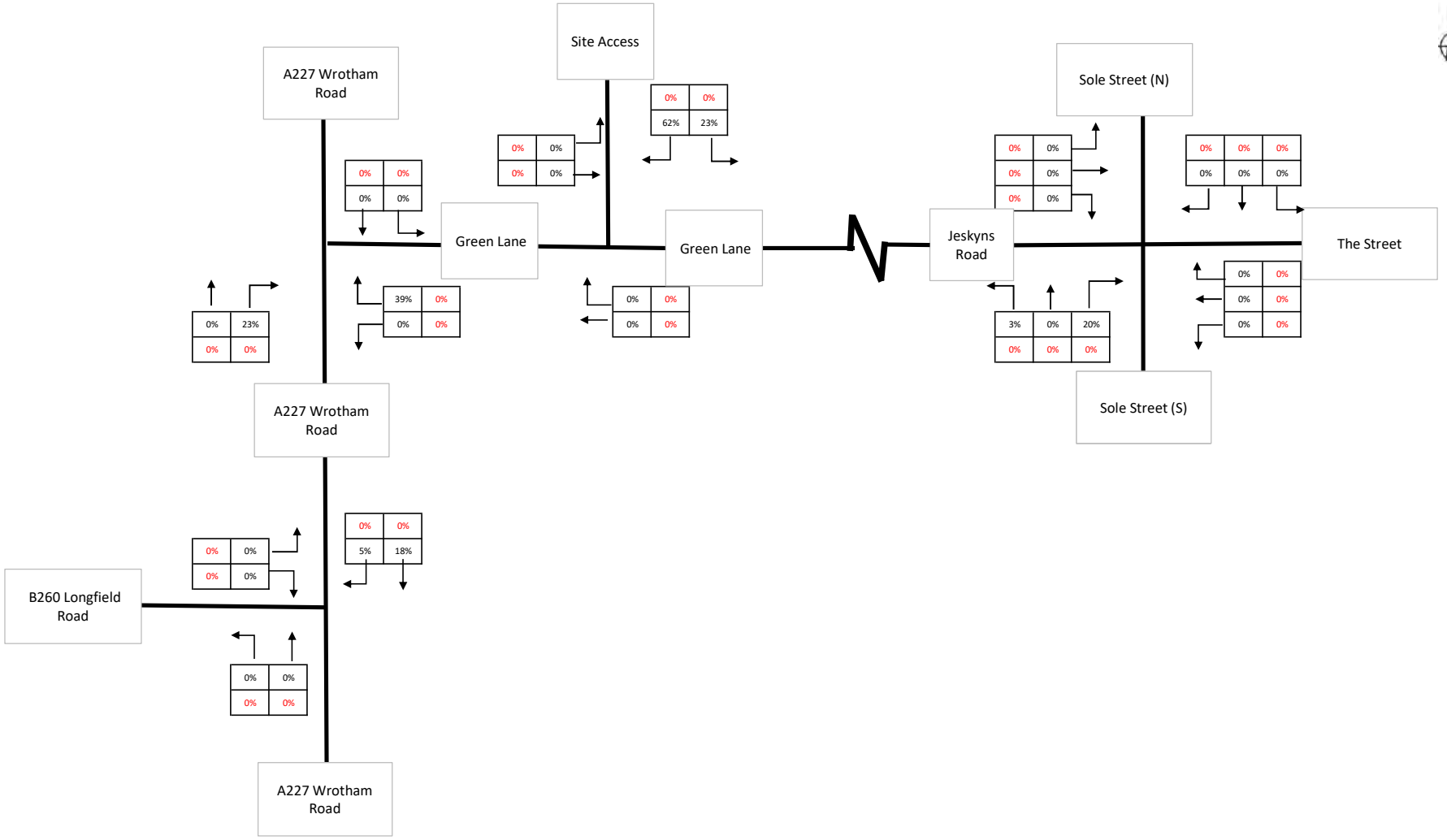
i-Transport	33 Queen Street, London EC4R 1AP www.i-transport.co.uk	KEY
Norwood Lane, Meopham		500 = TOTAL VEHICLES
TFD 1.15		25 = HGVs
2030 Base With Development AM		



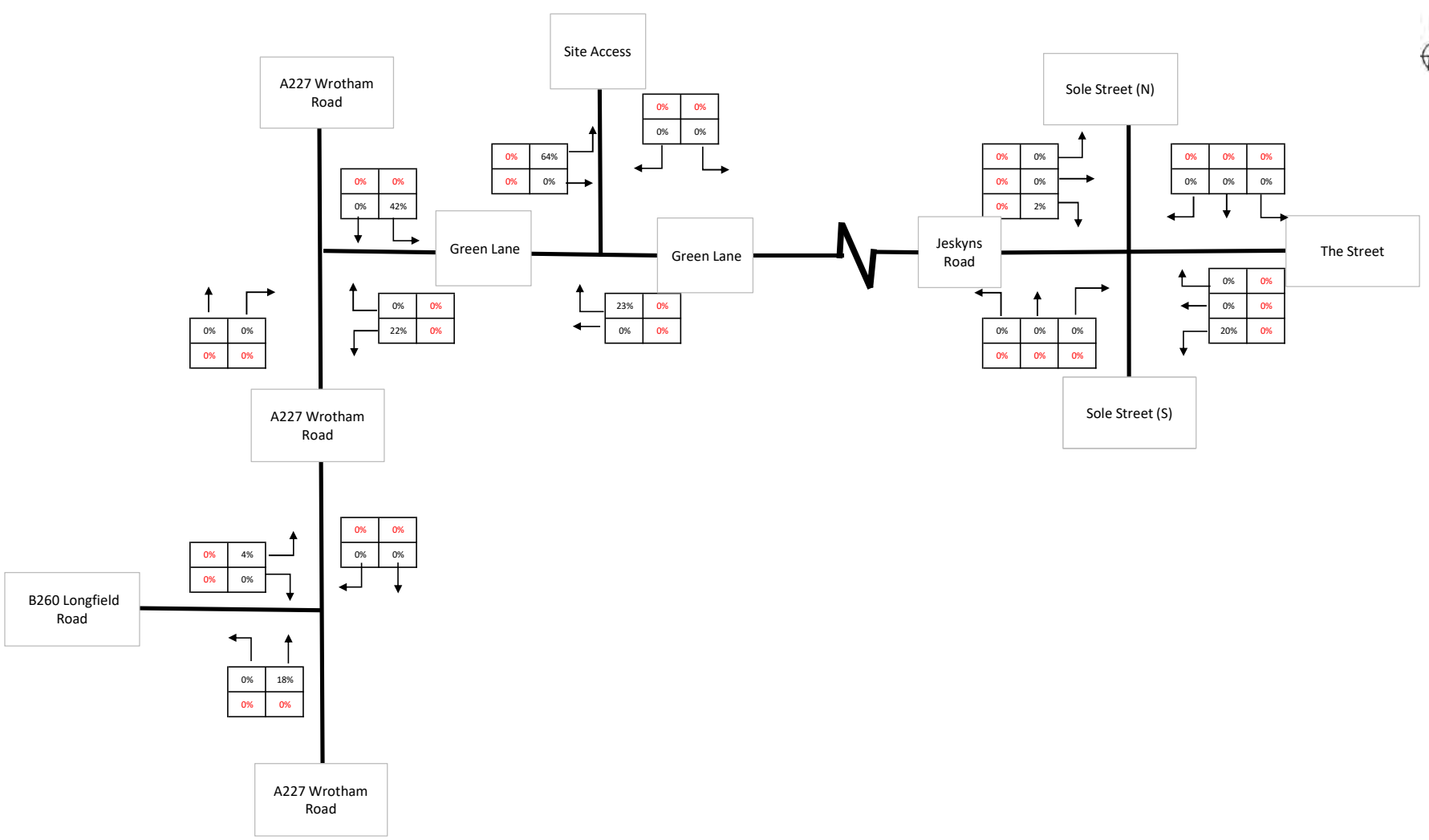
i-Transport	33 Queen Street, London EC4R 1AP www.i-transport.co.uk	KEY
Norwood Lane, Meopham		500 = TOTAL VEHICLES
TFD 1.16		25 = HGVs
2030 Base With Development PM		



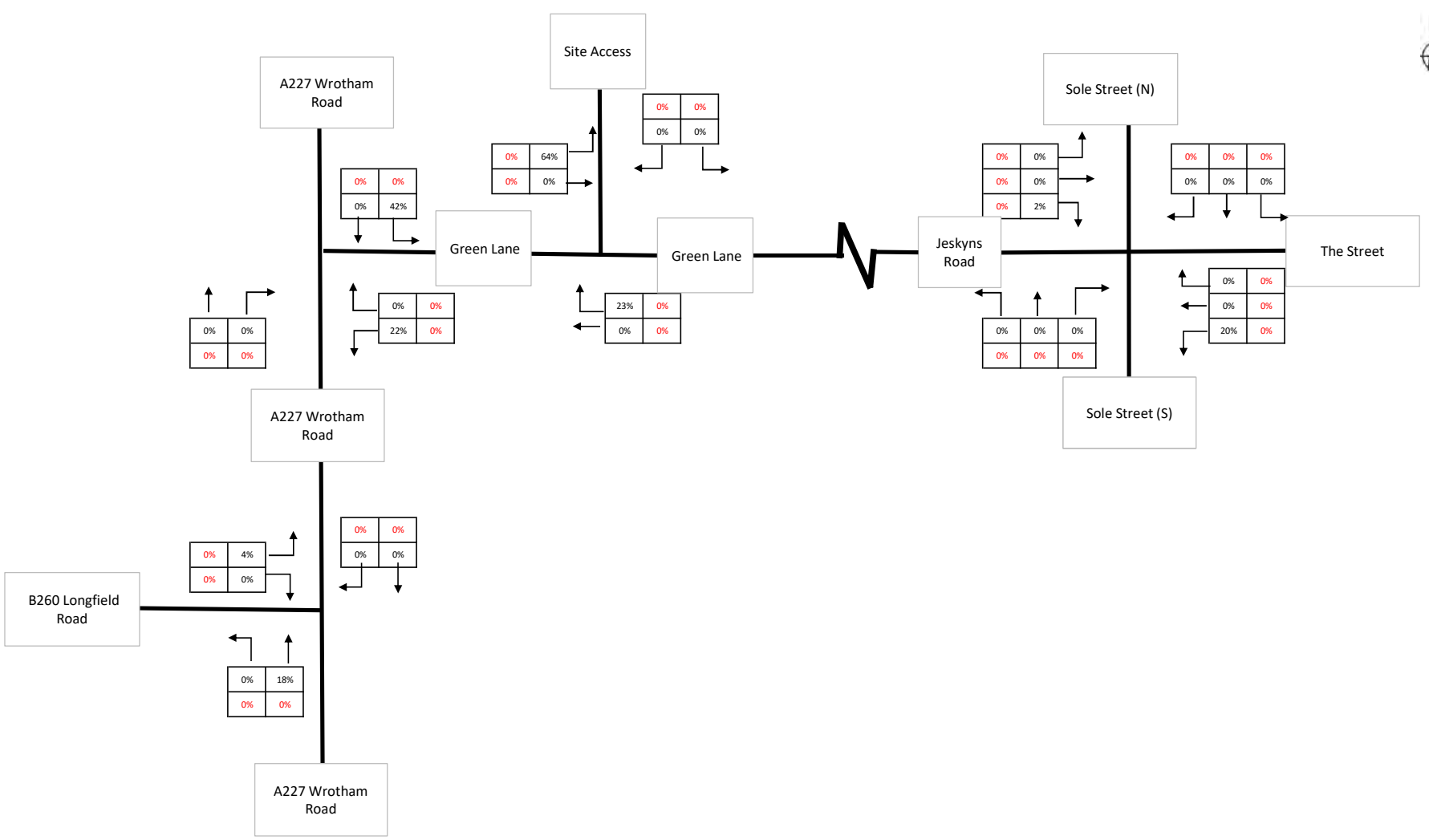
i-Transport	33 Queen Street, London EC4R 1AP www.i-transport.co.uk	KEY
Norwood Lane, Meopham		500 = TOTAL VEHICLES
TFD 1.17		25 = HGVs
Development (Vision) Distribution % Arrivals (AM Peak Hour)		



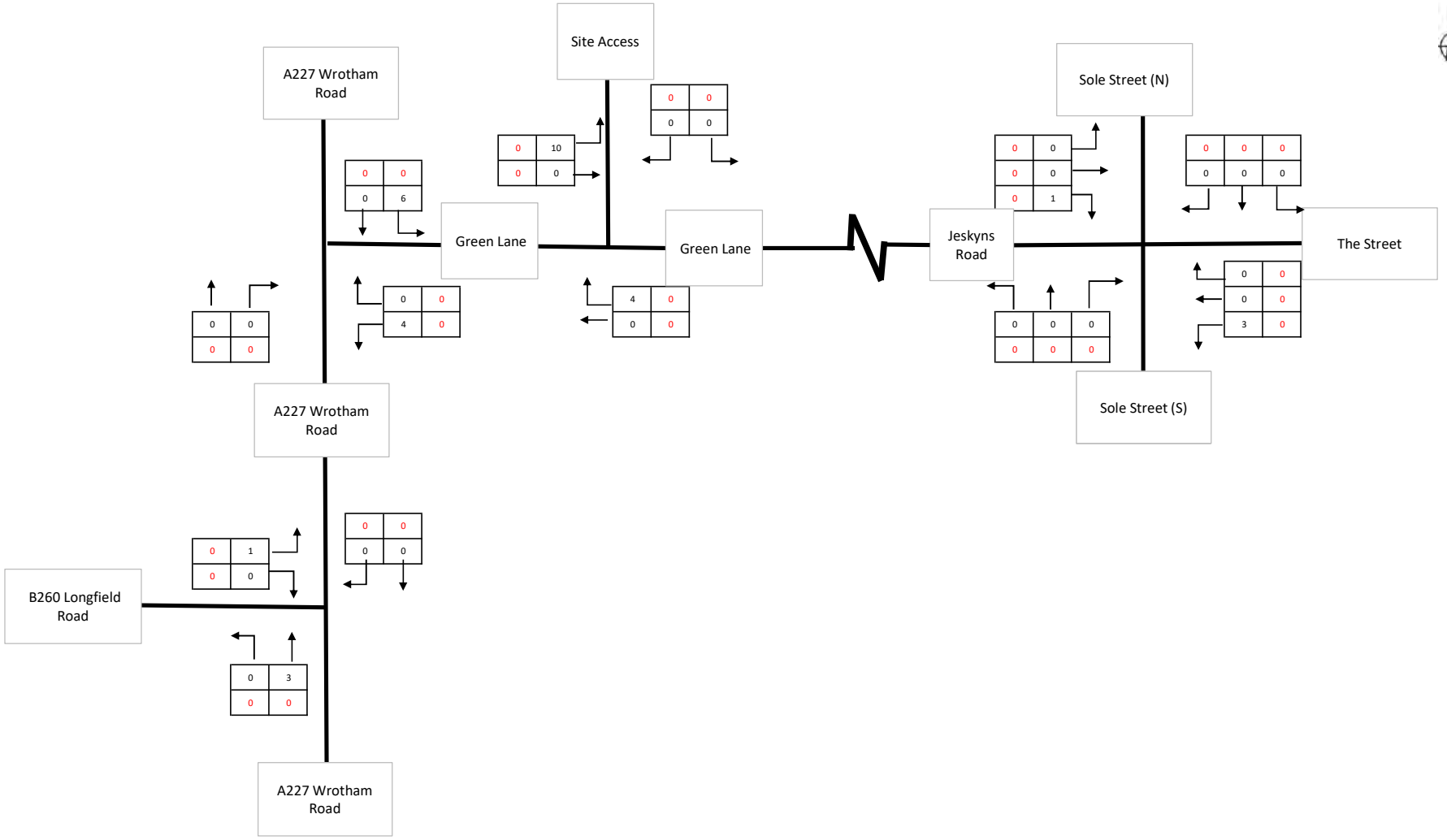
i-Transport	33 Queen Street, London EC4R 1AP www.i-transport.co.uk	KEY
Norwood Lane, Meopham		500 = TOTAL VEHICLES
TFD 1.18		25 = HGVs
Development (Vision) Distribution % Departures (AM Peak Hour)		



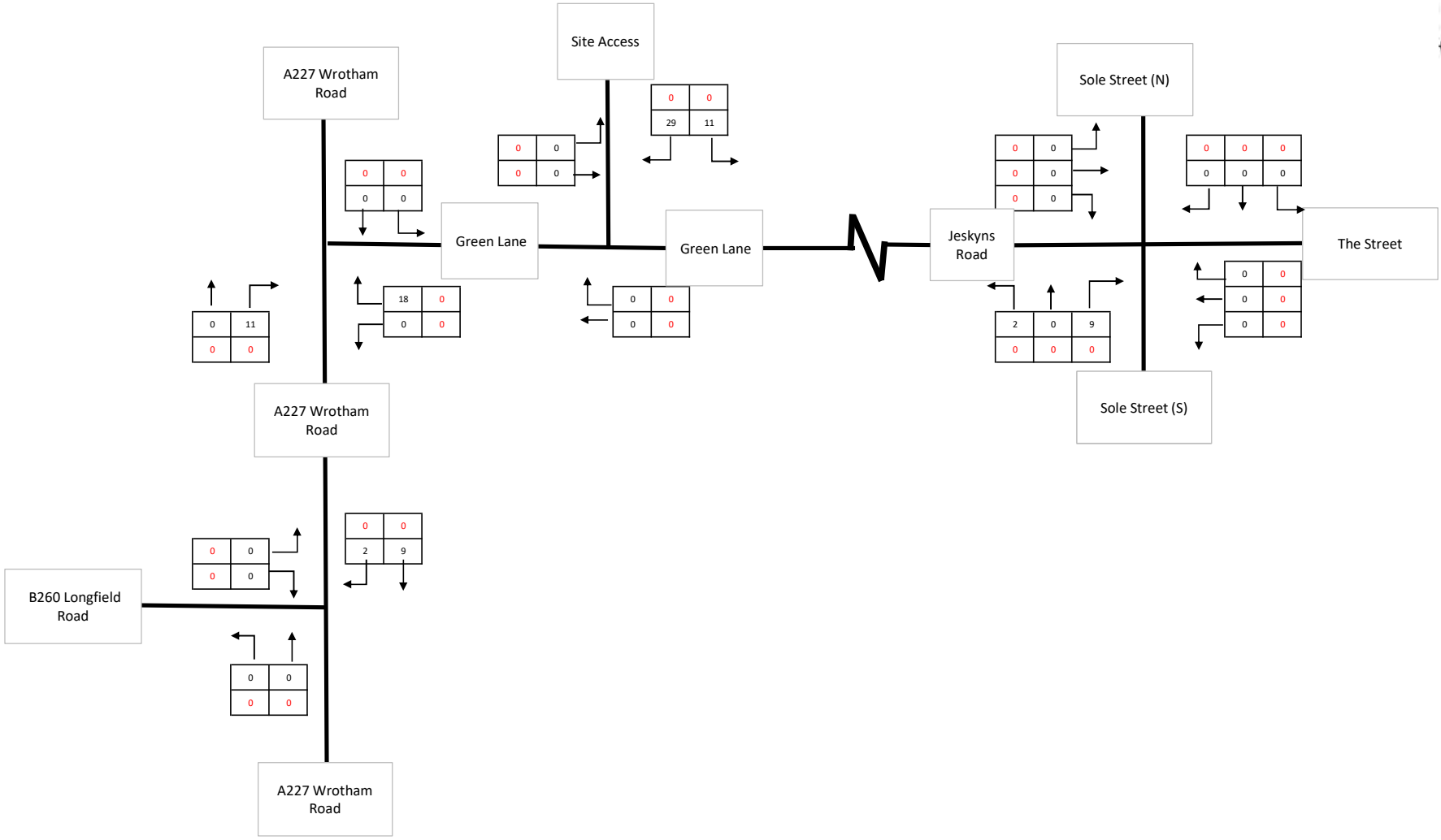
i-Transport	33 Queen Street, London EC4R 1AP www.i-transport.co.uk	KEY
Norwood Lane, Meopham		500 = TOTAL VEHICLES
TFD 1.19		25 = HGVs
Development (Vision) Distribution % Arrivals (PM Peak Hour)		



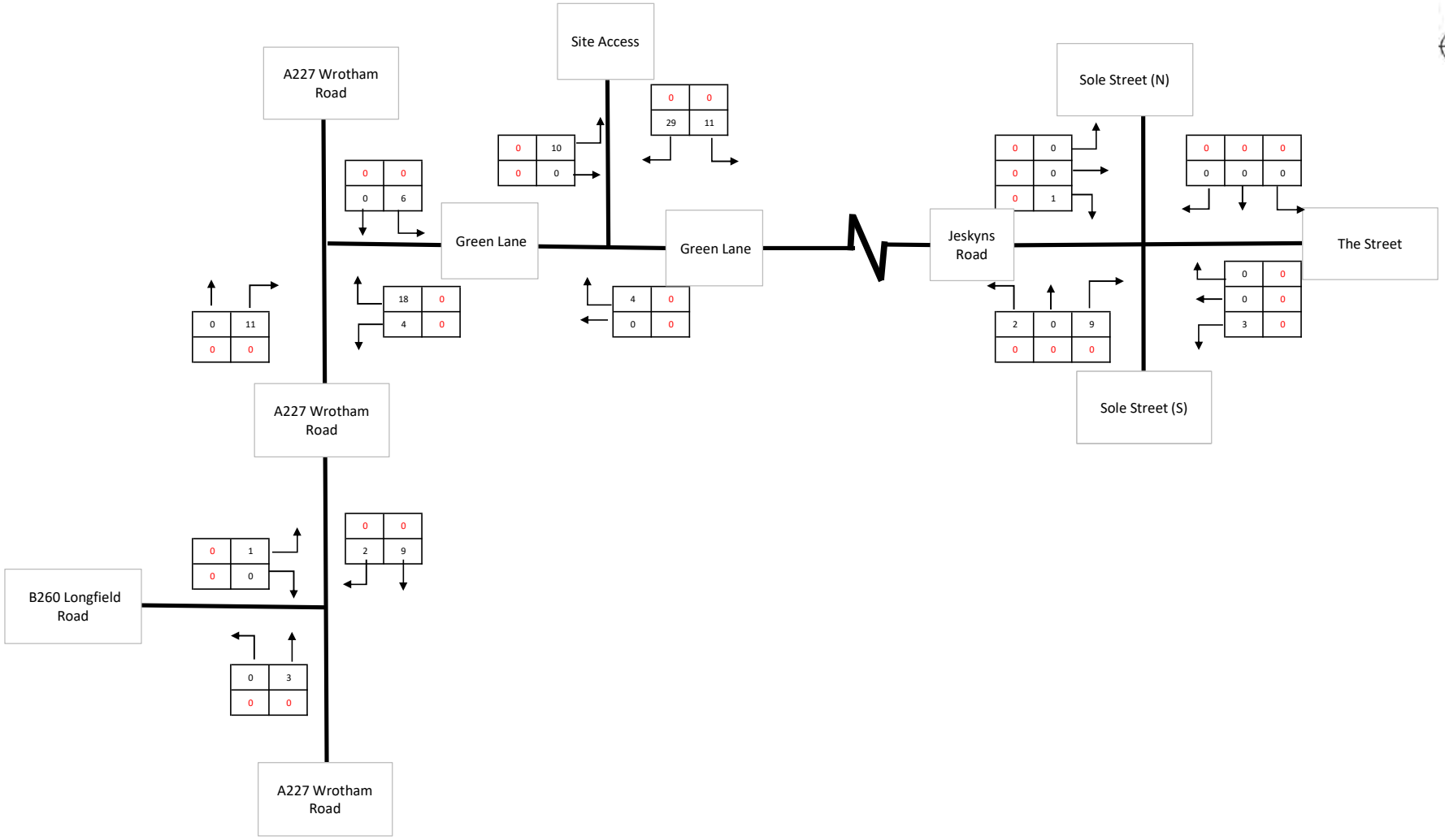
i-Transport	33 Queen Street, London EC4R 1AP www.i-transport.co.uk	KEY
Norwood Lane, Meopham		500 = TOTAL VEHICLES
TFD 1.19		25 = HGVs
Development (Vision) Distribution % Arrivals (PM Peak Hour)		



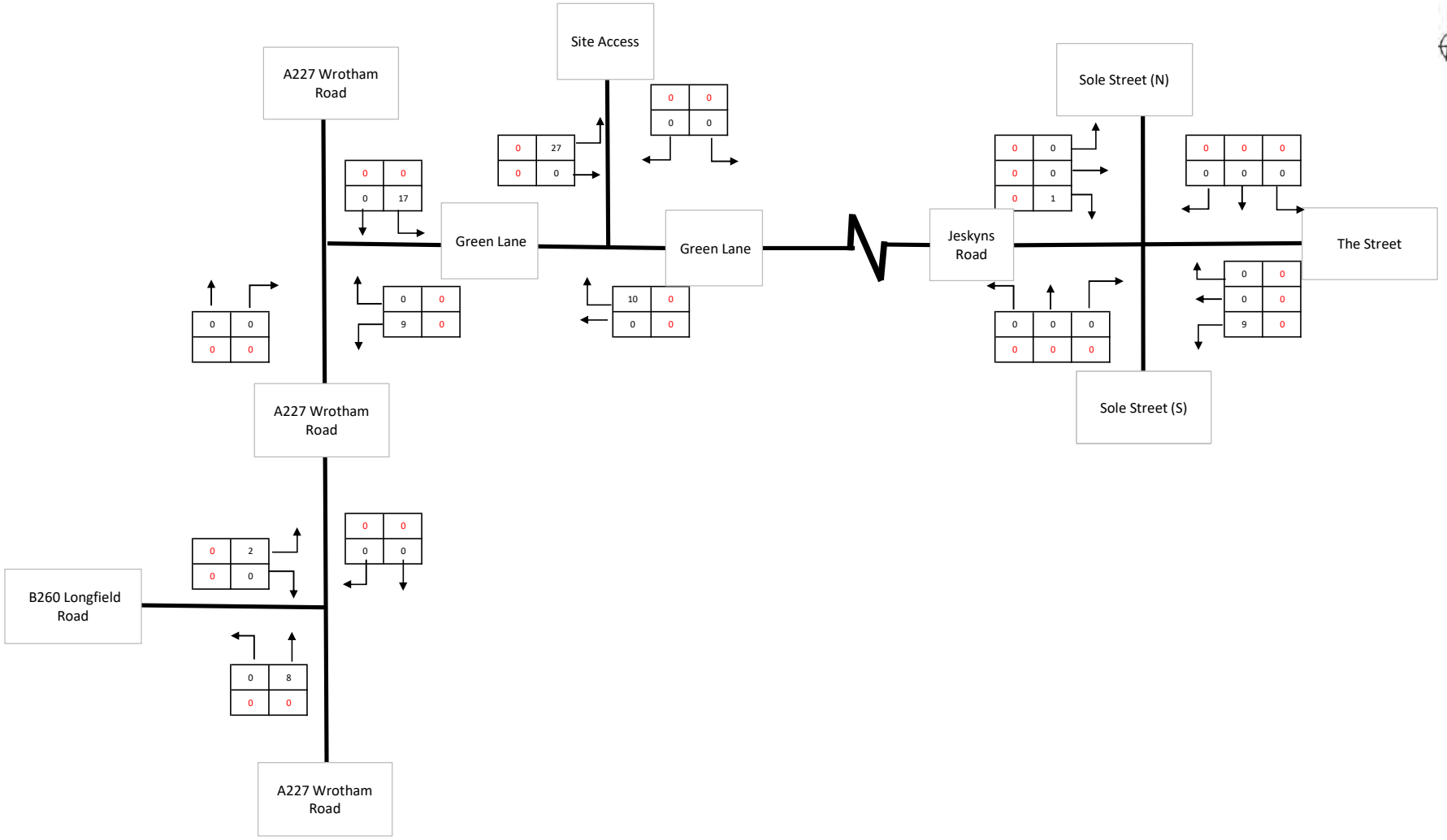
i-Transport	33 Queen Street, London EC4R 1AP www.i-transport.co.uk	KEY
Norwood Lane, Meopham		500 = TOTAL VEHICLES
TFD 1.21		25 = HGVs
Development (Vision) Assignment Arrivals (AM Peak Hour)		



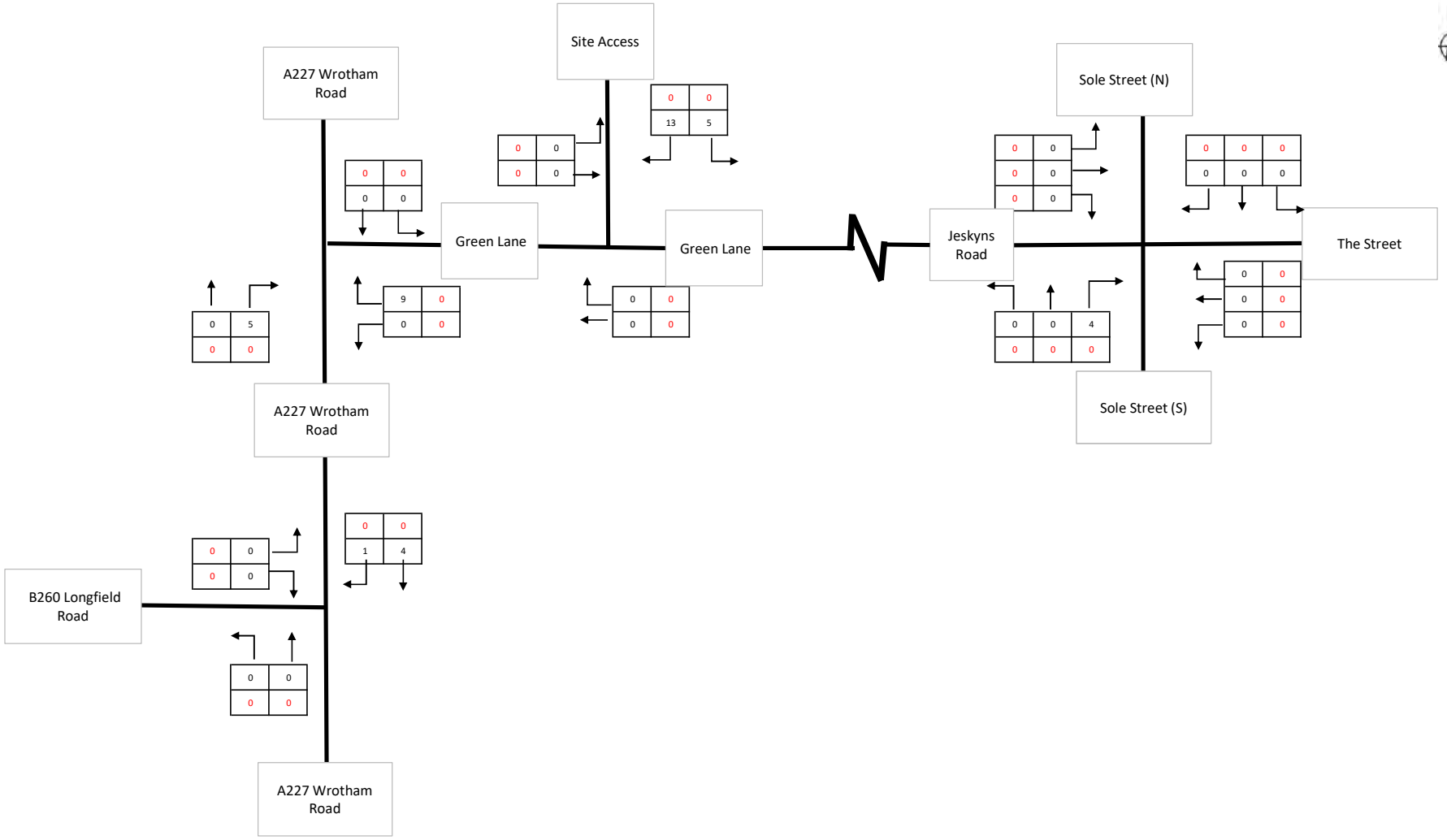
i-Transport	33 Queen Street, London EC4R 1AP www.i-transport.co.uk	KEY
Norwood Lane, Meopham		500 = TOTAL VEHICLES
TFD 1.22		25 = HGVs
Development (Vision) Assignment Departures (AM Peak Hour)		



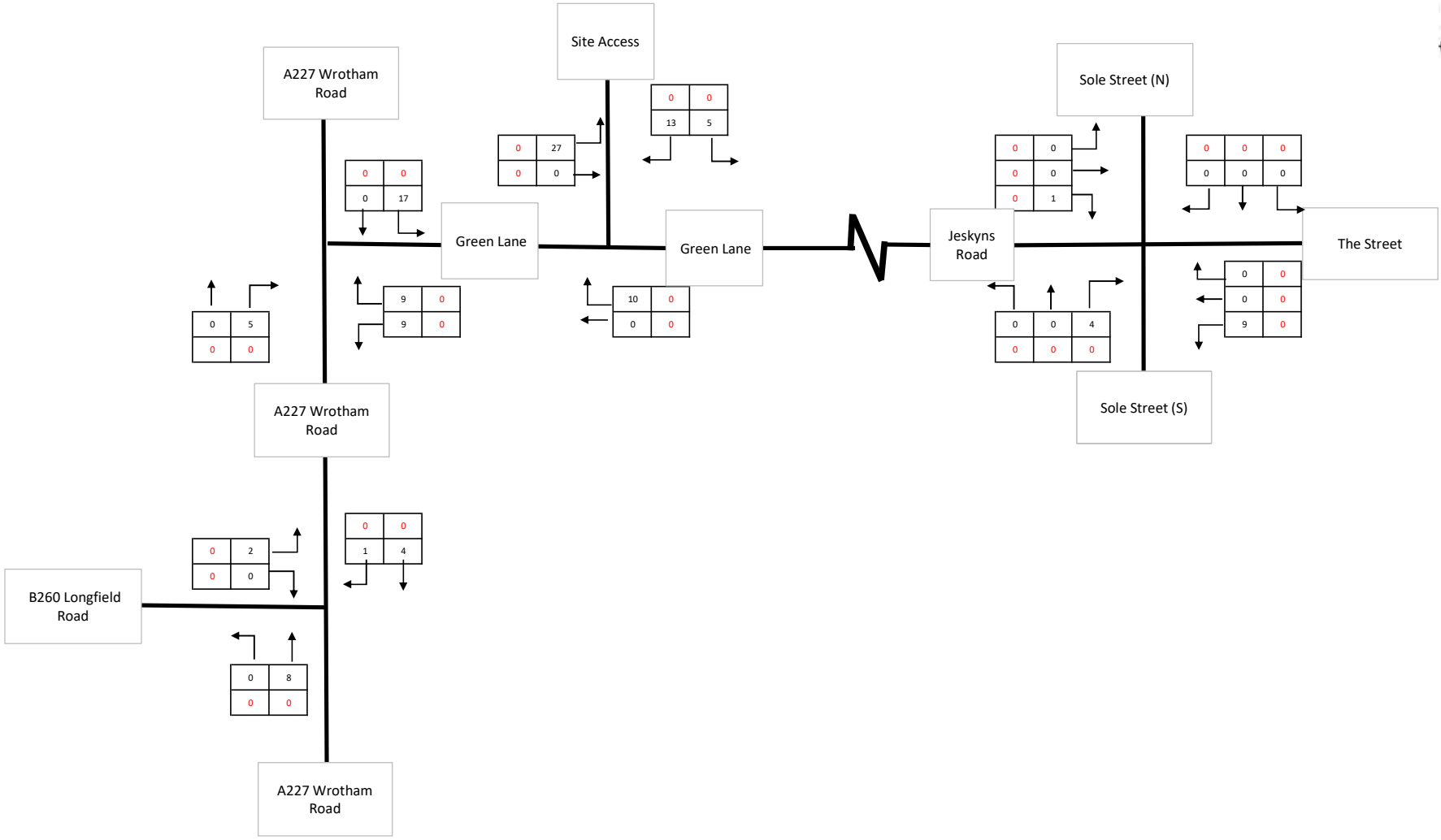
i-Transport	33 Queen Street, London EC4R 1AP www.i-transport.co.uk	KEY
Norwood Lane, Meopham		500 = TOTAL VEHICLES
TFD 1.23		25 = HGVs
Development (Vision) Assignment TOTAL (AM Peak Hour)		



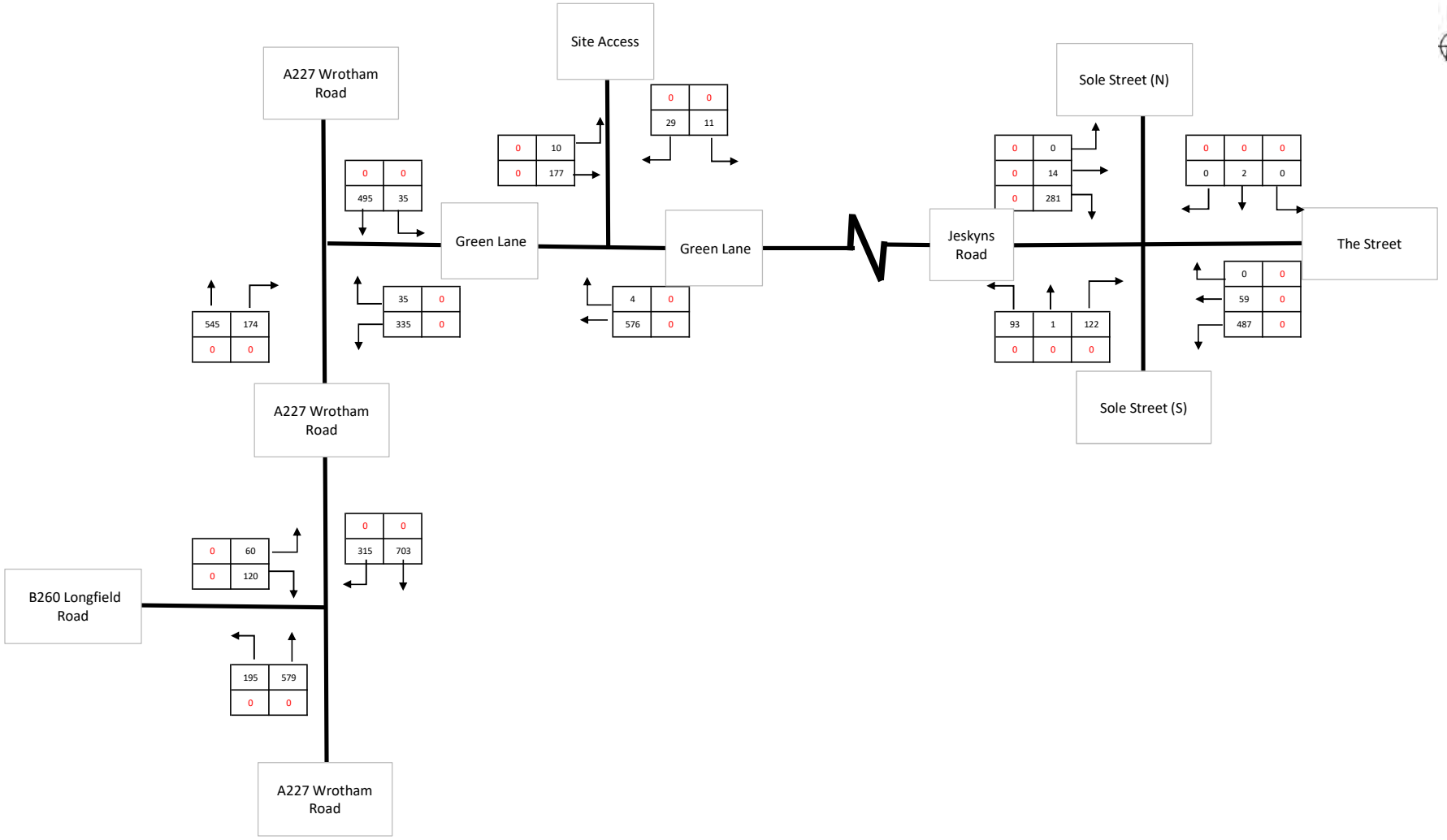
i-Transport	33 Queen Street, London EC4R 1AP www.i-transport.co.uk	KEY
Norwood Lane, Meopham		500 = TOTAL VEHICLES
TFD 1.24		25 = HGVs
Development (Vision) Assignment Arrivals (PM Peak Hour)		



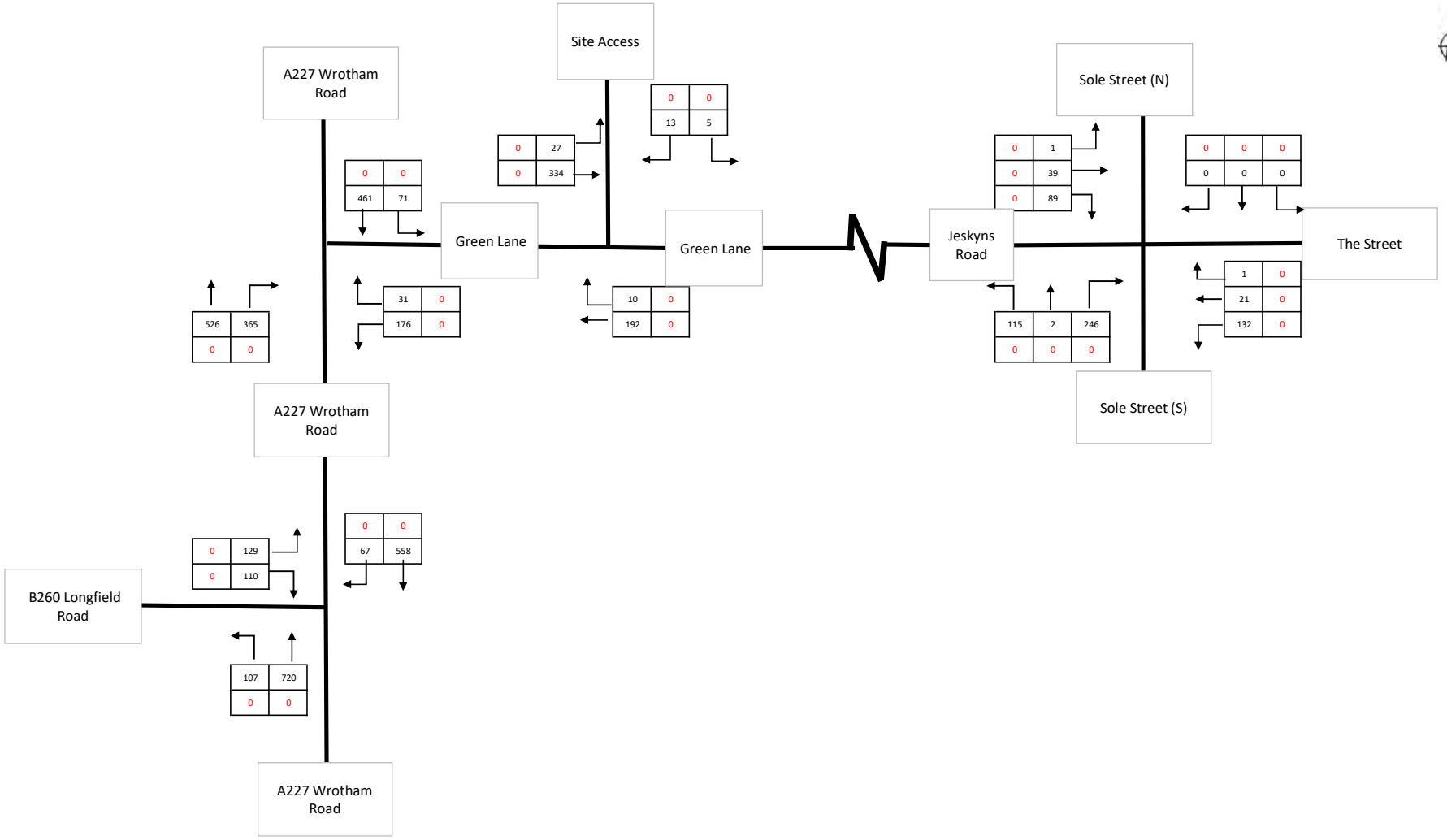
i-Transport	33 Queen Street, London EC4R 1AP www.i-transport.co.uk	KEY
Norwood Lane, Meopham		500 = TOTAL VEHICLES
TFD 1.25		25 = HGVs
Development (Vision) Assignment Departures (PM Peak Hour)		



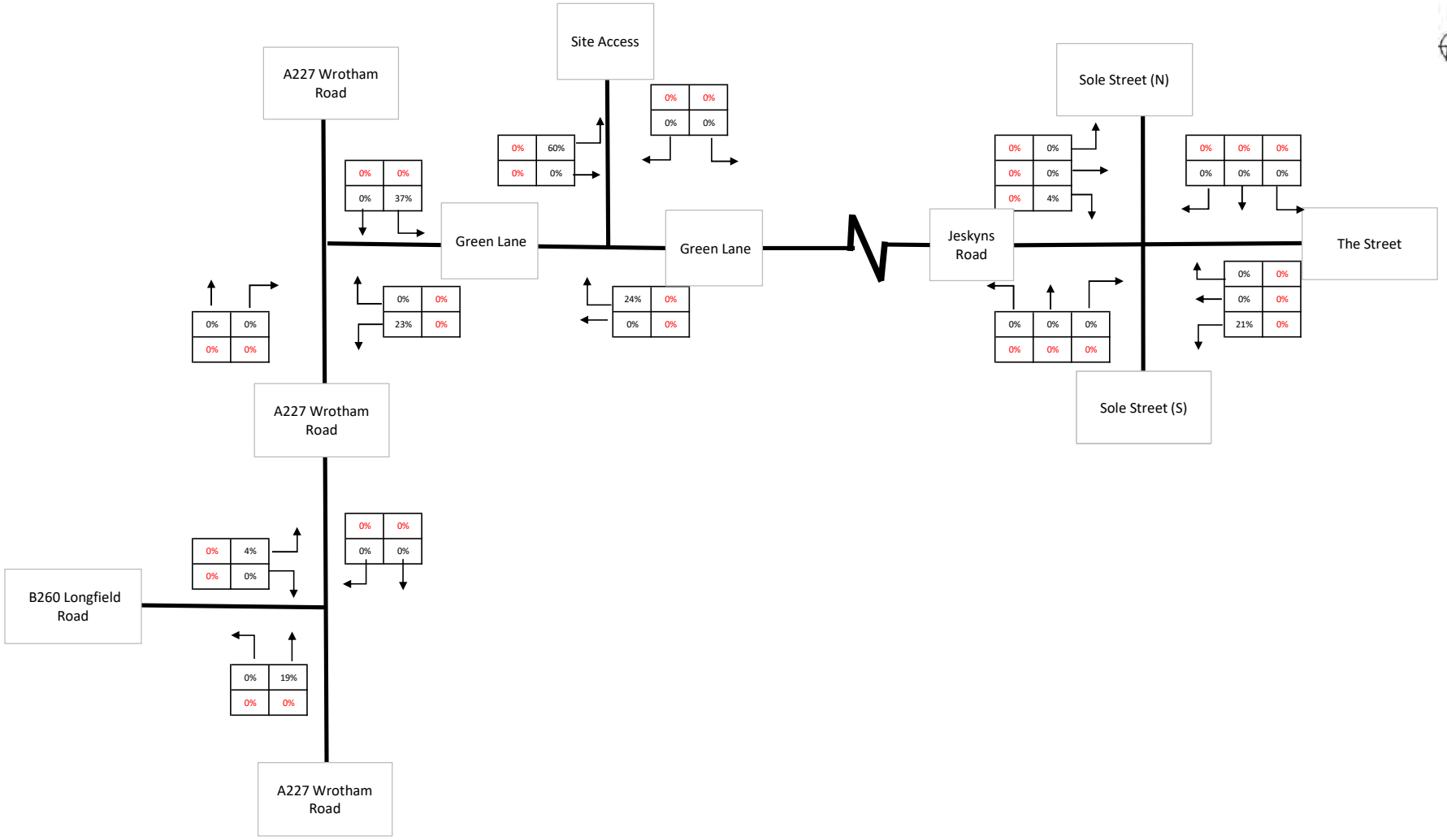
i-Transport	33 Queen Street, London EC4R 1AP www.i-transport.co.uk	KEY
Norwood Lane, Meopham		500 = TOTAL VEHICLES
TFD 1.26		25 = HGVs
Development (Vision) Assignment TOTAL (PM Peak Hour)		



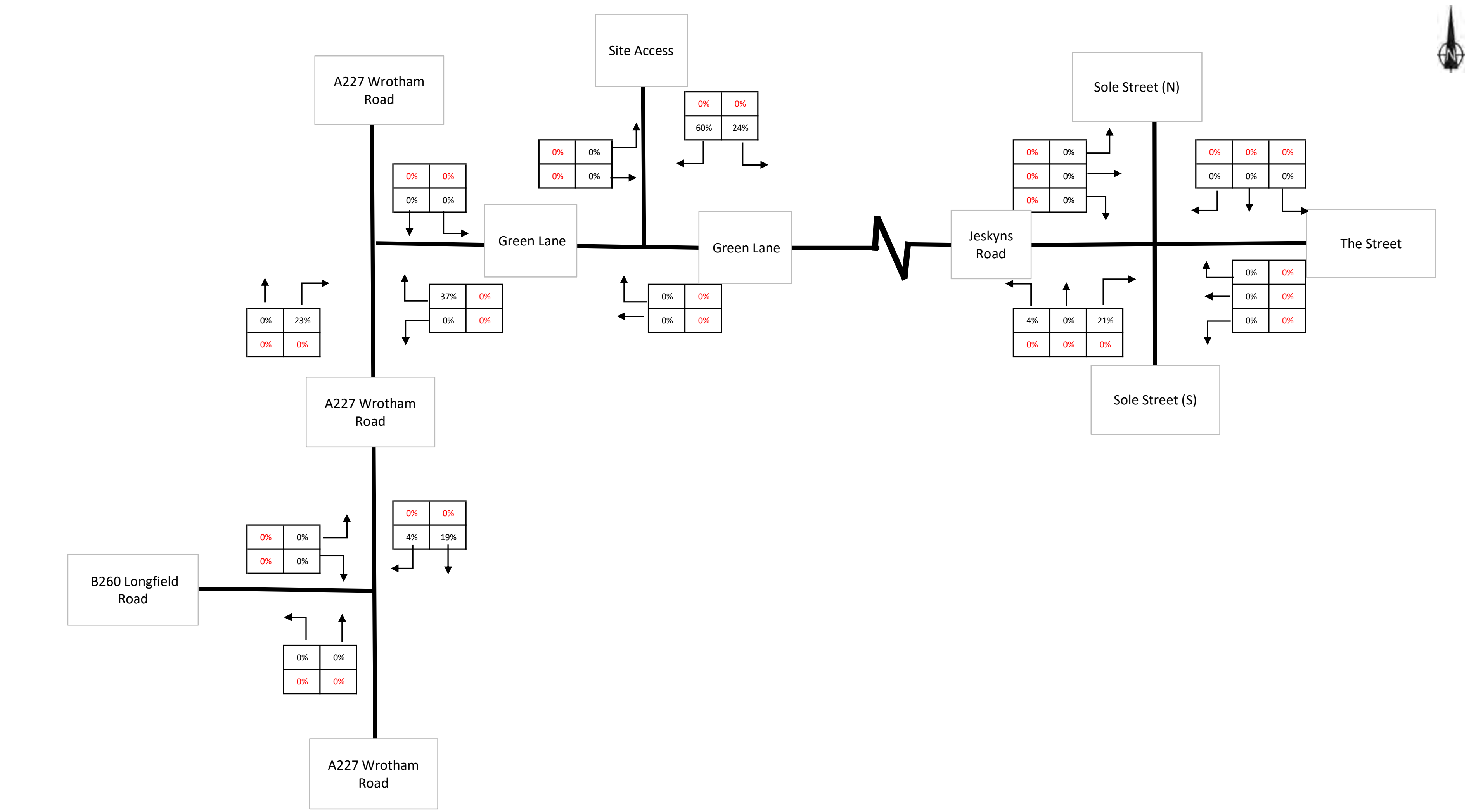
i-Transport	33 Queen Street, London EC4R 1AP www.i-transport.co.uk	KEY
Norwood Lane, Meopham		500 = TOTAL VEHICLES
TFD 1.27		25 = HGVs
2030 Base With Development and Vision Traffic Flows - AM Peak Hour (0800 - 0900)		



i-Transport	33 Queen Street, London EC4R 1AP www.i-transport.co.uk	KEY
Norwood Lane, Meopham		500 = TOTAL VEHICLES
TFD 1.28		25 = HGVs
2030 Base With Development and Vision Traffic Flows - PM Peak Hour (1700 - 1800)		



i-Transport	33 Queen Street, London EC4R 1AP www.i-transport.co.uk	KEY
Norwood Lane, Meopham		500 = TOTAL VEHICLES
TFD 1.29		25 = HGVs
Development (Vision2) Distribution % Arrivals (AM Peak Hour)		



i-Transport

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

Norwood Lane, Meopham

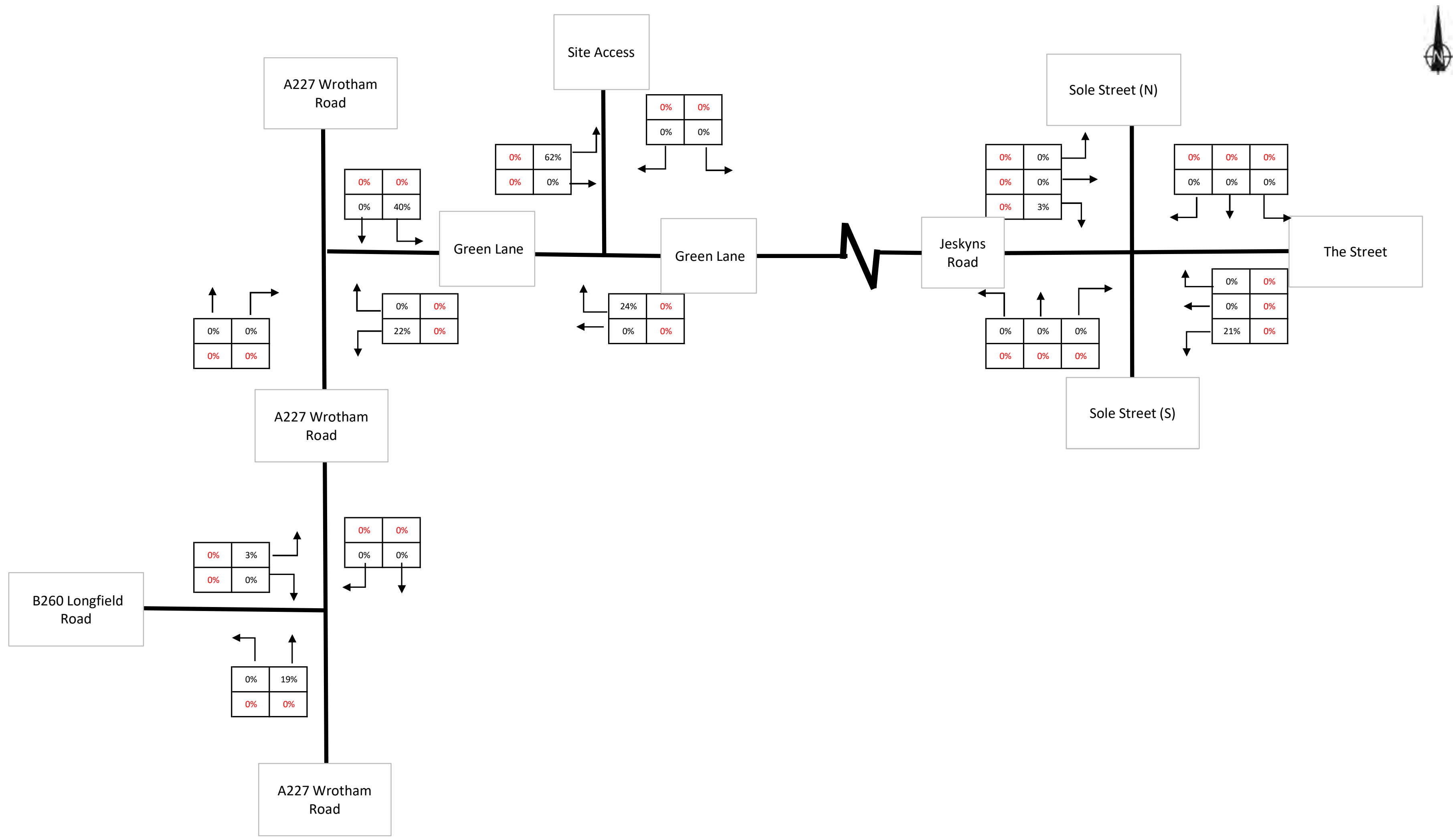
TFD 1.30

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

KEY

500 = TOTAL VEHICLES

25 = HGVs



i-Transport

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

Norwood Lane, Meopham

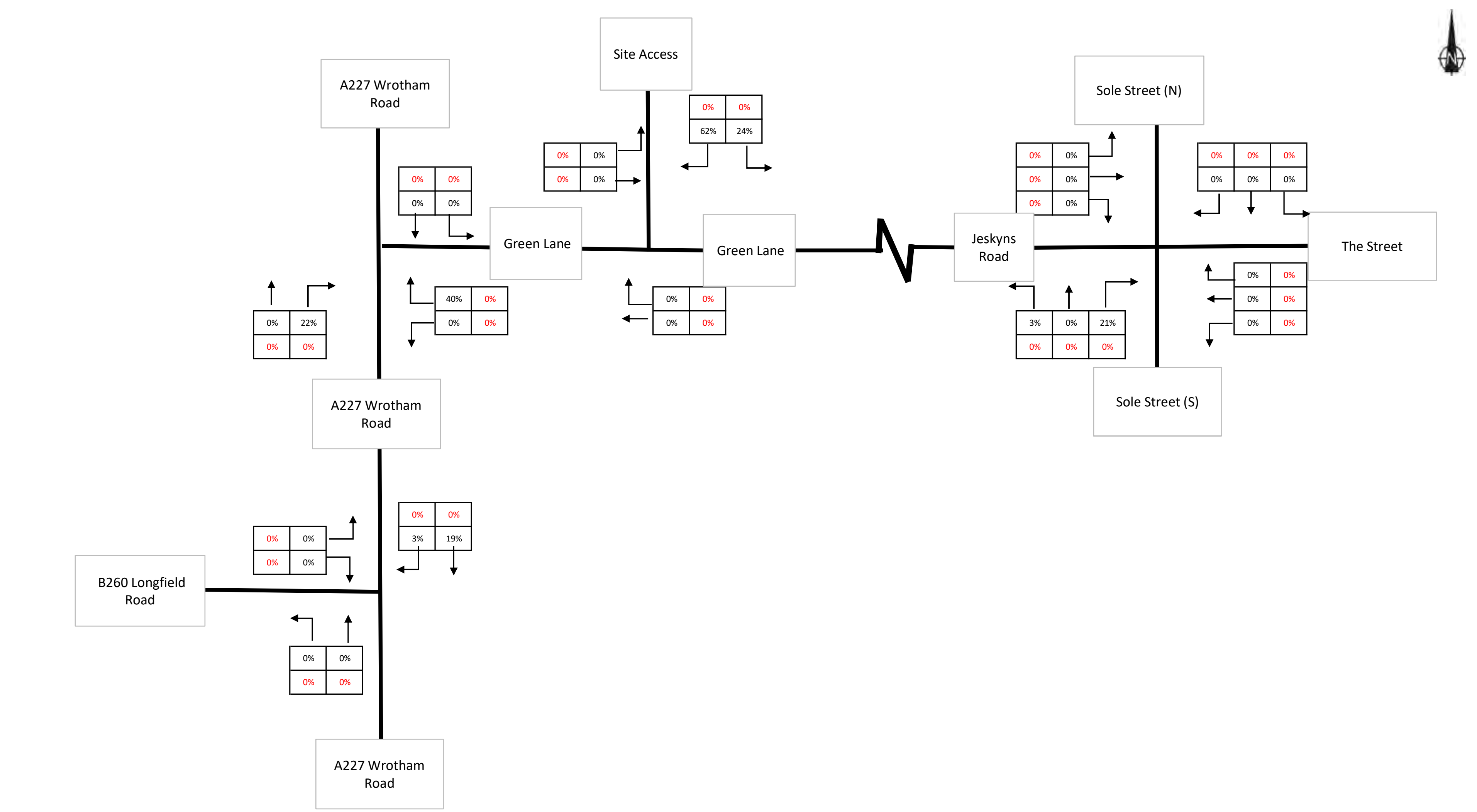
TFD 1.31

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

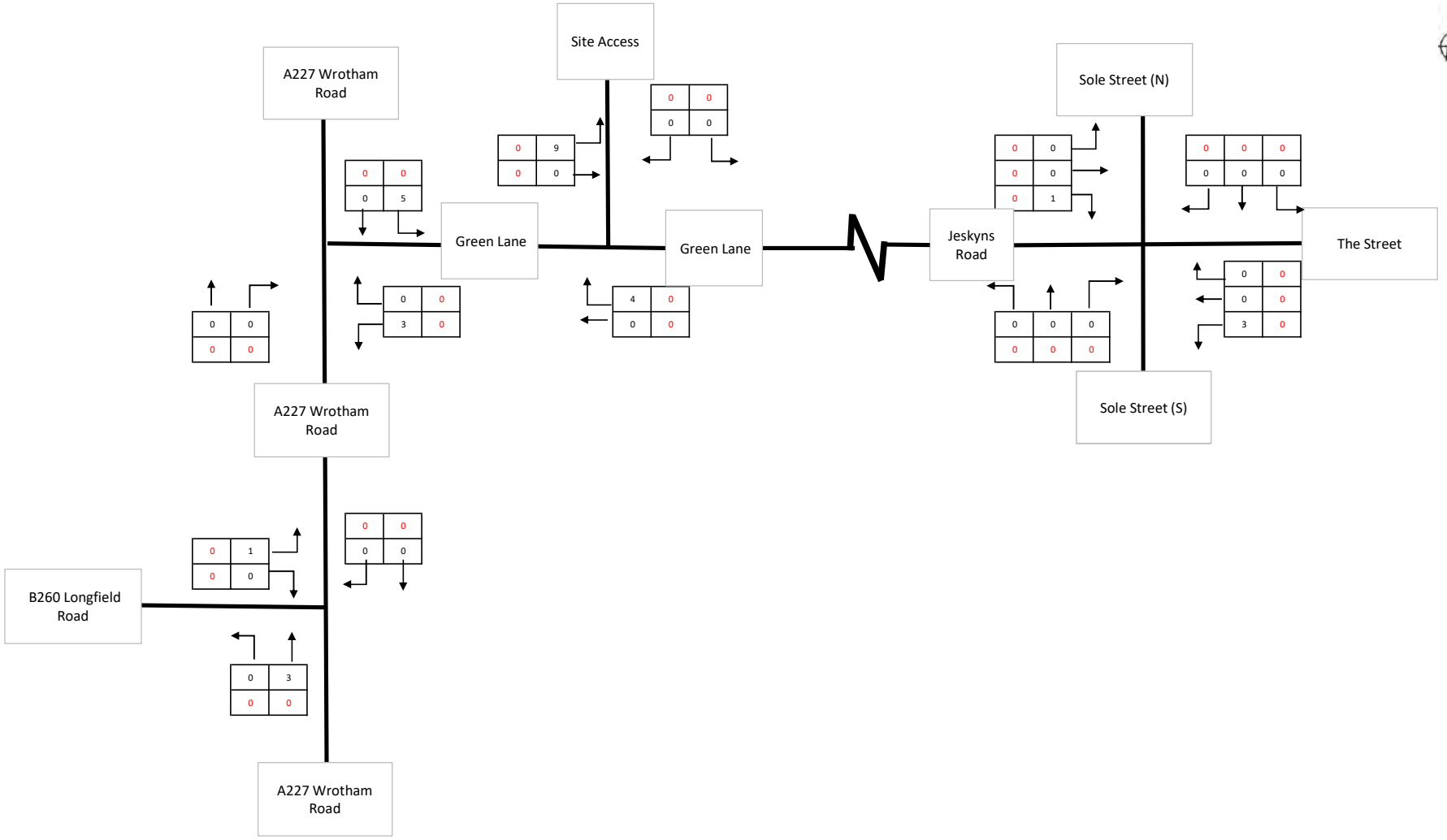
KEY

500 = TOTAL VEHICLES

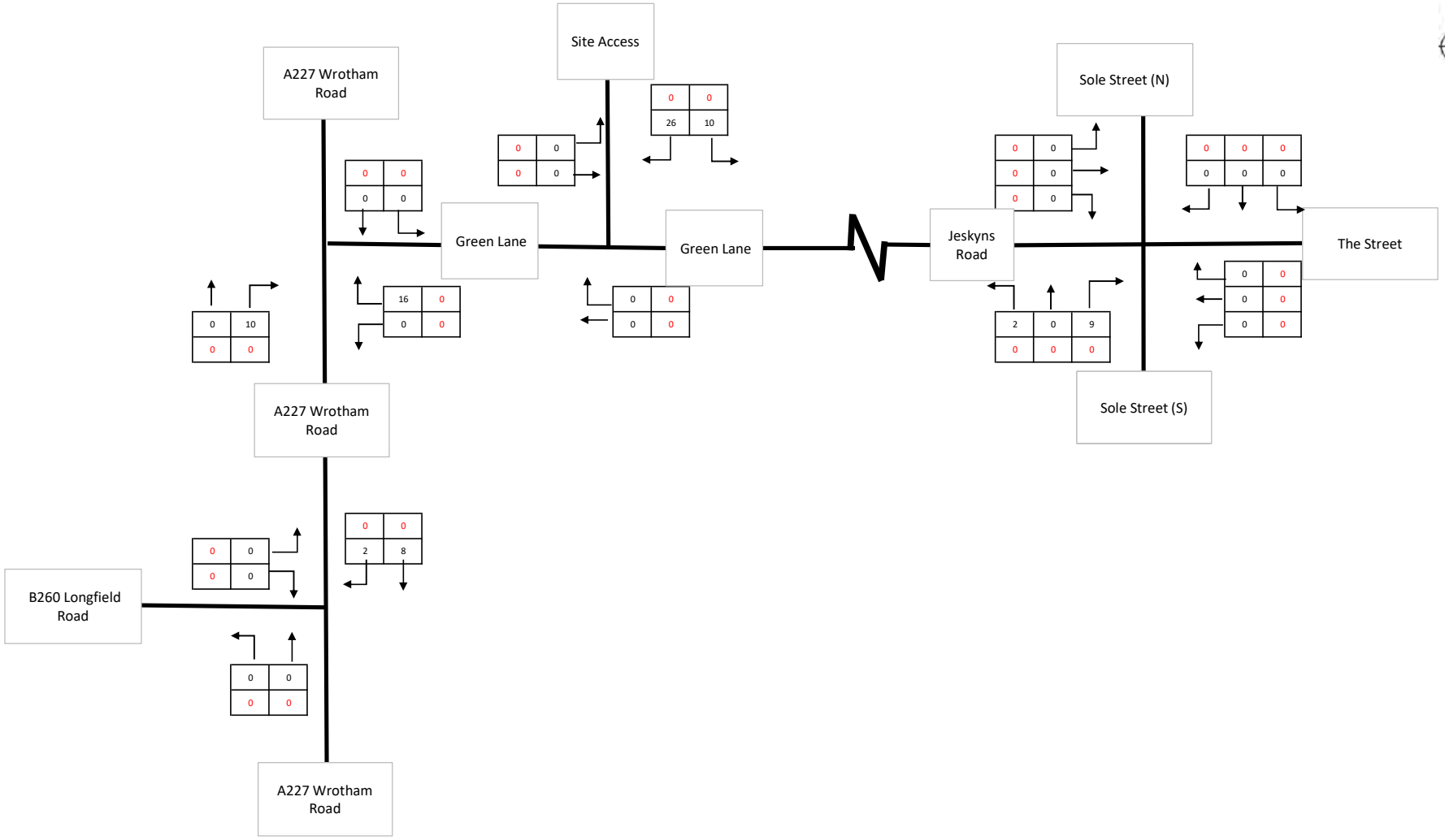
25 = HGVs



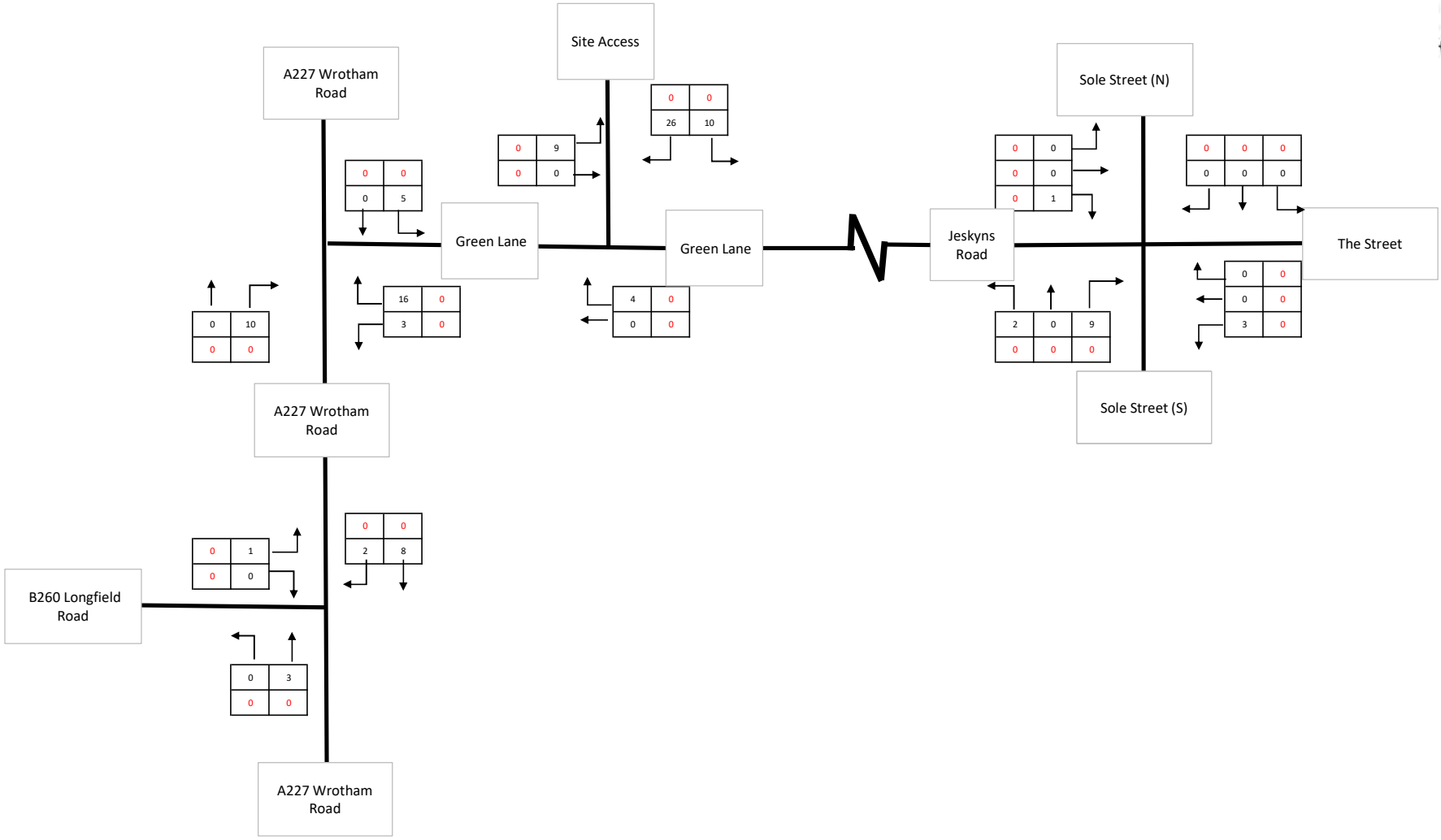
i-Transport	33 Queen Street, London EC4R 1AP www.i-transport.co.uk	KEY
Norwood Lane, Meopham		500 = TOTAL VEHICLES
TFD 1.32		25 = HGVs
Development (Vision2) Distribution % Departures (PM Peak Hour)		



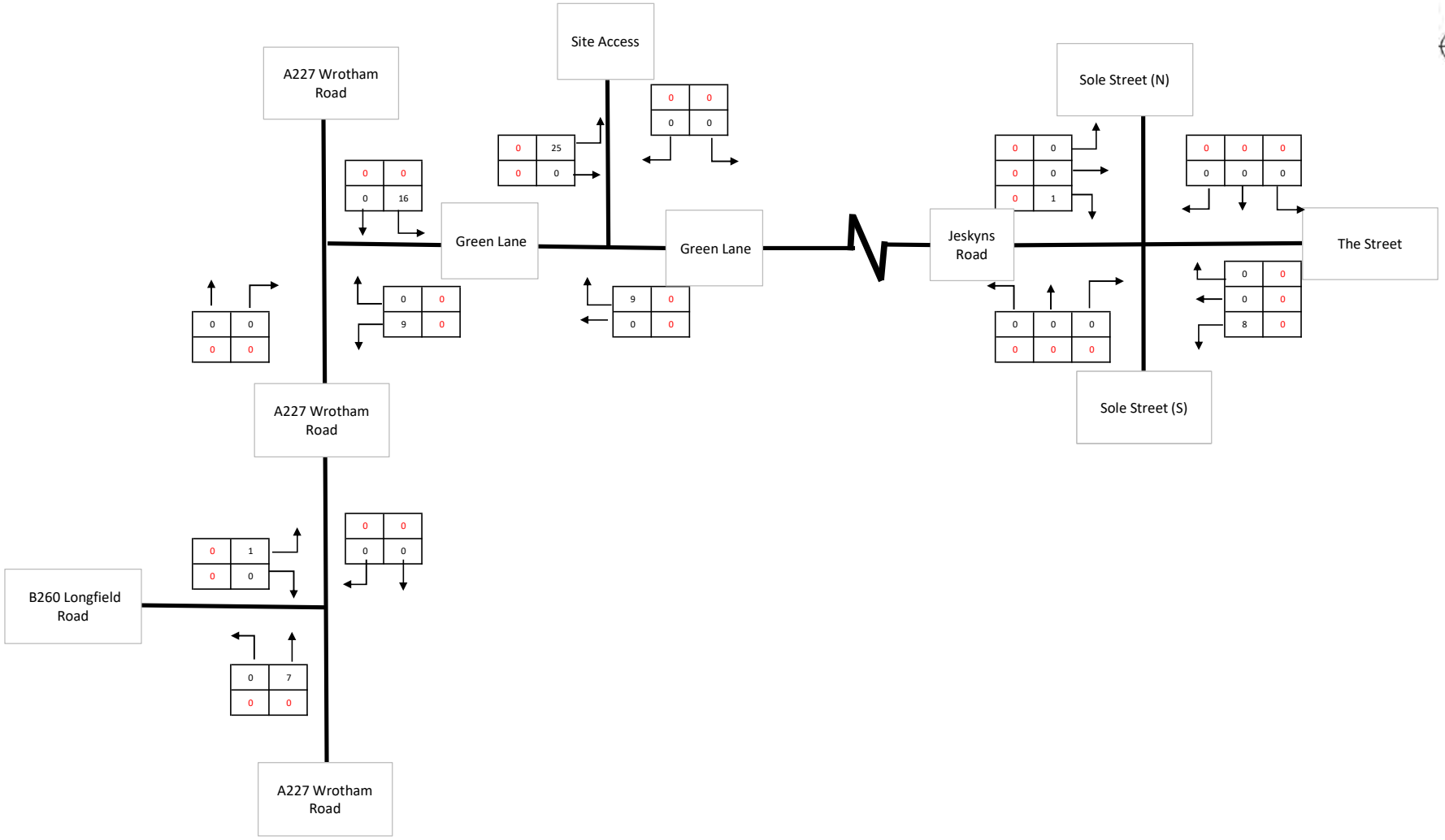
i-Transport	33 Queen Street, London EC4R 1AP www.i-transport.co.uk	KEY
Norwood Lane, Meopham		500 = TOTAL VEHICLES
TFD 1.33		25 = HGVs
Development (Vision2) Assignment Arrivals (AM Peak Hour)		



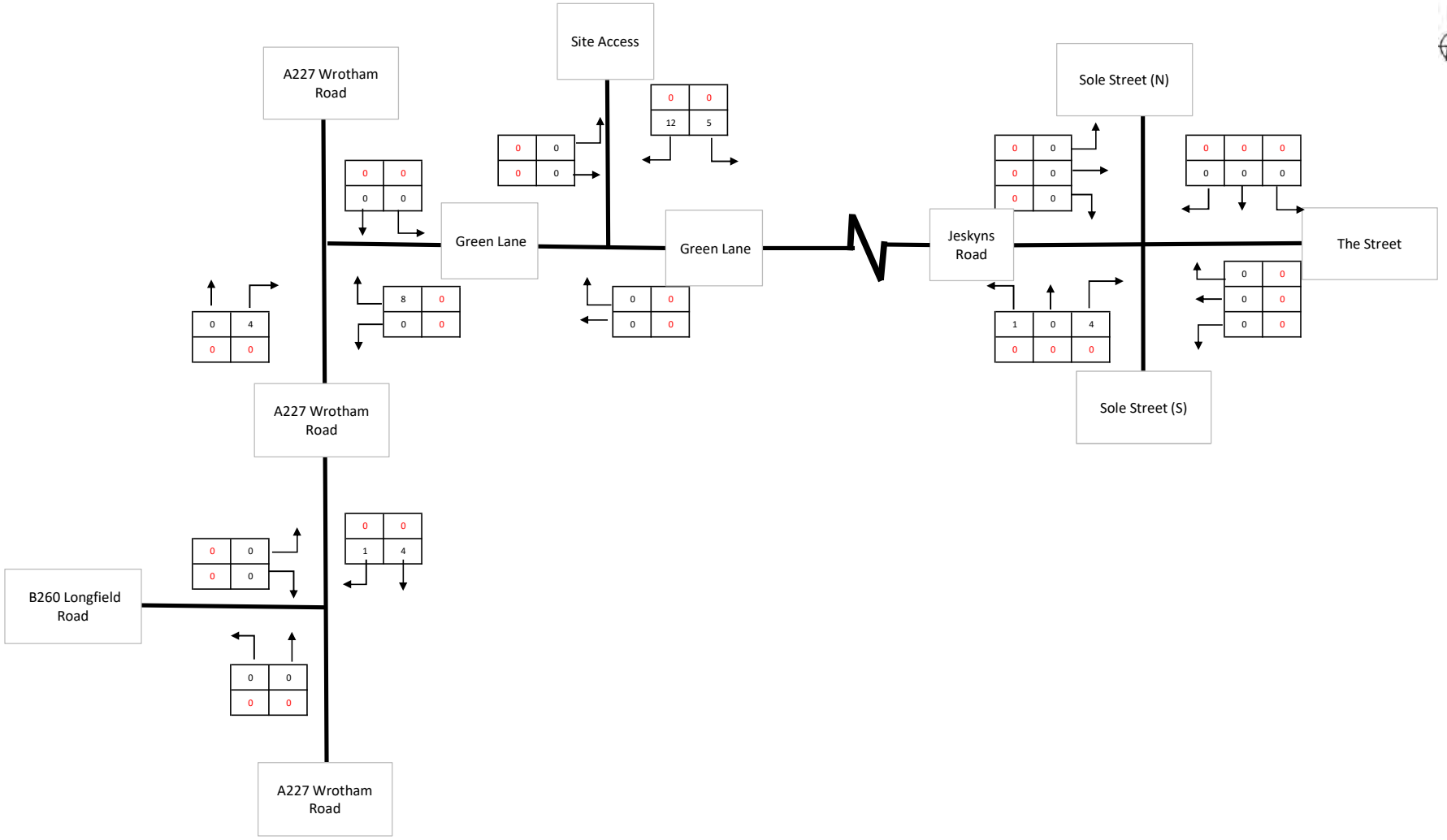
i-Transport	33 Queen Street, London EC4R 1AP www.i-transport.co.uk	KEY
Norwood Lane, Meopham		500 = TOTAL VEHICLES
TFD 1.34		25 = HGVs
Development (Vision2) Assignment Departures (AM Peak Hour)		



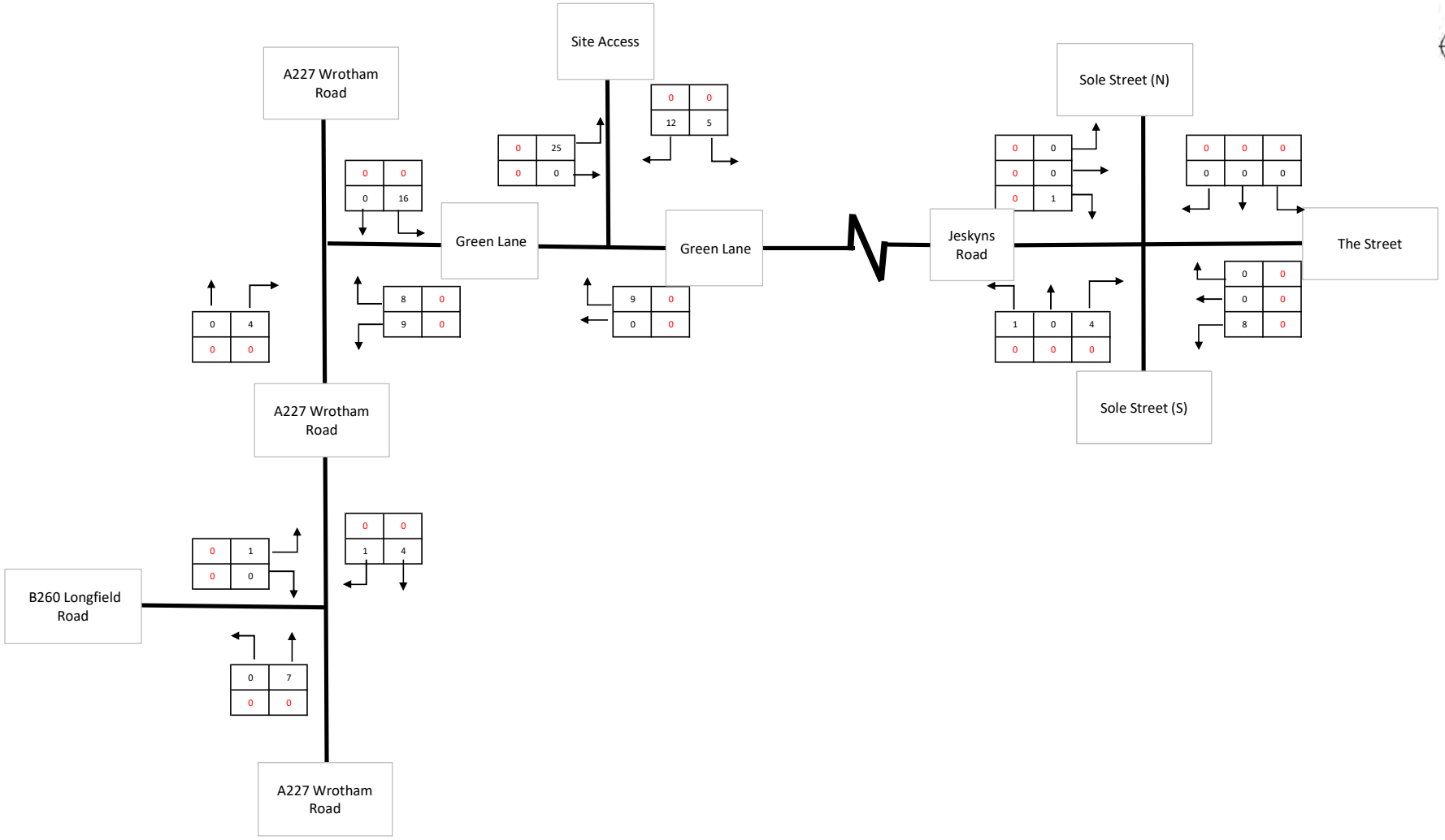
i-Transport	33 Queen Street, London EC4R 1AP www.i-transport.co.uk	KEY
Norwood Lane, Meopham		500 = TOTAL VEHICLES
TFD 1.35		25 = HGVs
Development (Vision2) Assignment TOTAL (AM Peak Hour)		



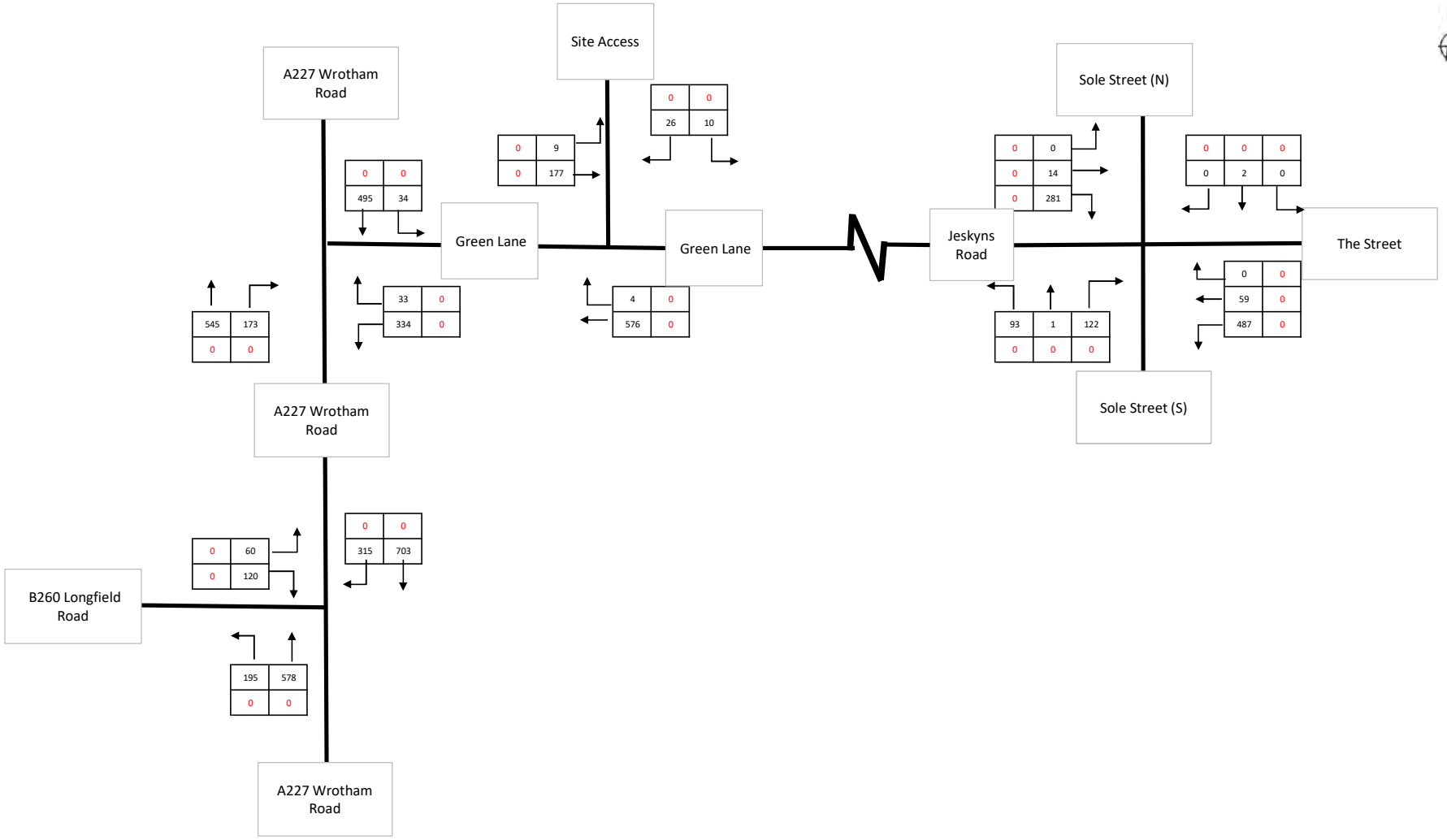
i-Transport	33 Queen Street, London EC4R 1AP www.i-transport.co.uk	KEY
Norwood Lane, Meopham		500 = TOTAL VEHICLES
TFD 1.36		25 = HGVs
Development (Vision2) Assignment Arrivals (PM Peak Hour)		



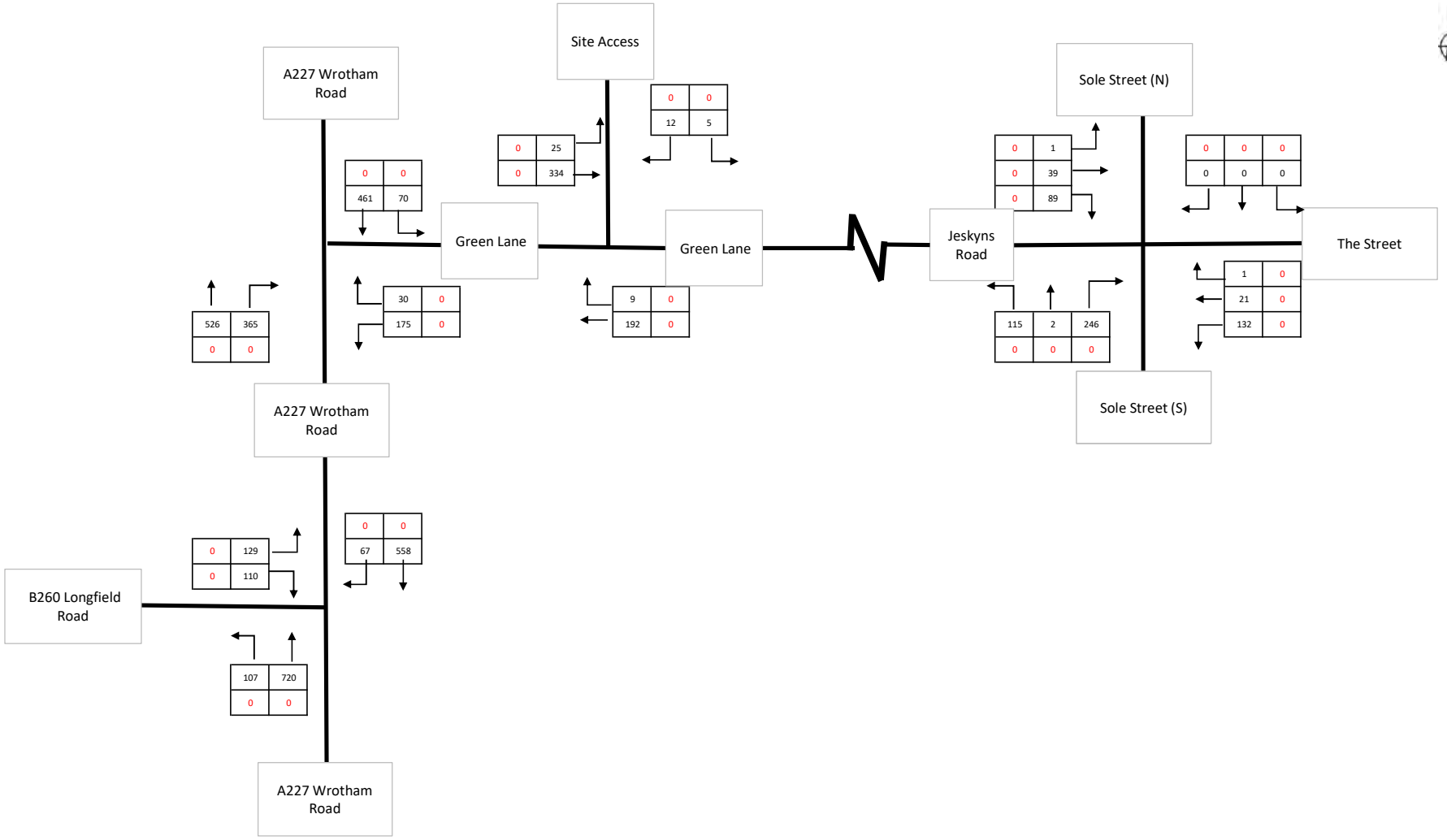
i-Transport	33 Queen Street, London EC4R 1AP www.i-transport.co.uk	KEY
Norwood Lane, Meopham		500 = TOTAL VEHICLES
TFD 1.37		25 = HGVs
Development (Vision2) Assignment Departures (PM Peak Hour)		



i-Transport	33 Queen Street, London EC4R 1AP www.i-transport.co.uk	KEY
Norwood Lane, Meopham		500 = TOTAL VEHICLES
TFD 1.38		25 = HGVs
Development (Vision2) Assignment TOTAL (PM Peak Hour)		



i-Transport	33 Queen Street, London EC4R 1AP www.i-transport.co.uk	KEY
Norwood Lane, Meopham		500 = TOTAL VEHICLES
TFD 1.39		25 = HGVs
2030 Base With Development and Vision 2 Traffic Flows - AM Peak Hour (0800 - 0900)		



i-Transport	33 Queen Street, London EC4R 1AP www.i-transport.co.uk	KEY
Norwood Lane, Meopham		500 = TOTAL VEHICLES
TFD 1.40		25 = HGVs
2030 Base With Development and Vision 2 Traffic Flows - PM Peak Hour (1700 - 1800)		

APPENDIX H. Junction Capacity Model Results

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177

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

Filename: Site Access Junction.j11
Path: L:\PROJECTS\16000 SERIES\16459 - Norwood Lane, Meopham\Tech\Junction Assessments\Picady
Report generation date: 10/07/2025 16:41:36

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	0.1	9.74	0.12	A	D2	0.1	8.89	0.05	A
Stream C-AB		0.0	4.00	0.01	A		0.0	5.31	0.02	A
2030 - With Development and Vision										
Stream B-AC	D3	0.1	9.60	0.11	A	D4	0.0	8.81	0.05	A
Stream C-AB		0.0	4.00	0.01	A		0.0	5.31	0.02	A
2030 - With Development and Vision 2										
Stream B-AC	D5	0.1	9.47	0.09	A	D6	0.0	8.73	0.04	A
Stream C-AB		0.0	4.00	0.01	A		0.0	5.30	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

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	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

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		0.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.59	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	✓	189	100.000
B		ONE HOUR	✓	46	100.000
C		ONE HOUR	✓	580	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	12	177
	B	33	0	13
	C	576	4	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	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	0.12	9.74	0.1	A	42	63
C-AB	0.01	4.00	0.0	A	8	13
C-A					524	786
A-B					11	17
A-C					162	244

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	460	0.075	34	0.0	0.1	8.444	A
C-AB	6	1	0.00	906	0.006	6	0.0	0.0	3.999	A
C-A	431	108	0.00			431				
A-B	9	2	0.00			9				
A-C	133	33	0.00			133				

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	444	0.093	41	0.1	0.1	8.945	A
C-AB	8	2	0.00	956	0.008	8	0.0	0.0	3.795	A
C-A	514	128	0.00			514				
A-B	11	3	0.00			11				
A-C	159	40	0.00			159				

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	420	0.121	51	0.1	0.1	9.735	A
C-AB	12	3	0.00	1027	0.011	12	0.0	0.0	3.545	A
C-A	627	157	0.00			627				
A-B	13	3	0.00			13				
A-C	195	49	0.00			195				

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	420	0.121	51	0.1	0.1	9.741	A
C-AB	12	3	0.00	1027	0.011	12	0.0	0.0	3.548	A
C-A	627	157	0.00			627				
A-B	13	3	0.00			13				
A-C	195	49	0.00			195				

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	444	0.093	41	0.1	0.1	8.955	A
C-AB	8	2	0.00	956	0.008	8	0.0	0.0	3.795	A
C-A	514	128	0.00			514				
A-B	11	3	0.00			11				
A-C	159	40	0.00			159				

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	460	0.075	35	0.1	0.1	8.459	A
C-AB	6	1	0.00	906	0.006	6	0.0	0.0	4.000	A
C-A	431	108	0.00			431				
A-B	9	2	0.00			9				
A-C	133	33	0.00			133				

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		0.41	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
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	✓	362	100.000
B		ONE HOUR	✓	19	100.000
C		ONE HOUR	✓	202	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	28	334
	B	14	0	5
	C	192	10	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	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	8.89	0.1	A	17	26
C-AB	0.02	5.31	0.0	A	12	19
C-A					173	259
A-B					26	39
A-C					306	460

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	14	4	0.00	463	0.031	14	0.0	0.0	8.023	A
C-AB	10	2	0.00	688	0.014	9	0.0	0.0	5.309	A
C-A	143	36	0.00			143				
A-B	21	5	0.00			21				
A-C	251	63	0.00			251				

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	17	4	0.00	447	0.038	17	0.0	0.0	8.365	A
C-AB	12	3	0.00	695	0.017	12	0.0	0.0	5.271	A
C-A	170	42	0.00			170				
A-B	25	6	0.00			25				
A-C	300	75	0.00			300				

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	21	5	0.00	426	0.049	21	0.0	0.1	8.884	A
C-AB	16	4	0.00	706	0.022	16	0.0	0.0	5.218	A
C-A	207	52	0.00			207				
A-B	31	8	0.00			31				
A-C	368	92	0.00			368				

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	21	5	0.00	426	0.049	21	0.1	0.1	8.886	A
C-AB	16	4	0.00	706	0.022	16	0.0	0.0	5.218	A
C-A	207	52	0.00			207				
A-B	31	8	0.00			31				
A-C	368	92	0.00			368				

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	17	4	0.00	447	0.038	17	0.1	0.0	8.369	A
C-AB	12	3	0.00	695	0.017	12	0.0	0.0	5.274	A
C-A	170	42	0.00			170				
A-B	25	6	0.00			25				
A-C	300	75	0.00			300				

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	14	4	0.00	463	0.031	14	0.0	0.0	8.027	A
C-AB	10	2	0.00	688	0.014	10	0.0	0.0	5.311	A
C-A	143	36	0.00			143				
A-B	21	5	0.00			21				
A-C	251	63	0.00			251				

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		0.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.52	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
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	✓	187	100.000
B		ONE HOUR	✓	40	100.000
C		ONE HOUR	✓	580	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	10	177
	B	29	0	11
	C	576	4	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	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	9.60	0.1	A	37	55
C-AB	0.01	4.00	0.0	A	8	13
C-A					524	786
A-B					9	14
A-C					162	244

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	30	8	0.00	459	0.066	30	0.0	0.1	8.379	A
C-AB	6	1	0.00	906	0.006	6	0.0	0.0	3.998	A
C-A	431	108	0.00			431				
A-B	8	2	0.00			8				
A-C	133	33	0.00			133				

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	36	9	0.00	442	0.081	36	0.1	0.1	8.854	A
C-AB	8	2	0.00	956	0.008	8	0.0	0.0	3.794	A
C-A	514	128	0.00			514				
A-B	9	2	0.00			9				
A-C	159	40	0.00			159				

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	44	11	0.00	419	0.105	44	0.1	0.1	9.594	A
C-AB	12	3	0.00	1027	0.011	12	0.0	0.0	3.544	A
C-A	627	157	0.00			627				
A-B	11	3	0.00			11				
A-C	195	49	0.00			195				

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	44	11	0.00	419	0.105	44	0.1	0.1	9.599	A
C-AB	12	3	0.00	1027	0.011	12	0.0	0.0	3.544	A
C-A	627	157	0.00			627				
A-B	11	3	0.00			11				
A-C	195	49	0.00			195				

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	36	9	0.00	442	0.081	36	0.1	0.1	8.862	A
C-AB	8	2	0.00	956	0.008	8	0.0	0.0	3.797	A
C-A	514	128	0.00			514				
A-B	9	2	0.00			9				
A-C	159	40	0.00			159				

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	30	8	0.00	459	0.066	30	0.1	0.1	8.394	A
C-AB	6	1	0.00	906	0.006	6	0.0	0.0	3.998	A
C-A	431	108	0.00			431				
A-B	8	2	0.00			8				
A-C	133	33	0.00			133				

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		0.40	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
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	✓	361	100.000
B		ONE HOUR	✓	18	100.000
C		ONE HOUR	✓	202	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	27	334
	B	13	0	5
	C	192	10	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	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	8.81	0.0	A	17	25
C-AB	0.02	5.31	0.0	A	12	19
C-A					173	259
A-B					25	37
A-C					306	460

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	14	3	0.00	465	0.029	13	0.0	0.0	7.972	A
C-AB	10	2	0.00	688	0.014	9	0.0	0.0	5.307	A
C-A	143	36	0.00			143				
A-B	20	5	0.00			20				
A-C	251	63	0.00			251				

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	16	4	0.00	450	0.036	16	0.0	0.0	8.306	A
C-AB	12	3	0.00	695	0.017	12	0.0	0.0	5.269	A
C-A	170	42	0.00			170				
A-B	24	6	0.00			24				
A-C	300	75	0.00			300				

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	20	5	0.00	428	0.046	20	0.0	0.0	8.812	A
C-AB	16	4	0.00	706	0.022	16	0.0	0.0	5.216	A
C-A	207	52	0.00			207				
A-B	30	7	0.00			30				
A-C	368	92	0.00			368				

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	20	5	0.00	428	0.046	20	0.0	0.0	8.814	A
C-AB	16	4	0.00	706	0.022	16	0.0	0.0	5.216	A
C-A	207	52	0.00			207				
A-B	30	7	0.00			30				
A-C	368	92	0.00			368				

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	16	4	0.00	450	0.036	16	0.0	0.0	8.310	A
C-AB	12	3	0.00	695	0.017	12	0.0	0.0	5.272	A
C-A	170	42	0.00			170				
A-B	24	6	0.00			24				
A-C	300	75	0.00			300				

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	14	3	0.00	465	0.029	14	0.0	0.0	7.976	A
C-AB	10	2	0.00	688	0.014	10	0.0	0.0	5.308	A
C-A	143	36	0.00			143				
A-B	20	5	0.00			20				
A-C	251	63	0.00			251				

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		0.47	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.47	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
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	✓	186	100.000
B		ONE HOUR	✓	36	100.000
C		ONE HOUR	✓	580	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	9	177
	B	26	0	10
	C	576	4	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	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	0.09	9.47	0.1	A	33	50
C-AB	0.01	4.00	0.0	A	8	13
C-A					524	786
A-B					8	12
A-C					162	244

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	27	7	0.00	460	0.059	27	0.0	0.1	8.312	A
C-AB	6	1	0.00	906	0.006	6	0.0	0.0	3.998	A
C-A	431	108	0.00			431				
A-B	7	2	0.00			7				
A-C	133	33	0.00			133				

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	32	8	0.00	443	0.073	32	0.1	0.1	8.764	A
C-AB	8	2	0.00	957	0.008	8	0.0	0.0	3.793	A
C-A	514	128	0.00			514				
A-B	8	2	0.00			8				
A-C	159	40	0.00			159				

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	40	10	0.00	420	0.094	40	0.1	0.1	9.469	A
C-AB	12	3	0.00	1027	0.011	12	0.0	0.0	3.543	A
C-A	627	157	0.00			627				
A-B	10	2	0.00			10				
A-C	195	49	0.00			195				

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	40	10	0.00	420	0.094	40	0.1	0.1	9.473	A
C-AB	12	3	0.00	1027	0.011	12	0.0	0.0	3.546	A
C-A	627	157	0.00			627				
A-B	10	2	0.00			10				
A-C	195	49	0.00			195				

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	32	8	0.00	443	0.073	32	0.1	0.1	8.770	A
C-AB	8	2	0.00	957	0.008	8	0.0	0.0	3.793	A
C-A	514	128	0.00			514				
A-B	8	2	0.00			8				
A-C	159	40	0.00			159				

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	27	7	0.00	460	0.059	27	0.1	0.1	8.323	A
C-AB	6	1	0.00	906	0.006	6	0.0	0.0	3.999	A
C-A	431	108	0.00			431				
A-B	7	2	0.00			7				
A-C	133	33	0.00			133				

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		0.37	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.37	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	✓	359	100.000
B		ONE HOUR	✓	17	100.000
C		ONE HOUR	✓	201	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	25	334
	B	12	0	5
	C	192	9	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	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	0.04	8.73	0.0	A	16	23
C-AB	0.02	5.30	0.0	A	11	17
C-A					173	260
A-B					23	34
A-C					306	460

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	13	3	0.00	468	0.027	13	0.0	0.0	7.913	A
C-AB	9	2	0.00	688	0.012	9	0.0	0.0	5.297	A
C-A	143	36	0.00			143				
A-B	19	5	0.00			19				
A-C	251	63	0.00			251				

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	15	4	0.00	452	0.034	15	0.0	0.0	8.238	A
C-AB	11	3	0.00	695	0.016	11	0.0	0.0	5.257	A
C-A	170	42	0.00			170				
A-B	22	6	0.00			22				
A-C	300	75	0.00			300				

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	19	5	0.00	431	0.043	19	0.0	0.0	8.728	A
C-AB	14	4	0.00	706	0.020	14	0.0	0.0	5.201	A
C-A	207	52	0.00			207				
A-B	28	7	0.00			28				
A-C	368	92	0.00			368				

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	19	5	0.00	431	0.043	19	0.0	0.0	8.730	A
C-AB	14	4	0.00	706	0.020	14	0.0	0.0	5.203	A
C-A	207	52	0.00			207				
A-B	28	7	0.00			28				
A-C	368	92	0.00			368				

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	15	4	0.00	452	0.034	15	0.0	0.0	8.239	A
C-AB	11	3	0.00	695	0.016	11	0.0	0.0	5.260	A
C-A	170	42	0.00			170				
A-B	22	6	0.00			22				
A-C	300	75	0.00			300				

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	13	3	0.00	468	0.027	13	0.0	0.0	7.919	A
C-AB	9	2	0.00	688	0.012	9	0.0	0.0	5.298	A
C-A	143	36	0.00			143				
A-B	19	5	0.00			19				
A-C	251	63	0.00			251				

Junctions 11

PICADY 11 - Priority Intersection Module

Filename: The street, jeskyns Road.j11
Path: L:\PROJECTS\16000 SERIES\16459 - Norwood Lane, Meopham\Tech\Junction Assessments\Picady
Report generation date: 09/07/2025 17:29:47

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	13.24	0.44	B	D2	1.7	17.30	0.64	C
Stream C-AB		1.2	14.55	0.55	B		0.2	6.19	0.14	A
	2030 - 2030 Future Base									
Stream B-AC	D3	0.9	14.39	0.47	B	D4	2.1	19.41	0.68	C
Stream C-AB		1.4	16.12	0.59	C		0.2	6.26	0.15	A
	2030 - 2030 Future Base with Development									
Stream B-AC	D5	1.0	15.43	0.51	C	D6	2.2	20.34	0.69	C
Stream C-AB		1.5	16.35	0.59	C		0.2	6.30	0.15	A
	2030 - 2030 Future Base with Development and Vision									
Stream B-AC	D7	1.0	15.35	0.50	C	D8	2.2	20.13	0.69	C
Stream C-AB		1.5	16.27	0.59	C		0.2	6.27	0.15	A
	2030 - 2030 Future Base with Development and Vision 2									
Stream B-AC	D9	1.0	15.35	0.50	C	D10	2.2	20.26	0.69	C
Stream C-AB		1.5	16.27	0.59	C		0.2	6.30	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

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025	Base	PM	ONE HOUR	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

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.

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		6.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.61	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)

		To		
		A - The Street	B - Sole Street	C - Jeskyns Road
From	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 %

		To		
		A - The Street	B - Sole Street	C - Jeskyns Road
From	A - The Street	0	1	0
	B - Sole Street	0	0	2
	C - Jeskyns Road	0	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	0.44	13.24	0.8	B	180	270
C-AB	0.55	14.55	1.2	B	253	380
C-A					6	10
A-B					427	640
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	148	37	0.00	546	0.270	146	0.0	0.4	9.058	A
C-AB	207	52	0.00	602	0.343	205	0.0	0.5	9.142	A
C-A	6	2	0.00			6				
A-B	350	88	0.00			350				
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	176	44	0.00	523	0.337	176	0.4	0.5	10.453	B
C-AB	248	62	0.00	583	0.425	247	0.5	0.7	10.845	B
C-A	7	2	0.00			7				
A-B	418	104	0.00			418				
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	216	54	0.00	491	0.440	215	0.5	0.8	13.117	B
C-AB	305	76	0.00	556	0.549	303	0.7	1.2	14.352	B
C-A	6	2	0.00			6				
A-B	512	128	0.00			512				
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	216	54	0.00	490	0.440	216	0.8	0.8	13.244	B
C-AB	305	76	0.00	556	0.549	305	1.2	1.2	14.550	B
C-A	6	2	0.00			6				
A-B	512	128	0.00			512				
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	176	44	0.00	522	0.337	177	0.8	0.5	10.575	B
C-AB	248	62	0.00	583	0.425	250	1.2	0.8	11.023	B
C-A	7	2	0.00			7				
A-B	418	104	0.00			418				
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	148	37	0.00	545	0.271	148	0.5	0.4	9.173	A
C-AB	207	52	0.00	602	0.343	208	0.8	0.5	9.280	A
C-A	6	2	0.00			6				
A-B	350	88	0.00			350				
A-C	42	11	0.00			42				

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.

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		10.69	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.69	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
From	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
From	A - The Street	0	2	0
	B - Sole Street	0	0	0
	C - Jeskyns Road	0	1	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	17.30	1.7	C	310	465
C-AB	0.14	6.19	0.2	A	81	122
C-A					30	45
A-B					109	164
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	10.322	B
C-AB	66	16	0.00	692	0.095	65	0.0	0.1	5.812	A
C-A	25	6	0.00			25				
A-B	90	22	0.00			90				
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	12.472	B
C-AB	79	20	0.00	689	0.115	79	0.1	0.1	5.967	A
C-A	29	7	0.00			29				
A-B	107	27	0.00			107				
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	0.642	369	1.0	1.7	16.900	C
C-AB	98	25	0.00	687	0.143	98	0.1	0.2	6.185	A
C-A	35	9	0.00			35				
A-B	131	33	0.00			131				
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	0.642	372	1.7	1.7	17.300	C
C-AB	98	25	0.00	687	0.143	98	0.2	0.2	6.187	A
C-A	35	9	0.00			35				
A-B	131	33	0.00			131				
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	12.819	B
C-AB	79	20	0.00	690	0.115	80	0.2	0.1	5.970	A
C-A	29	7	0.00			29				
A-B	107	27	0.00			107				
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	597	0.426	256	1.1	0.8	10.580	B
C-AB	66	16	0.00	692	0.095	66	0.1	0.1	5.823	A
C-A	25	6	0.00			25				
A-B	90	22	0.00			90				
A-C	15	4	0.00			15				

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.

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		7.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.27	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	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
From	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 %

		To		
		A - The Street	B - Sole Street	C - Jeskyns Road
From	A - The Street	0	1	0
	B - Sole Street	0	0	2
	C - Jeskyns Road	0	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	0.47	14.39	0.9	B	190	285
C-AB	0.59	16.12	1.4	C	267	401
C-A					7	10
A-B					450	675
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	156	39	0.00	540	0.289	154	0.0	0.4	9.390	A
C-AB	218	54	0.00	597	0.365	215	0.0	0.6	9.524	A
C-A	7	2	0.00			7				
A-B	369	92	0.00			369				
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	186	47	0.00	516	0.361	186	0.4	0.6	11.005	B
C-AB	261	65	0.00	576	0.453	260	0.6	0.8	11.514	B
C-A	7	2	0.00			7				
A-B	441	110	0.00			441				
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	228	57	0.00	481	0.474	227	0.6	0.9	14.210	B
C-AB	322	81	0.00	548	0.587	320	0.8	1.4	15.824	C
C-A	6	2	0.00			6				
A-B	540	135	0.00			540				
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	228	57	0.00	481	0.474	228	0.9	0.9	14.386	B
C-AB	322	81	0.00	548	0.587	322	1.4	1.4	16.117	C
C-A	6	2	0.00			6				
A-B	540	135	0.00			540				
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	186	47	0.00	514	0.362	187	0.9	0.6	11.166	B
C-AB	261	65	0.00	577	0.453	264	1.4	0.9	11.754	B
C-A	7	2	0.00			7				
A-B	441	110	0.00			441				
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	156	39	0.00	539	0.289	157	0.6	0.4	9.528	A
C-AB	218	54	0.00	597	0.365	219	0.9	0.6	9.695	A
C-A	7	2	0.00			7				
A-B	369	92	0.00			369				
A-C	44	11	0.00			44				

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		11.90	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.90	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		
		A - The Street	B - Sole Street	C - Jeskyns Road
From	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 %

		To		
		A - The Street	B - Sole Street	C - Jeskyns Road
From	A - The Street	0	2	0
	B - Sole Street	0	0	0
	C - Jeskyns Road	0	1	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	19.41	2.1	C	327	490
C-AB	0.15	6.26	0.2	A	86	130
C-A					31	47
A-B					115	172
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	595	0.450	265	0.0	0.8	10.786	B
C-AB	70	18	0.00	691	0.101	70	0.0	0.1	5.855	A
C-A	26	7	0.00			26				
A-B	94	24	0.00			94				
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	588	0.545	319	0.8	1.2	13.311	B
C-AB	84	21	0.00	689	0.122	84	0.1	0.1	6.022	A
C-A	31	8	0.00			31				
A-B	112	28	0.00			112				
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	577	0.680	389	1.2	2.0	18.804	C
C-AB	105	26	0.00	686	0.153	104	0.1	0.2	6.259	A
C-A	36	9	0.00			36				
A-B	138	34	0.00			138				
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	577	0.680	392	2.0	2.1	19.412	C
C-AB	105	26	0.00	686	0.153	105	0.2	0.2	6.264	A
C-A	36	9	0.00			36				
A-B	138	34	0.00			138				
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	587	0.545	323	2.1	1.2	13.795	B
C-AB	84	21	0.00	689	0.123	85	0.2	0.1	6.025	A
C-A	31	8	0.00			31				
A-B	112	28	0.00			112				
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	595	0.450	270	1.2	0.8	11.106	B
C-AB	70	18	0.00	691	0.101	70	0.1	0.1	5.865	A
C-A	26	7	0.00			26				
A-B	94	24	0.00			94				
A-C	16	4	0.00			16				

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.

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		7.63	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.63	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
From	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
From	A - The Street	0	1	0
	B - Sole Street	0	0	2
	C - Jeskyns Road	0	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	0.51	15.43	1.0	C	201	302
C-AB	0.59	16.35	1.5	C	269	403
C-A					7	10
A-B					453	679
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	165	41	0.00	537	0.307	163	0.0	0.4	9.690	A
C-AB	219	55	0.00	596	0.368	217	0.0	0.6	9.577	A
C-A	7	2	0.00			7				
A-B	371	93	0.00			371				
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	197	49	0.00	512	0.385	196	0.4	0.6	11.494	B
C-AB	263	66	0.00	576	0.457	262	0.6	0.8	11.608	B
C-A	7	2	0.00			7				
A-B	443	111	0.00			443				
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	241	60	0.00	477	0.505	240	0.6	1.0	15.203	C
C-AB	324	81	0.00	547	0.592	322	0.8	1.4	16.038	C
C-A	6	2	0.00			6				
A-B	543	136	0.00			543				
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	241	60	0.00	477	0.506	241	1.0	1.0	15.435	C
C-AB	324	81	0.00	548	0.593	324	1.4	1.5	16.348	C
C-A	6	2	0.00			6				
A-B	543	136	0.00			543				
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	197	49	0.00	511	0.386	199	1.0	0.6	11.698	B
C-AB	263	66	0.00	576	0.457	266	1.5	0.9	11.858	B
C-A	7	2	0.00			7				
A-B	443	111	0.00			443				
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	165	41	0.00	536	0.308	166	0.6	0.5	9.850	A
C-AB	219	55	0.00	596	0.368	221	0.9	0.6	9.753	A
C-A	7	2	0.00			7				
A-B	371	93	0.00			371				
A-C	44	11	0.00			44				

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.

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
From	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
From	A - The Street	0	2	0
	B - Sole Street	0	0	0
	C - Jeskyns Road	0	1	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	20.34	2.2	C	332	498
C-AB	0.15	6.30	0.2	A	87	131
C-A					31	47
A-B					123	185
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	0.459	269	0.0	0.8	10.976	B
C-AB	71	18	0.00	689	0.103	70	0.0	0.1	5.881	A
C-A	26	7	0.00			26				
A-B	101	25	0.00			101				
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	0.556	324	0.8	1.2	13.659	B
C-AB	85	21	0.00	687	0.124	85	0.1	0.2	6.054	A
C-A	31	8	0.00			31				
A-B	121	30	0.00			121				
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	0.694	395	1.2	2.1	19.627	C
C-AB	106	26	0.00	683	0.155	106	0.2	0.2	6.301	A
C-A	36	9	0.00			36				
A-B	148	37	0.00			148				
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	0.694	398	2.1	2.2	20.340	C
C-AB	106	26	0.00	683	0.155	106	0.2	0.2	6.304	A
C-A	36	9	0.00			36				
A-B	148	37	0.00			148				
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	0.556	329	2.2	1.3	14.210	B
C-AB	85	21	0.00	687	0.124	86	0.2	0.2	6.059	A
C-A	31	8	0.00			31				
A-B	121	30	0.00			121				
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	11.325	B
C-AB	71	18	0.00	689	0.103	71	0.2	0.1	5.892	A
C-A	26	7	0.00			26				
A-B	101	25	0.00			101				
A-C	16	4	0.00			16				

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.

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		7.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.56	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 %

		To		
		A - The Street	B - Sole Street	C - Jeskyns Road
From	A - The Street	0	1	0
	B - Sole Street	0	0	2
	C - Jeskyns Road	0	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	0.50	15.35	1.0	C	199	299
C-AB	0.59	16.27	1.5	C	268	402
C-A					7	10
A-B					453	679
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	536	0.305	162	0.0	0.4	9.675	A
C-AB	219	55	0.00	596	0.367	216	0.0	0.6	9.559	A
C-A	7	2	0.00			7				
A-B	371	93	0.00			371				
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	511	0.382	195	0.4	0.6	11.461	B
C-AB	262	66	0.00	576	0.455	261	0.6	0.8	11.576	B
C-A	7	2	0.00			7				
A-B	443	111	0.00			443				
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	476	0.502	238	0.6	1.0	15.123	C
C-AB	323	81	0.00	547	0.590	321	0.8	1.4	15.960	C
C-A	6	2	0.00			6				
A-B	543	136	0.00			543				
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	476	0.503	239	1.0	1.0	15.348	C
C-AB	323	81	0.00	548	0.590	323	1.4	1.5	16.266	C
C-A	6	2	0.00			6				
A-B	543	136	0.00			543				
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	510	0.383	197	1.0	0.6	11.659	B
C-AB	262	66	0.00	576	0.455	265	1.5	0.9	11.820	B
C-A	7	2	0.00			7				
A-B	443	111	0.00			443				
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	535	0.306	164	0.6	0.5	9.831	A
C-AB	219	55	0.00	596	0.367	220	0.9	0.6	9.730	A
C-A	7	2	0.00			7				
A-B	371	93	0.00			371				
A-C	44	11	0.00			44				

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.

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
From	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
From	A - The Street	0	2	0
	B - Sole Street	0	0	0
	C - Jeskyns Road	0	1	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	20.13	2.2	C	331	497
C-AB	0.15	6.27	0.2	A	87	131
C-A					31	47
A-B					115	172
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	10.937	B
C-AB	71	18	0.00	691	0.102	70	0.0	0.1	5.863	A
C-A	26	7	0.00			26				
A-B	94	24	0.00			94				
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	0.553	323	0.8	1.2	13.584	B
C-AB	85	21	0.00	689	0.124	85	0.1	0.1	6.031	A
C-A	31	8	0.00			31				
A-B	112	28	0.00			112				
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	19.441	C
C-AB	106	26	0.00	686	0.154	106	0.1	0.2	6.271	A
C-A	36	9	0.00			36				
A-B	138	34	0.00			138				
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	20.129	C
C-AB	106	26	0.00	686	0.154	106	0.2	0.2	6.274	A
C-A	36	9	0.00			36				
A-B	138	34	0.00			138				
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	14.124	B
C-AB	85	21	0.00	689	0.124	86	0.2	0.2	6.035	A
C-A	31	8	0.00			31				
A-B	112	28	0.00			112				
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	0.457	273	1.3	0.9	11.281	B
C-AB	71	18	0.00	691	0.103	71	0.2	0.1	5.874	A
C-A	26	7	0.00			26				
A-B	94	24	0.00			94				
A-C	16	4	0.00			16				

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.

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		7.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.56	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
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 %

		To		
		A - The Street	B - Sole Street	C - Jeskyns Road
From	A - The Street	0	1	0
	B - Sole Street	0	0	2
	C - Jeskyns Road	0	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	0.50	15.35	1.0	C	199	299
C-AB	0.59	16.27	1.5	C	268	402
C-A					7	10
A-B					453	679
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	536	0.305	162	0.0	0.4	9.675	A
C-AB	219	55	0.00	596	0.367	216	0.0	0.6	9.559	A
C-A	7	2	0.00			7				
A-B	371	93	0.00			371				
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	511	0.382	195	0.4	0.6	11.461	B
C-AB	262	66	0.00	576	0.455	261	0.6	0.8	11.576	B
C-A	7	2	0.00			7				
A-B	443	111	0.00			443				
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	476	0.502	238	0.6	1.0	15.123	C
C-AB	323	81	0.00	547	0.590	321	0.8	1.4	15.960	C
C-A	6	2	0.00			6				
A-B	543	136	0.00			543				
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	476	0.503	239	1.0	1.0	15.348	C
C-AB	323	81	0.00	548	0.590	323	1.4	1.5	16.266	C
C-A	6	2	0.00			6				
A-B	543	136	0.00			543				
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	510	0.383	197	1.0	0.6	11.659	B
C-AB	262	66	0.00	576	0.455	265	1.5	0.9	11.820	B
C-A	7	2	0.00			7				
A-B	443	111	0.00			443				
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	535	0.306	164	0.6	0.5	9.831	A
C-AB	219	55	0.00	596	0.367	220	0.9	0.6	9.730	A
C-A	7	2	0.00			7				
A-B	371	93	0.00			371				
A-C	44	11	0.00			44				

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.

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
From	A - The Street	0	2	0
	B - Sole Street	0	0	0
	C - Jeskyns Road	0	1	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	20.26	2.2	C	331	497
C-AB	0.15	6.30	0.2	A	87	131
C-A					31	47
A-B					123	185
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	0.458	268	0.0	0.8	10.964	B
C-AB	71	18	0.00	689	0.103	70	0.0	0.1	5.881	A
C-A	26	7	0.00			26				
A-B	101	25	0.00			101				
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	585	0.554	323	0.8	1.2	13.632	B
C-AB	85	21	0.00	687	0.124	85	0.1	0.2	6.054	A
C-A	31	8	0.00			31				
A-B	121	30	0.00			121				
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	574	0.692	394	1.2	2.1	19.554	C
C-AB	106	26	0.00	683	0.155	106	0.2	0.2	6.301	A
C-A	36	9	0.00			36				
A-B	148	37	0.00			148				
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	574	0.692	397	2.1	2.2	20.256	C
C-AB	106	26	0.00	683	0.155	106	0.2	0.2	6.304	A
C-A	36	9	0.00			36				
A-B	148	37	0.00			148				
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	585	0.554	328	2.2	1.3	14.178	B
C-AB	85	21	0.00	687	0.124	86	0.2	0.2	6.059	A
C-A	31	8	0.00			31				
A-B	121	30	0.00			121				
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	11.307	B
C-AB	71	18	0.00	689	0.103	71	0.2	0.1	5.892	A
C-A	26	7	0.00			26				
A-B	101	25	0.00			101				
A-C	16	4	0.00			16				

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177

Filename: A227_Longfield Road.j11
Path: L:\PROJECTS\16000 SERIES\16459 - Norwood Lane, Meopham\Tech\Junction Assessments\Picady
Report generation date: 09/07/2025 17:24:21

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	25.10	0.46	D
Stream C-AB		3.0	26.84	0.74	D		0.2	10.38	0.17	B
	2030 - 2030 Future Base with Development									
Stream B-C	D5	0.6	36.27	0.40	E	D6	0.5	11.97	0.32	B
Stream B-A		3.5	105.47	0.83	F		0.9	25.94	0.47	D
Stream C-AB		3.2	27.60	0.75	D		0.2	10.50	0.18	B
	2030 - 2030 Future Base with Development and Vision									
Stream B-C	D7	0.6	33.76	0.39	D	D8	0.5	11.89	0.32	B
Stream B-A		3.4	102.45	0.82	F		0.8	25.71	0.46	D
Stream C-AB		3.1	27.27	0.75	D		0.2	10.46	0.18	B
	2030 - 2030 Future Base with Development and Vision 2									
Stream B-C	D9	0.6	33.21	0.38	D	D10	0.5	11.89	0.32	B
Stream B-A		3.4	101.76	0.82	F		0.8	25.71	0.46	D
Stream C-AB		3.1	27.22	0.75	D		0.2	10.46	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

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025	Base	PM	ONE HOUR	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

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				

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)

		To		
		A - A227 (South)	B - Longfield Road	C - A227 (North)
From	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)
From	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				

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)
From	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)
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	0.34	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				

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		2.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.96	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		
		A - A227 (South)	B - Longfield Road	C - A227 (North)
From	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)
From	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	0.31	11.70	0.5	B	117	176
B-A	0.46	25.10	0.8	D	101	151
C-AB	0.17	10.38	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	11.948	B
C-AB	50	12	0.00	480	0.103	49	0.0	0.1	8.339	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	8.497	A
B-A	99	25	0.00	334	0.296	98	0.3	0.4	15.261	C
C-AB	59	15	0.00	455	0.130	59	0.1	0.1	9.094	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	0.313	140	0.3	0.4	11.558	B
B-A	121	30	0.00	264	0.458	120	0.4	0.8	24.570	C
C-AB	73	18	0.00	420	0.173	72	0.1	0.2	10.364	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	448	0.314	141	0.4	0.5	11.703	B
B-A	121	30	0.00	264	0.458	121	0.8	0.8	25.098	D
C-AB	73	18	0.00	420	0.173	73	0.2	0.2	10.378	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	8.586	A
B-A	99	25	0.00	334	0.296	100	0.8	0.4	15.539	C
C-AB	59	15	0.00	455	0.130	60	0.2	0.2	9.112	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	7.378	A
B-A	83	21	0.00	382	0.217	83	0.4	0.3	12.087	B
C-AB	50	12	0.00	480	0.103	50	0.2	0.1	8.363	A
C-A	418	104	0.00			418				
A-B	81	20	0.00			81				
A-C	537	134	0.00			537				

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		12.12	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.12	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
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	✓	774	100.000
B - Longfield Road		ONE HOUR	✓	180	100.000
C - A227 (North)		ONE HOUR	✓	1022	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A227 (South)	B - Longfield Road	C - A227 (North)
From	A - A227 (South)	0	195	579
	B - Longfield Road	120	0	60
	C - A227 (North)	705	317	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	0.40	36.27	0.6	E	55	83
B-A	0.83	105.47	3.5	F	110	165
C-AB	0.75	27.60	3.2	D	308	462
C-A					630	945
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	7.264	A
B-A	90	23	0.00	307	0.295	89	0.0	0.4	16.392	C
C-AB	239	60	0.00	526	0.454	236	0.0	0.8	12.268	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	469	0.115	54	0.1	0.1	8.658	A
B-A	108	27	0.00	246	0.438	107	0.4	0.7	25.513	D
C-AB	288	72	0.00	504	0.571	286	0.8	1.3	16.358	C
C-A	631	158	0.00			631				
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	220	0.301	65	0.1	0.4	23.079	C
B-A	132	33	0.00	163	0.813	123	0.7	2.9	79.630	F
C-AB	397	99	0.00	527	0.754	391	1.3	3.0	25.463	D
C-A	728	182	0.00			728				
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	163	0.404	65	0.4	0.6	36.270	E
B-A	132	33	0.00	160	0.826	130	2.9	3.5	105.470	F
C-AB	397	99	0.00	527	0.754	396	3.0	3.2	27.596	D
C-A	728	182	0.00			728				
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	443	0.122	56	0.6	0.1	9.340	A
B-A	108	27	0.00	243	0.444	119	3.5	0.8	31.057	D
C-AB	288	72	0.00	504	0.570	295	3.2	1.4	17.759	C
C-A	631	158	0.00			631				
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	7.347	A
B-A	90	23	0.00	305	0.296	92	0.8	0.4	17.037	C
C-AB	239	60	0.00	526	0.454	241	1.4	0.9	12.731	B
C-A	531	133	0.00			531				
A-B	147	37	0.00			147				
A-C	436	109	0.00			436				

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	✓	828	100.000
B - Longfield Road		ONE HOUR	✓	240	100.000
C - A227 (North)		ONE HOUR	✓	627	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A227 (South)	B - Longfield Road	C - A227 (North)
From	A - A227 (South)	0	107	721
	B - Longfield Road	110	0	130
	C - A227 (North)	559	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)
From	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	0.32	11.97	0.5	B	119	179
B-A	0.47	25.94	0.9	D	101	151
C-AB	0.18	10.50	0.2	B	62	94
C-A					513	769
A-B					98	147
A-C					662	992

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	7.367	A
B-A	83	21	0.00	379	0.219	82	0.0	0.3	12.075	B
C-AB	51	13	0.00	479	0.107	51	0.0	0.1	8.392	A
C-A	421	105	0.00			421				
A-B	81	20	0.00			81				
A-C	543	136	0.00			543				

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	536	0.218	117	0.2	0.3	8.576	A
B-A	99	25	0.00	330	0.300	98	0.3	0.4	15.506	C
C-AB	61	15	0.00	453	0.135	61	0.1	0.2	9.172	A
C-A	503	126	0.00			503				
A-B	96	24	0.00			96				
A-C	648	162	0.00			648				

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	447	0.321	142	0.3	0.5	11.805	B
B-A	121	30	0.00	260	0.466	119	0.4	0.8	25.357	D
C-AB	75	19	0.00	418	0.179	75	0.2	0.2	10.487	B
C-A	615	154	0.00			615				
A-B	118	29	0.00			118				
A-C	794	198	0.00			794				

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	444	0.322	143	0.5	0.5	11.968	B
B-A	121	30	0.00	260	0.467	121	0.8	0.9	25.940	D
C-AB	75	19	0.00	418	0.179	75	0.2	0.2	10.501	B
C-A	615	154	0.00			615				
A-B	118	29	0.00			118				
A-C	794	198	0.00			794				

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	534	0.219	118	0.5	0.3	8.669	A
B-A	99	25	0.00	330	0.300	101	0.9	0.4	15.807	C
C-AB	61	15	0.00	453	0.135	61	0.2	0.2	9.190	A
C-A	503	126	0.00			503				
A-B	96	24	0.00			96				
A-C	648	162	0.00			648				

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	7.425	A
B-A	83	21	0.00	379	0.219	83	0.4	0.3	12.220	B
C-AB	51	13	0.00	479	0.107	51	0.2	0.1	8.416	A
C-A	421	105	0.00			421				
A-B	81	20	0.00			81				
A-C	543	136	0.00			543				

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		11.79	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.79	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	✓	774	100.000
B - Longfield Road		ONE HOUR	✓	180	100.000
C - A227 (North)		ONE HOUR	✓	1018	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A227 (South)	B - Longfield Road	C - A227 (North)
From	A - A227 (South)	0	195	579
	B - Longfield Road	120	0	60
	C - A227 (North)	703	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)
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	0.39	33.76	0.6	D	55	83
B-A	0.82	102.45	3.4	F	110	165
C-AB	0.75	27.27	3.1	D	305	457
C-A					629	944
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	7.261	A
B-A	90	23	0.00	308	0.294	89	0.0	0.4	16.335	C
C-AB	237	59	0.00	526	0.451	234	0.0	0.8	12.210	B
C-A	529	132	0.00			529				
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	8.643	A
B-A	108	27	0.00	247	0.436	107	0.4	0.7	25.342	D
C-AB	286	71	0.00	504	0.567	284	0.8	1.3	16.238	C
C-A	630	157	0.00			630				
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	225	0.294	65	0.1	0.4	22.370	C
B-A	132	33	0.00	164	0.807	124	0.7	2.9	78.071	F
C-AB	392	98	0.00	523	0.749	386	1.3	2.9	25.235	D
C-A	729	182	0.00			729				
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	171	0.386	65	0.4	0.6	33.758	D
B-A	132	33	0.00	161	0.819	130	2.9	3.4	102.446	F
C-AB	392	98	0.00	523	0.749	391	2.9	3.1	27.265	D
C-A	729	182	0.00			729				
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	445	0.121	56	0.6	0.1	9.290	A
B-A	108	27	0.00	244	0.442	118	3.4	0.8	30.604	D
C-AB	286	71	0.00	504	0.567	292	3.1	1.4	17.571	C
C-A	630	157	0.00			630				
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	7.340	A
B-A	90	23	0.00	306	0.296	92	0.8	0.4	16.966	C
C-AB	237	59	0.00	526	0.451	239	1.4	0.8	12.660	B
C-A	529	132	0.00			529				
A-B	147	37	0.00			147				
A-C	436	109	0.00			436				

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	✓	827	100.000
B - Longfield Road		ONE HOUR	✓	239	100.000
C - A227 (North)		ONE HOUR	✓	625	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A227 (South)	B - Longfield Road	C - A227 (North)
From	A - A227 (South)	0	107	720
	B - Longfield Road	110	0	129
	C - A227 (North)	558	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)
From	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	0.32	11.89	0.5	B	118	178
B-A	0.46	25.71	0.8	D	101	151
C-AB	0.18	10.46	0.2	B	61	92
C-A					512	768
A-B					98	147
A-C					661	991

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	585	0.166	96	0.0	0.2	7.355	A
B-A	83	21	0.00	380	0.218	82	0.0	0.3	12.041	B
C-AB	50	13	0.00	479	0.105	50	0.0	0.1	8.376	A
C-A	420	105	0.00			420				
A-B	81	20	0.00			81				
A-C	542	136	0.00			542				

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	536	0.216	116	0.2	0.3	8.554	A
B-A	99	25	0.00	331	0.299	98	0.3	0.4	15.440	C
C-AB	60	15	0.00	454	0.133	60	0.1	0.2	9.146	A
C-A	502	125	0.00			502				
A-B	96	24	0.00			96				
A-C	647	162	0.00			647				

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	447	0.317	141	0.3	0.5	11.734	B
B-A	121	30	0.00	261	0.464	119	0.4	0.8	25.143	D
C-AB	74	18	0.00	418	0.177	74	0.2	0.2	10.446	B
C-A	614	154	0.00			614				
A-B	118	29	0.00			118				
A-C	793	198	0.00			793				

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	445	0.319	142	0.5	0.5	11.891	B
B-A	121	30	0.00	261	0.464	121	0.8	0.8	25.709	D
C-AB	74	18	0.00	418	0.177	74	0.2	0.2	10.461	B
C-A	614	154	0.00			614				
A-B	118	29	0.00			118				
A-C	793	198	0.00			793				

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	534	0.217	117	0.5	0.3	8.647	A
B-A	99	25	0.00	331	0.299	101	0.8	0.4	15.735	C
C-AB	60	15	0.00	454	0.133	60	0.2	0.2	9.164	A
C-A	502	125	0.00			502				
A-B	96	24	0.00			96				
A-C	647	162	0.00			647				

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	0.166	97	0.3	0.2	7.413	A
B-A	83	21	0.00	380	0.218	83	0.4	0.3	12.183	B
C-AB	50	13	0.00	479	0.105	51	0.2	0.1	8.398	A
C-A	420	105	0.00			420				
A-B	81	20	0.00			81				
A-C	542	136	0.00			542				

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		11.73	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.73	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	✓	773	100.000
B - Longfield Road		ONE HOUR	✓	180	100.000
C - A227 (North)		ONE HOUR	✓	1018	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A227 (South)	B - Longfield Road	C - A227 (North)
From	A - A227 (South)	0	195	578
	B - Longfield Road	120	0	60
	C - A227 (North)	703	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)
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	0.38	33.21	0.6	D	55	83
B-A	0.82	101.76	3.4	F	110	165
C-AB	0.75	27.22	3.1	D	305	457
C-A					629	944
A-B					179	268
A-C					530	796

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	541	0.084	45	0.0	0.1	7.258	A
B-A	90	23	0.00	308	0.294	89	0.0	0.4	16.322	C
C-AB	237	59	0.00	526	0.451	234	0.0	0.8	12.202	B
C-A	529	132	0.00			529				
A-B	147	37	0.00			147				
A-C	435	109	0.00			435				

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	471	0.115	54	0.1	0.1	8.636	A
B-A	108	27	0.00	247	0.436	107	0.4	0.7	25.303	D
C-AB	286	71	0.00	504	0.567	284	0.8	1.3	16.223	C
C-A	630	157	0.00			630				
A-B	175	44	0.00			175				
A-C	520	130	0.00			520				

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	226	0.292	65	0.1	0.4	22.196	C
B-A	132	33	0.00	164	0.805	124	0.7	2.8	77.706	F
C-AB	392	98	0.00	523	0.749	385	1.3	2.9	25.204	D
C-A	729	182	0.00			729				
A-B	215	54	0.00			215				
A-C	636	159	0.00			636				

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	173	0.382	65	0.4	0.6	33.212	D
B-A	132	33	0.00	162	0.817	130	2.8	3.4	101.761	F
C-AB	392	98	0.00	523	0.748	391	2.9	3.1	27.223	D
C-A	729	182	0.00			729				
A-B	215	54	0.00			215				
A-C	636	159	0.00			636				

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	446	0.121	56	0.6	0.1	9.275	A
B-A	108	27	0.00	245	0.441	118	3.4	0.8	30.507	D
C-AB	286	71	0.00	504	0.567	292	3.1	1.4	17.550	C
C-A	630	157	0.00			630				
A-B	175	44	0.00			175				
A-C	520	130	0.00			520				

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	7.337	A
B-A	90	23	0.00	306	0.295	92	0.8	0.4	16.948	C
C-AB	237	59	0.00	526	0.451	239	1.4	0.8	12.650	B
C-A	529	132	0.00			529				
A-B	147	37	0.00			147				
A-C	435	109	0.00			435				

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	✓	827	100.000
B - Longfield Road		ONE HOUR	✓	239	100.000
C - A227 (North)		ONE HOUR	✓	625	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A227 (South)	B - Longfield Road	C - A227 (North)
From	A - A227 (South)	0	107	720
	B - Longfield Road	110	0	129
	C - A227 (North)	558	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)
From	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	0.32	11.89	0.5	B	118	178
B-A	0.46	25.71	0.8	D	101	151
C-AB	0.18	10.46	0.2	B	61	92
C-A					512	768
A-B					98	147
A-C					661	991

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	585	0.166	96	0.0	0.2	7.355	A
B-A	83	21	0.00	380	0.218	82	0.0	0.3	12.041	B
C-AB	50	13	0.00	479	0.105	50	0.0	0.1	8.376	A
C-A	420	105	0.00			420				
A-B	81	20	0.00			81				
A-C	542	136	0.00			542				

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	536	0.216	116	0.2	0.3	8.554	A
B-A	99	25	0.00	331	0.299	98	0.3	0.4	15.440	C
C-AB	60	15	0.00	454	0.133	60	0.1	0.2	9.146	A
C-A	502	125	0.00			502				
A-B	96	24	0.00			96				
A-C	647	162	0.00			647				

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	447	0.317	141	0.3	0.5	11.734	B
B-A	121	30	0.00	261	0.464	119	0.4	0.8	25.143	D
C-AB	74	18	0.00	418	0.177	74	0.2	0.2	10.446	B
C-A	614	154	0.00			614				
A-B	118	29	0.00			118				
A-C	793	198	0.00			793				

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	445	0.319	142	0.5	0.5	11.891	B
B-A	121	30	0.00	261	0.464	121	0.8	0.8	25.709	D
C-AB	74	18	0.00	418	0.177	74	0.2	0.2	10.461	B
C-A	614	154	0.00			614				
A-B	118	29	0.00			118				
A-C	793	198	0.00			793				

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	534	0.217	117	0.5	0.3	8.647	A
B-A	99	25	0.00	331	0.299	101	0.8	0.4	15.735	C
C-AB	60	15	0.00	454	0.133	60	0.2	0.2	9.164	A
C-A	502	125	0.00			502				
A-B	96	24	0.00			96				
A-C	647	162	0.00			647				

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	0.166	97	0.3	0.2	7.413	A
B-A	83	21	0.00	380	0.218	83	0.4	0.3	12.183	B
C-AB	50	13	0.00	479	0.105	51	0.2	0.1	8.398	A
C-A	420	105	0.00			420				
A-B	81	20	0.00			81				
A-C	542	136	0.00			542				

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177

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

Filename: A227 Green Lane T junction (2025 survey).j11
Path: L:\PROJECTS\16000 SERIES\16459 - Norwood Lane, Meopham\Tech\Junction Assessments\Picady
Report generation date: 09/07/2025 16:28:56

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	1.8	18.68	0.64	C	D2	0.5	9.84	0.32	A
Stream B-A		0.1	22.87	0.10	C		0.1	23.31	0.13	C
Stream C-AB		0.5	9.93	0.32	A		2.5	17.98	0.69	C
	2030 - 2030 Future Base									
Stream B-C	D3	2.2	21.88	0.69	C	D4	0.5	10.45	0.35	B
Stream B-A		0.1	27.16	0.12	D		0.2	26.74	0.15	D
Stream C-AB		0.5	10.38	0.34	B		3.3	20.30	0.74	C
	2030 - 2030 With Development									
Stream B-C	D5	2.7	26.93	0.74	D	D6	0.6	11.39	0.38	B
Stream B-A		0.4	35.74	0.28	E		0.3	29.90	0.22	D
Stream C-AB		0.6	10.92	0.38	B		3.7	21.42	0.76	C
	2030 - 2030 With Development and Vision									
Stream B-C	D7	2.6	26.37	0.73	D	D8	0.6	11.35	0.38	B
Stream B-A		0.4	34.66	0.27	D		0.3	29.77	0.22	D
Stream C-AB		0.6	10.79	0.37	B		3.7	21.30	0.75	C
	2030 - 2030 With Development and Vision 2									
Stream B-C	D9	2.5	25.61	0.73	D	D10	0.6	11.24	0.38	B
Stream B-A		0.3	33.44	0.25	D		0.3	29.45	0.21	D
Stream C-AB		0.6	10.75	0.37	B		3.6	21.26	0.75	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	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025	Base	PM	ONE HOUR	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 With Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030	2030 With Development	PM	ONE HOUR	17:00	18:30	15	✓
D7	2030	2030 With Development and Vision	AM	ONE HOUR	07:45	09:15	15	✓
D8	2030	2030 With Development and Vision	PM	ONE HOUR	17:00	18:30	15	✓
D9	2030	2030 With Development and Vision 2	AM	ONE HOUR	07:45	09:15	15	✓
D10	2030	2030 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

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.

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		5.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.13	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)	6.10		✓	2.31	200.0	✓	4.60

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	10.00	4.76	3.98	3.39	2.61	✓	1.00	45	37

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	491	0.087	0.219	0.138	0.313
B-C	706	0.110	0.279	-	-
C-B	698	0.269	0.269	-	-

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 (%)
A227 Wrotham Road (N)		ONE HOUR	✓	497	100.000
Green Lane		ONE HOUR	✓	330	100.000
A227 Wrotham Road (S)		ONE HOUR	✓	672	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	27	470
	Green Lane	16	0	314
	A227 Wrotham Road (S)	517	155	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	3
	Green Lane	0	0	1
	A227 Wrotham Road (S)	2	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-C	0.64	18.68	1.8	C	290	435
B-A	0.10	22.87	0.1	C	15	22
C-AB	0.32	9.93	0.5	A	147	220
C-A					483	725
A-B					25	37
A-C					444	666

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	238	59	0.00	596	0.399	235	0.0	0.7	9.979	A
B-A	12	3	0.00	298	0.040	12	0.0	0.0	12.592	B
C-AB	120	30	0.00	595	0.202	119	0.0	0.3	7.783	A
C-A	397	99	0.00			397				
A-B	20	5	0.00			20				
A-C	364	91	0.00			364				

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	284	71	0.00	573	0.495	283	0.7	1.0	12.409	B
B-A	14	4	0.00	250	0.058	14	0.0	0.1	15.290	C
C-AB	144	36	0.00	575	0.250	143	0.3	0.3	8.580	A
C-A	474	118	0.00			474				
A-B	24	6	0.00			24				
A-C	435	109	0.00			435				

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	348	87	0.00	541	0.643	345	1.0	1.7	18.151	C
B-A	18	4	0.00	177	0.100	17	0.1	0.1	22.582	C
C-AB	177	44	0.00	550	0.322	176	0.3	0.5	9.905	A
C-A	579	145	0.00			579				
A-B	30	7	0.00			30				
A-C	533	133	0.00			533				

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	348	87	0.00	541	0.643	348	1.7	1.8	18.675	C
B-A	18	4	0.00	175	0.101	18	0.1	0.1	22.872	C
C-AB	177	44	0.00	550	0.322	177	0.5	0.5	9.934	A
C-A	579	145	0.00			579				
A-B	30	7	0.00			30				
A-C	533	133	0.00			533				

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	284	71	0.00	573	0.496	287	1.8	1.0	12.784	B
B-A	14	4	0.00	248	0.058	15	0.1	0.1	15.443	C
C-AB	144	36	0.00	575	0.250	144	0.5	0.3	8.614	A
C-A	474	118	0.00			474				
A-B	24	6	0.00			24				
A-C	435	109	0.00			435				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	238	59	0.00	595	0.399	239	1.0	0.7	10.204	B
B-A	12	3	0.00	296	0.041	12	0.1	0.0	12.675	B
C-AB	120	30	0.00	595	0.202	121	0.3	0.3	7.825	A
C-A	397	99	0.00			397				
A-B	20	5	0.00			20				
A-C	364	91	0.00			364				

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.

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		5.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.79	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
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 (%)
A227 Wrotham Road (N)		ONE HOUR	✓	488	100.000
Green Lane		ONE HOUR	✓	179	100.000
A227 Wrotham Road (S)		ONE HOUR	✓	841	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	51	437
	Green Lane	21	0	158
	A227 Wrotham Road (S)	499	342	0

Vehicle Mix

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

Heavy Vehicle %

		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)	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.32	9.84	0.5	A	145	217
B-A	0.13	23.31	0.1	C	19	29
C-AB	0.69	17.98	2.5	C	347	520
C-A					437	656
A-B					47	70
A-C					405	607

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-C	119	30	0.00	596	0.199	118	0.0	0.2	7.510	A
B-A	16	4	0.00	283	0.056	16	0.0	0.1	13.458	B
C-AB	264	66	0.00	607	0.435	261	0.0	0.8	10.417	B
C-A	379	95	0.00			379				
A-B	38	10	0.00			38				
A-C	332	83	0.00			332				

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	142	36	0.00	574	0.247	142	0.2	0.3	8.322	A
B-A	19	5	0.00	239	0.079	19	0.1	0.1	16.336	C
C-AB	325	81	0.00	606	0.536	323	0.8	1.2	12.814	B
C-A	443	111	0.00			443				
A-B	46	11	0.00			46				
A-C	396	99	0.00			396				

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	174	43	0.00	540	0.322	173	0.3	0.5	9.799	A
B-A	23	6	0.00	179	0.129	23	0.1	0.1	23.077	C
C-AB	451	113	0.00	654	0.689	446	1.2	2.4	17.233	C
C-A	490	122	0.00			490				
A-B	56	14	0.00			56				
A-C	485	121	0.00			485				

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	174	43	0.00	540	0.322	174	0.5	0.5	9.841	A
B-A	23	6	0.00	178	0.130	23	0.1	0.1	23.306	C
C-AB	451	113	0.00	655	0.689	451	2.4	2.5	17.975	C
C-A	490	122	0.00			490				
A-B	56	14	0.00			56				
A-C	485	121	0.00			485				

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	142	36	0.00	574	0.248	143	0.5	0.3	8.365	A
B-A	19	5	0.00	237	0.080	19	0.1	0.1	16.529	C
C-AB	325	81	0.00	606	0.536	330	2.5	1.3	13.433	B
C-A	443	111	0.00			443				
A-B	46	11	0.00			46				
A-C	396	99	0.00			396				

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-C	119	30	0.00	596	0.200	119	0.3	0.3	7.555	A
B-A	16	4	0.00	281	0.056	16	0.1	0.1	13.572	B
C-AB	264	66	0.00	607	0.435	266	1.3	0.8	10.714	B
C-A	379	95	0.00			379				
A-B	38	10	0.00			38				
A-C	332	83	0.00			332				

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.

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		5.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.89	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 (%)
A227 Wrotham Road (N)		ONE HOUR	✓	523	100.000
Green Lane		ONE HOUR	✓	348	100.000
A227 Wrotham Road (S)		ONE HOUR	✓	708	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	28	495
	Green Lane	17	0	331
	A227 Wrotham Road (S)	545	163	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	3
	Green Lane	0	0	1
	A227 Wrotham Road (S)	2	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-C	0.69	21.88	2.2	C	306	458
B-A	0.12	27.16	0.1	D	16	23
C-AB	0.34	10.38	0.5	B	155	232
C-A					509	764
A-B					26	39
A-C					468	702

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	251	63	0.00	590	0.425	248	0.0	0.7	10.510	B
B-A	13	3	0.00	285	0.045	13	0.0	0.0	13.197	B
C-AB	126	32	0.00	589	0.215	125	0.0	0.3	7.971	A
C-A	418	105	0.00			418				
A-B	21	5	0.00			21				
A-C	384	96	0.00			384				

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	299	75	0.00	566	0.529	298	0.7	1.1	13.439	B
B-A	15	4	0.00	233	0.066	15	0.0	0.1	16.510	C
C-AB	151	38	0.00	569	0.266	151	0.3	0.4	8.856	A
C-A	499	125	0.00			499				
A-B	25	6	0.00			25				
A-C	458	115	0.00			458				

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	367	92	0.00	531	0.690	363	1.1	2.1	20.972	C
B-A	19	5	0.00	154	0.122	18	0.1	0.1	26.579	D
C-AB	187	47	0.00	544	0.343	186	0.4	0.5	10.345	B
C-A	610	153	0.00			610				
A-B	31	8	0.00			31				
A-C	561	140	0.00			561				

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	367	92	0.00	531	0.690	366	2.1	2.2	21.879	C
B-A	19	5	0.00	151	0.124	19	0.1	0.1	27.160	D
C-AB	187	47	0.00	544	0.343	187	0.5	0.5	10.381	B
C-A	610	153	0.00			610				
A-B	31	8	0.00			31				
A-C	561	140	0.00			561				

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	299	75	0.00	566	0.529	303	2.2	1.2	14.014	B
B-A	15	4	0.00	231	0.066	16	0.1	0.1	16.756	C
C-AB	151	38	0.00	569	0.266	152	0.5	0.4	8.901	A
C-A	499	125	0.00			499				
A-B	25	6	0.00			25				
A-C	458	115	0.00			458				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	251	63	0.00	589	0.425	252	1.2	0.8	10.798	B
B-A	13	3	0.00	284	0.045	13	0.1	0.0	13.304	B
C-AB	126	32	0.00	589	0.215	127	0.4	0.3	8.022	A
C-A	418	105	0.00			418				
A-B	21	5	0.00			21				
A-C	384	96	0.00			384				

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.

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		6.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.67	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 (%)
A227 Wrotham Road (N)		ONE HOUR	✓	515	100.000
Green Lane		ONE HOUR	✓	189	100.000
A227 Wrotham Road (S)		ONE HOUR	✓	887	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	54	461
	Green Lane	22	0	167
	A227 Wrotham Road (S)	526	361	0

Vehicle Mix

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

Heavy Vehicle %

		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)	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.35	10.45	0.5	B	153	230
B-A	0.15	26.74	0.2	D	20	30
C-AB	0.74	20.30	3.3	C	380	570
C-A					447	670
A-B					50	74
A-C					427	640

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-C	126	31	0.00	590	0.213	125	0.0	0.3	7.714	A
B-A	17	4	0.00	271	0.061	16	0.0	0.1	14.137	B
C-AB	280	70	0.00	605	0.463	277	0.0	0.9	10.972	B
C-A	398	100	0.00			398				
A-B	41	10	0.00			41				
A-C	350	88	0.00			350				

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	150	38	0.00	566	0.265	150	0.3	0.4	8.636	A
B-A	20	5	0.00	224	0.088	20	0.1	0.1	17.580	C
C-AB	350	87	0.00	610	0.573	348	0.9	1.4	13.755	B
C-A	461	115	0.00			461				
A-B	49	12	0.00			49				
A-C	418	105	0.00			418				

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	184	46	0.00	529	0.348	183	0.4	0.5	10.394	B
B-A	24	6	0.00	161	0.151	24	0.1	0.2	26.274	D
C-AB	511	128	0.00	692	0.738	504	1.4	3.1	19.024	C
C-A	482	120	0.00			482				
A-B	59	15	0.00			59				
A-C	512	128	0.00			512				

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	184	46	0.00	528	0.348	184	0.5	0.5	10.454	B
B-A	24	6	0.00	159	0.153	24	0.2	0.2	26.737	D
C-AB	511	128	0.00	692	0.738	510	3.1	3.3	20.298	C
C-A	482	120	0.00			482				
A-B	59	15	0.00			59				
A-C	512	128	0.00			512				

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	150	38	0.00	566	0.265	151	0.5	0.4	8.689	A
B-A	20	5	0.00	222	0.089	20	0.2	0.1	17.884	C
C-AB	350	87	0.00	611	0.572	357	3.3	1.5	14.779	B
C-A	461	115	0.00			461				
A-B	49	12	0.00			49				
A-C	418	105	0.00			418				

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-C	126	31	0.00	590	0.213	126	0.4	0.3	7.767	A
B-A	17	4	0.00	269	0.062	17	0.1	0.1	14.286	B
C-AB	280	70	0.00	605	0.463	282	1.5	0.9	11.368	B
C-A	398	100	0.00			398				
A-B	41	10	0.00			41				
A-C	350	88	0.00			350				

2030 | 2030 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.

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		7.48	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.48	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 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 (%)
A227 Wrotham Road (N)		ONE HOUR	✓	530	100.000
Green Lane		ONE HOUR	✓	372	100.000
A227 Wrotham Road (S)		ONE HOUR	✓	723	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	35	495
	Green Lane	36	0	336
	A227 Wrotham Road (S)	545	178	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	3
	Green Lane	0	0	1
	A227 Wrotham Road (S)	2	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-C	0.74	26.93	2.7	D	310	465
B-A	0.28	35.74	0.4	E	33	50
C-AB	0.38	10.92	0.6	B	169	254
C-A					509	763
A-B					32	48
A-C					468	702

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	254	64	0.00	578	0.440	251	0.0	0.8	10.981	B
B-A	27	7	0.00	284	0.096	27	0.0	0.1	13.995	B
C-AB	138	35	0.00	588	0.235	137	0.0	0.3	8.197	A
C-A	418	105	0.00			418				
A-B	26	7	0.00			26				
A-C	384	96	0.00			384				

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	304	76	0.00	550	0.552	302	0.8	1.2	14.488	B
B-A	32	8	0.00	229	0.141	32	0.1	0.2	18.279	C
C-AB	165	41	0.00	568	0.291	165	0.3	0.4	9.187	A
C-A	499	125	0.00			499				
A-B	31	8	0.00			31				
A-C	458	115	0.00			458				

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	372	93	0.00	506	0.735	367	1.2	2.5	25.081	D
B-A	40	10	0.00	144	0.276	39	0.2	0.4	34.058	D
C-AB	205	51	0.00	544	0.376	204	0.4	0.6	10.870	B
C-A	609	152	0.00			609				
A-B	39	10	0.00			39				
A-C	561	140	0.00			561				

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	372	93	0.00	505	0.737	372	2.5	2.7	26.932	D
B-A	40	10	0.00	140	0.283	40	0.4	0.4	35.741	E
C-AB	205	51	0.00	544	0.376	205	0.6	0.6	10.920	B
C-A	609	152	0.00			609				
A-B	39	10	0.00			39				
A-C	561	140	0.00			561				

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	304	76	0.00	549	0.553	309	2.7	1.3	15.422	C
B-A	32	8	0.00	225	0.144	33	0.4	0.2	18.822	C
C-AB	165	41	0.00	568	0.291	166	0.6	0.4	9.241	A
C-A	499	125	0.00			499				
A-B	31	8	0.00			31				
A-C	458	115	0.00			458				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	254	64	0.00	578	0.441	256	1.3	0.8	11.340	B
B-A	27	7	0.00	282	0.096	27	0.2	0.1	14.174	B
C-AB	138	35	0.00	588	0.235	139	0.4	0.3	8.254	A
C-A	418	105	0.00			418				
A-B	26	7	0.00			26				
A-C	384	96	0.00			384				

2030 | 2030 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.

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		7.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.31	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 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 (%)
A227 Wrotham Road (N)		ONE HOUR	✓	532	100.000
Green Lane		ONE HOUR	✓	208	100.000
A227 Wrotham Road (S)		ONE HOUR	✓	892	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	71	461
	Green Lane	31	0	177
	A227 Wrotham Road (S)	526	366	0

Vehicle Mix

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

Heavy Vehicle %

		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)	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.38	11.39	0.6	B	162	244
B-A	0.22	29.90	0.3	D	28	43
C-AB	0.76	21.42	3.7	C	391	586
C-A					441	661
A-B					65	98
A-C					427	640

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-C	133	33	0.00	583	0.229	132	0.0	0.3	7.962	A
B-A	23	6	0.00	270	0.086	23	0.0	0.1	14.554	B
C-AB	285	71	0.00	603	0.472	281	0.0	0.9	11.193	B
C-A	398	99	0.00			398				
A-B	53	13	0.00			53				
A-C	350	88	0.00			350				

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	159	40	0.00	557	0.286	159	0.3	0.4	9.039	A
B-A	28	7	0.00	222	0.125	28	0.1	0.1	18.480	C
C-AB	357	89	0.00	610	0.585	355	0.9	1.5	14.145	B
C-A	458	114	0.00			458				
A-B	64	16	0.00			64				
A-C	418	105	0.00			418				

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	195	49	0.00	512	0.380	194	0.4	0.6	11.285	B
B-A	34	9	0.00	156	0.218	34	0.1	0.3	29.177	D
C-AB	531	133	0.00	703	0.755	523	1.5	3.4	19.853	C
C-A	467	117	0.00			467				
A-B	78	20	0.00			78				
A-C	512	128	0.00			512				

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	195	49	0.00	511	0.382	195	0.6	0.6	11.391	B
B-A	34	9	0.00	154	0.221	34	0.3	0.3	29.902	D
C-AB	531	133	0.00	703	0.755	530	3.4	3.7	21.417	C
C-A	467	117	0.00			467				
A-B	78	20	0.00			78				
A-C	512	128	0.00			512				

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	159	40	0.00	556	0.286	160	0.6	0.4	9.117	A
B-A	28	7	0.00	219	0.127	28	0.3	0.1	18.901	C
C-AB	357	89	0.00	611	0.584	365	3.7	1.6	15.381	C
C-A	458	114	0.00			458				
A-B	64	16	0.00			64				
A-C	418	105	0.00			418				

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-C	133	33	0.00	582	0.229	134	0.4	0.3	8.030	A
B-A	23	6	0.00	268	0.087	24	0.1	0.1	14.739	B
C-AB	285	71	0.00	603	0.472	287	1.6	0.9	11.628	B
C-A	398	99	0.00			398				
A-B	53	13	0.00			53				
A-C	350	88	0.00			350				

2030 | 2030 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.

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		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 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 (%)
A227 Wrotham Road (N)		ONE HOUR	✓	530	100.000
Green Lane		ONE HOUR	✓	370	100.000
A227 Wrotham Road (S)		ONE HOUR	✓	719	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	35	495
	Green Lane	35	0	335
	A227 Wrotham Road (S)	545	174	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	3
	Green Lane	0	0	1
	A227 Wrotham Road (S)	2	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-C	0.73	26.37	2.6	D	309	464
B-A	0.27	34.66	0.4	D	32	48
C-AB	0.37	10.79	0.6	B	166	248
C-A					509	764
A-B					32	48
A-C					468	702

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	254	63	0.00	579	0.438	251	0.0	0.8	10.937	B
B-A	26	7	0.00	285	0.093	26	0.0	0.1	13.903	B
C-AB	135	34	0.00	588	0.230	134	0.0	0.3	8.141	A
C-A	418	105	0.00			418				
A-B	26	7	0.00			26				
A-C	384	96	0.00			384				

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	303	76	0.00	551	0.550	301	0.8	1.2	14.387	B
B-A	31	8	0.00	230	0.137	31	0.1	0.2	18.082	C
C-AB	162	40	0.00	568	0.285	161	0.3	0.4	9.106	A
C-A	499	125	0.00			499				
A-B	31	8	0.00			31				
A-C	458	115	0.00			458				

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	371	93	0.00	508	0.731	366	1.2	2.5	24.646	C
B-A	39	10	0.00	146	0.265	38	0.2	0.3	33.148	D
C-AB	200	50	0.00	544	0.368	199	0.4	0.6	10.742	B
C-A	609	152	0.00			609				
A-B	39	10	0.00			39				
A-C	561	140	0.00			561				

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	371	93	0.00	507	0.732	371	2.5	2.6	26.374	D
B-A	39	10	0.00	142	0.271	38	0.3	0.4	34.664	D
C-AB	200	50	0.00	544	0.368	200	0.6	0.6	10.789	B
C-A	609	152	0.00			609				
A-B	39	10	0.00			39				
A-C	561	140	0.00			561				

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	303	76	0.00	550	0.551	308	2.6	1.3	15.277	C
B-A	31	8	0.00	227	0.139	32	0.4	0.2	18.579	C
C-AB	162	40	0.00	568	0.285	162	0.6	0.4	9.160	A
C-A	499	125	0.00			499				
A-B	31	8	0.00			31				
A-C	458	115	0.00			458				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	254	63	0.00	578	0.439	256	1.3	0.8	11.288	B
B-A	26	7	0.00	283	0.093	27	0.2	0.1	14.077	B
C-AB	135	34	0.00	588	0.230	135	0.4	0.3	8.198	A
C-A	418	105	0.00			418				
A-B	26	7	0.00			26				
A-C	384	96	0.00			384				

2030 | 2030 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.

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		7.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.25	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 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 (%)
A227 Wrotham Road (N)		ONE HOUR	✓	532	100.000
Green Lane		ONE HOUR	✓	207	100.000
A227 Wrotham Road (S)		ONE HOUR	✓	891	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	71	461
	Green Lane	31	0	176
	A227 Wrotham Road (S)	526	365	0

Vehicle Mix

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

Heavy Vehicle %

		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)	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.38	11.35	0.6	B	162	242
B-A	0.22	29.77	0.3	D	28	43
C-AB	0.75	21.30	3.7	C	389	584
C-A					442	662
A-B					65	98
A-C					427	640

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-C	133	33	0.00	583	0.227	131	0.0	0.3	7.948	A
B-A	23	6	0.00	270	0.086	23	0.0	0.1	14.534	B
C-AB	284	71	0.00	602	0.471	280	0.0	0.9	11.165	B
C-A	398	99	0.00			398				
A-B	53	13	0.00			53				
A-C	350	88	0.00			350				

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	158	40	0.00	557	0.284	158	0.3	0.4	9.019	A
B-A	28	7	0.00	223	0.125	28	0.1	0.1	18.438	C
C-AB	356	89	0.00	610	0.583	353	0.9	1.4	14.105	B
C-A	458	115	0.00			458				
A-B	64	16	0.00			64				
A-C	418	105	0.00			418				

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	194	48	0.00	512	0.378	193	0.4	0.6	11.244	B
B-A	34	9	0.00	157	0.217	34	0.1	0.3	29.058	D
C-AB	528	132	0.00	701	0.753	520	1.4	3.4	19.766	C
C-A	469	117	0.00			469				
A-B	78	20	0.00			78				
A-C	512	128	0.00			512				

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	194	48	0.00	511	0.379	194	0.6	0.6	11.347	B
B-A	34	9	0.00	155	0.220	34	0.3	0.3	29.768	D
C-AB	528	132	0.00	701	0.753	527	3.4	3.7	21.295	C
C-A	469	117	0.00			469				
A-B	78	20	0.00			78				
A-C	512	128	0.00			512				

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	158	40	0.00	556	0.285	159	0.6	0.4	9.098	A
B-A	28	7	0.00	220	0.127	28	0.3	0.1	18.856	C
C-AB	356	89	0.00	610	0.583	364	3.7	1.6	15.314	C
C-A	458	115	0.00			458				
A-B	64	16	0.00			64				
A-C	418	105	0.00			418				

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-C	133	33	0.00	582	0.227	133	0.4	0.3	8.017	A
B-A	23	6	0.00	268	0.087	24	0.1	0.1	14.720	B
C-AB	284	71	0.00	603	0.471	286	1.6	0.9	11.602	B
C-A	398	99	0.00			398				
A-B	53	13	0.00			53				
A-C	350	88	0.00			350				

2030 | 2030 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.

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		7.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.07	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 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 (%)
A227 Wrotham Road (N)		ONE HOUR	✓	529	100.000
Green Lane		ONE HOUR	✓	367	100.000
A227 Wrotham Road (S)		ONE HOUR	✓	718	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	495
	Green Lane	33	0	334
	A227 Wrotham Road (S)	545	173	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A227 Wrotham Road (N)	Green Lane	A227 Wrotham Road (S)
From	A227 Wrotham Road (N)	0	0	3
	Green Lane	0	0	1
	A227 Wrotham Road (S)	2	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-C	0.73	25.61	2.5	D	308	462
B-A	0.25	33.44	0.3	D	30	45
C-AB	0.37	10.75	0.6	B	165	247
C-A					509	764
A-B					31	47
A-C					468	702

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	253	63	0.00	580	0.436	250	0.0	0.8	10.875	B
B-A	25	6	0.00	285	0.087	24	0.0	0.1	13.813	B
C-AB	134	34	0.00	588	0.228	133	0.0	0.3	8.124	A
C-A	418	105	0.00			418				
A-B	26	6	0.00			26				
A-C	384	96	0.00			384				

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	302	76	0.00	553	0.546	300	0.8	1.2	14.243	B
B-A	30	7	0.00	231	0.129	29	0.1	0.1	17.869	C
C-AB	161	40	0.00	568	0.283	160	0.3	0.4	9.081	A
C-A	499	125	0.00			499				
A-B	31	8	0.00			31				
A-C	458	115	0.00			458				

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	370	92	0.00	511	0.724	365	1.2	2.4	24.049	C
B-A	36	9	0.00	147	0.247	36	0.1	0.3	32.115	D
C-AB	199	50	0.00	544	0.365	198	0.4	0.6	10.703	B
C-A	610	152	0.00			610				
A-B	37	9	0.00			37				
A-C	561	140	0.00			561				

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	370	92	0.00	510	0.726	369	2.4	2.5	25.615	D
B-A	36	9	0.00	144	0.253	36	0.3	0.3	33.441	D
C-AB	199	50	0.00	544	0.365	199	0.6	0.6	10.747	B
C-A	610	152	0.00			610				
A-B	37	9	0.00			37				
A-C	561	140	0.00			561				

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	302	76	0.00	552	0.547	307	2.5	1.3	15.072	C
B-A	30	7	0.00	228	0.130	30	0.3	0.2	18.322	C
C-AB	161	40	0.00	568	0.283	161	0.6	0.4	9.132	A
C-A	499	125	0.00			499				
A-B	31	8	0.00			31				
A-C	458	115	0.00			458				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	253	63	0.00	580	0.436	255	1.3	0.8	11.212	B
B-A	25	6	0.00	283	0.088	25	0.2	0.1	13.978	B
C-AB	134	34	0.00	588	0.228	135	0.4	0.3	8.182	A
C-A	418	105	0.00			418				
A-B	26	6	0.00			26				
A-C	384	96	0.00			384				

2030 | 2030 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.

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		7.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.21	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 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 (%)
A227 Wrotham Road (N)		ONE HOUR	✓	531	100.000
Green Lane		ONE HOUR	✓	205	100.000
A227 Wrotham Road (S)		ONE HOUR	✓	891	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	70	461
	Green Lane	30	0	175
	A227 Wrotham Road (S)	526	365	0

Vehicle Mix

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

Heavy Vehicle %

		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)	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.38	11.24	0.6	B	161	241
B-A	0.21	29.45	0.3	D	28	41
C-AB	0.75	21.26	3.6	C	389	583
C-A					442	662
A-B					64	96
A-C					427	640

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-C	132	33	0.00	584	0.226	131	0.0	0.3	7.925	A
B-A	23	6	0.00	270	0.084	22	0.0	0.1	14.498	B
C-AB	284	71	0.00	603	0.471	280	0.0	0.9	11.164	B
C-A	398	99	0.00			398				
A-B	53	13	0.00			53				
A-C	350	88	0.00			350				

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	157	39	0.00	558	0.282	157	0.3	0.4	8.976	A
B-A	27	7	0.00	223	0.121	27	0.1	0.1	18.358	C
C-AB	355	89	0.00	610	0.583	353	0.9	1.4	14.093	B
C-A	458	115	0.00			458				
A-B	63	16	0.00			63				
A-C	418	105	0.00			418				

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	193	48	0.00	514	0.375	192	0.4	0.6	11.145	B
B-A	33	8	0.00	157	0.210	33	0.1	0.3	28.770	D
C-AB	528	132	0.00	701	0.753	520	1.4	3.4	19.739	C
C-A	469	117	0.00			469				
A-B	77	19	0.00			77				
A-C	512	128	0.00			512				

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	193	48	0.00	513	0.376	193	0.6	0.6	11.242	B
B-A	33	8	0.00	155	0.213	33	0.3	0.3	29.452	D
C-AB	528	132	0.00	701	0.753	527	3.4	3.6	21.264	C
C-A	469	117	0.00			469				
A-B	77	19	0.00			77				
A-C	512	128	0.00			512				

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	157	39	0.00	557	0.283	158	0.6	0.4	9.051	A
B-A	27	7	0.00	220	0.123	27	0.3	0.1	18.761	C
C-AB	355	89	0.00	610	0.582	364	3.6	1.6	15.297	C
C-A	458	115	0.00			458				
A-B	63	16	0.00			63				
A-C	418	105	0.00			418				

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-C	132	33	0.00	583	0.226	132	0.4	0.3	7.988	A
B-A	23	6	0.00	268	0.084	23	0.1	0.1	14.679	B
C-AB	284	71	0.00	603	0.471	286	1.6	0.9	11.595	B
C-A	398	99	0.00			398				
A-B	53	13	0.00			53				
A-C	350	88	0.00			350				

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