

T25526

Land South of Longfield Road, Meopham

Appendix G

Highway Boundary Extent



Matt@hubtransportplanning.co.uk

Highway Definition Team

Highways & Transportation
Kroner House
Eurogate Business Park
Ashford
TN24 8XU

Phone: 03000 418181

Email: highwaydefinitionsearches@kent.gov.uk

Our Ref: 45220280/YC

Date: 12/06/2025

Dear Sir/Madam,

Wrotham Road and Longfield Road Meopham

Thank you for your correspondence and plan dated 15th April 2025 which has been passed to me to reply.

For your assistance, I enclose a fresh plan from our records at scale of 1:1250 indicating, in blue, the considered extent of the publicly maintainable highway in the vicinity of your enquiry as far as can be ascertained from the County Council's existing records.

Please be advised that where a ditch is situated within the verge then the highway boundary would be considered to extend to the carriageway side of the ditch providing we have not acquired the land upon where the ditch is situated. Additionally, where there is a bank which supports the adjoining land rather than the highway, the highway boundary would be considered to extend to the toe of the bank providing we have not acquired the land upon where the bank is situated; where there is a bank which supports the highway rather than the adjoining land, the highway boundary would be considered to extend to the toe of the bank.

Please note that Public Rights of Way are not shown on our highway boundary information plans. Information relating to Public Rights of Way (PRoW) and details of registered Common Land/Village Green is held by the Council's Countryside Access Service, please direct your enquiry to Invicta House, County Hall, Maidstone, Kent, ME14 1XX. Information about the service can be found at:

<http://www.kent.gov.uk/waste-planning-and-land/public-rights-of-way>

Fees may be applicable and will be advised accordingly by the Public Rights of Way and Access Service.

I trust the foregoing proves helpful and acknowledge with thanks receipt of your payment of £517.00 towards the cost of providing this information.

Please note that we only disclose publicly maintainable highway that is maintainable by Kent County Council Highways and Transportation and in the immediate vicinity of your enquiry. The replies are given on the understanding that the Council does not warrant the accuracy of any of the replies and on the basis that neither the Council

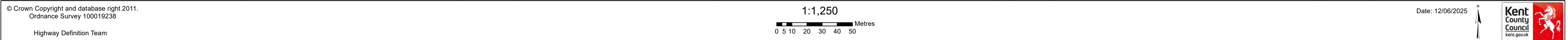
nor any officer, servant or agent of the Council is legally responsible, either in contract or tort; with the exception of negligence, for any inaccuracies, errors or omissions herein contained. Any liability for negligence will extend to the person who raised the enquiries and the person on whose behalf they were raised.

Yours faithfully,

A black rectangular box redacting the signature of Yamuna Chhantyal.

Yamuna Chhantyal
Highway Definition Researcher

KCC Highways and Transportation welcome feedback from our customers and we have designed our fault reporting tool so that you can quickly and easily let us know about any problems on the roads and footways or about any of our equipment such as streetlights that may not be working. You can do this by visiting www.kent.gov.uk/highwayfaults. From here you can see all known issues, view any planned works, report multiple issues, upload photos as well as track any existing enquiries. It's really important that you provide us with all of the information requested so that we can provide the right response quickly and efficiently. We no longer offer a generic email service as the improved online fault reporting tool has been designed to ensure we capture all of the information that we need to quickly respond to any faults. You can still call us with any complex or urgent matters on 03000 418181 and speak to one of our trained highway specialists.



T25526

Land South of Longfield Road, Meopham

Appendix H

Stage 1 Road Safety Audit & Designers Response



RKS
Associates

RKS Associates Limited
11 Falconer Road
Bushey Village
Bushey
Herts
WD23 3AQ

Our Ref: L001VRP2033- RSA 1-DR

E-mail: ypatel@rks.org.uk

16th September 2025

Mathew Johnson

Hub Transport Planning Ltd
Floor 1B
4 Temple Row
Birmingham
B2 5HG

Dear Mathew,

Stage 1 RSA - Land South of Longfield Road, Meopham, Kent- Designer's Response

Thank you for sending us a copy of your Designer's Response to the Stage 1 Road Safety Audit for the highway works associated with the development proposals on land south of Longfield Road, Meopham, Kent.

The Audit Team have reviewed the Designers Response and can confirm that the Designers Response is acceptable and addresses the issues raised in the Stage 1 Road Safety Audit.

In any event we recommend that the Designers Response together with the respective drawing are forwarded to the Local Highway Authority for their approval and sign off in accordance with highway standards.

Please contact me if you require any further assistance.

Yours sincerely



Vimal Patel,
BEng (Hons), GMICE, FIHE, HE Cert Comp

Enc.

Designers Response to Stage 1 RSA - Land South of Longfield Road, Meopham, Kent- Designers Response;

Hub Transport Planning Drawing Numbers:

- T25526-001 Revision D – proposed Site Access with Visibility Splays; and
- T25526-002 Revision C – proposed Site Access with Swept Path Analysis.



RKS
Associates

**LAND SOUTH OF LONGFIELD ROAD,
MEOPHAM,
KENT**

PROPOSED HIGHWAY WORKS

STAGE 1

ROAD SAFETY AUDIT REPORT

REQUESTED BY:

HUB TRANSPORT PLANNING

SEPTEMBER 2025



RKS
Associates

Project: Land South of Longfield Road, Meopham, Kent
Proposed Highway Works

Client: Hub Transport Planning

Document: Stage 1 Road Safety Audit

RKS Associates Ref: VRP2033 - RSA 1

Issue date: 8th September 2025

Status: Final

Authorised by: VP/BN

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RKS
Associates



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Appendices

Appendix A:	Location of Problems Identified During Stage 1 Road Safety Audit
Appendix B:	Road Safety Audit Decision Log

1 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit carried out on the proposed highway works associated with a proposed residential development on land south of Longfield Road, Meopham in Kent. The development proposals are associated with an outline planning application to provide up to 120 dwellings with associated infrastructure works.

1.2 The highway works subject to this Stage 1 Road Safety Audit involve a new vehicle access on the south-western side of Longfield Road to serve the proposed development. The proposed access road will have a 5.5m carriageway width, a 6m kerbed radii, and 2.0m footways either side that connect with the existing footway along southern side of Longfield Road. Additional highway works include the provision of an uncontrolled pedestrian crossing across Longfield Road to the east of the proposed development access.

1.3 Longfield Road is a single two-way carriageway aligned in a northwest to southeast direction, it is subject to a national speed limit although the speed limit changes to 30mph at the south eastern extent of the proposed development. The carriageway in the vicinity of the proposed development access is rural in nature, it is unlit with a grass verge/hedge row along its eastern side and a narrow footway along the western side.

1.4 Hub Transport Planning has supplied the following information upon which this Stage 1 RSA is based:

- Draft Transport Assessment prepared by Hub Transport Reference: T25526 (August 2025);
- Hub Transport Planning Drawing Numbers:
 - o T25526.001 Revision C – Proposed Site Access with Visibility Splays; and
 - o T25526.002 Revision B – Proposed Site Access with Swept Path Analysis.

1.5 The main parties to this Road Safety Audit include the following:

Road Safety Audit Team Leader	Vimal Patel BEng (Hons), GMICE, FIHE, NH Cert Comp
Road Safety Audit Team Member	Beth Newiss MCIHT, MSoRSA, NH Cert Comp
Local Highway Authority	Kent County Council
Design Organisation	Hub Transport Planning

1.6 The Audit was undertaken following examination of the submitted documents, including reference to a site visit undertaken on Thursday 4th September between the hours of 9am and 10am. The weather during the site inspection was overcast with intermittent rain and the road surface was wet following earlier rainfall. Observations during the site inspection noted low traffic flows and no pedestrians and cyclists travelling along Longfield Road in the vicinity of the proposed development access although on-street parking was prevalent further southeast of the site adjacent to the local school.



Terms of Reference

- 1.7** The Audit Team is independent of the project design team and has no other involvement with the project. This Stage 1 RSA has been undertaken in accordance with the relevant sections of GG-119, part of the Design Manual for Roads and Bridges (DMRB).
- 1.8** The Safety Audit Team has examined only matters relating to road safety implications of the scheme and has not verified compliance of the design to any other criteria. The Audit Team has been made aware that there are no Departures from Standard or any previous Road Safety Audits conducted on the highway works.
- 1.9** All of the problems identified in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and to minimise accident occurrence for all users. The location of the problems identified in this Safety Audit is shown in **Appendix A** where the reference numbers relate to the problems identified in this report.
- 1.10** The recommendations in this report are aimed at addressing the identified road safety problems; however, there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities. The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit and would encourage the Designer to consult them on this matter.
- 1.11** The Designer is advised to prepare a Road Safety Audit Decision Log, a template for which is included in **Appendix B**. This enables the Designers and Overseeing Organisations Response to the Audit to be documented along with an agreed RSA Action.

Trip Generation/Traffic Flow Data

- 1.12** The draft Transport Assessment prepared by Hub Transport Planning provides details of the likely trip generation associated with the proposed development. The trip generation assessment indicates that the proposed development is likely to generate 62 two-way vehicle trips during the AM and PM peak hour periods respectively. In addition, Automatic Traffic Count (ATC) surveys conducted between 15th and 21st March 2025 on Longfield Road indicate that the 85th percentile speeds of 43mph eastbound and 44mph westbound direction.

Collision Data

- 1.13** Personal Injury Accident (PIA) data obtained from Kent County Council for the most recent five-year period (October 2019 to September 2024) contained in the draft Transport Assessment indicates that no collisions were recorded on Longfield Road in the immediate vicinity of the proposed highway works. However, two collisions were recorded further east along Longfield Road within the study area. The first involved a parked vehicle pulling out onto the carriageway and colliding with a westbound vehicle, the second collision involved a vehicle entering Longfield Road from Huntingfield Road and failing to give way, both collisions resulted in slight injuries.



2 ISSUES IDENTIFIED DURING STAGE 1 ROAD SAFETY AUDIT

2.1 Problem:

Summary: Potential collisions due to standing water or service covers

Location: *Throughout*

No details have been provided in respect of surface water drainage or other services, and it is therefore not possible to ascertain whether there will be any safety implications. Poor drainage may result in the collection of surface water which could increase the risk of loss of control collisions.

Recommendation:

Ensure that adequate surface water drainage is provided at the detailed design stage, if necessary, provide additional drainage.

2.2 Problem:

Summary: Potential risk of night-time collisions associated with poor lighting

Location: *Proposed development access*

Observations during the site inspection noted that the existing system of street lighting along Longfield Road terminates east of the proposed development access. The development proposals will extend the built environment of Meopham and as a result there is concern that poor illumination of the development access and along Longfield Road may increase the risk of collisions and/or security concerns for pedestrians during the hours of darkness.

Recommendation:

Ensure that street lighting is extended along Longfield Road to cover the proposed development access to mitigate the risk of collisions during the hours of darkness.

2.3 Problem

Summary: Potential risk of speed related collisions

Location: *Longfield Road/proposed development access*

The proposed development access is located within national speed limit on Longfield Road which changes to a 30mph a short distance east of the proposed development access. The proposed development extends the built environment along Longfield Road, consequently a higher speed limit may increase the risk of speed related or turning collisions to occur at the proposed development access.

Recommendation

Review the speed limit along Longfield Road, subject to discussion with the Local Highway Authority relocate the 30mph speed limit to the west of the proposed development access.

- 2.4 Problem:**
Summary: Potential vehicle collisions due to inadequate road space or visibility
Location: *Proposed development access*
It is noted that the proposed site access road has been designed in accordance with Kent County Council Design Guide. The vehicle swept path plots for a refuse vehicle negotiating the development access indicates that it will need to overrun the opposing carriageway of the access road to complete the turning manoeuvre. Insufficient carriageway space may increase the risk of collision between vehicles entering and exiting the development access simultaneously or may encourage large vehicles to overrun the footway putting pedestrians waiting on the footway of being struck turning vehicles.
Recommendation
Ensure that sufficient width is provided for two-way traffic movements, alternatively ensure that there is sufficient inter-visibility between approaching drivers to prevent drivers entering the access when opposed by other vehicles.
- 2.5 Problem:**
Summary: Potential risk of collisions associated with obstruction in visibility
Location: *Visibility to and from the proposed development access*
Visibility splays to and from the proposed development access have been provided and accord with the highway standards. However, there is concern that vegetation behind the visibility splays may grow over time and restrict visibility to and from the proposed development access. Poor visibility to and from the proposed development access may increase the risk of turning collisions as motorist exiting the development enter Longfield Road to observe on-coming traffic.
Recommendation:
Ensure that vegetation behind the visibility splay is cut back and regularly maintained alternatively it should be replaced with a low-level variety.
- 2.6 Problem:**
Summary: Potential risk of collisions associated with indiscriminate parking
Location: *Longfield Road east of proposed development access*
Observations during the site inspection noted that on-street car parking was prevalent along the southern side of Longfield Road to the east of the proposed development access in the vicinity of the local school. Furthermore, due to the width of Longfield Road vehicles were parked on the footway. There is concern that the absence of car parking restriction may encourage vehicles to park indiscriminately along Longfield Road which may cause a hazard for road users and restrict visibility for motorists exiting the development.
Recommendation:
Ensure that appropriate car parking restrictions are provided along Longfield Road to mitigate the risk of collisions occurring from indiscriminate car parking.



2.7

Problem

Summary: Potential risk of pedestrian collisions associated with poor layout

Location: *Proposed uncontrolled pedestrian crossing facility*

The highway works include an uncontrolled pedestrian crossing facility across Longfield Road to the east of the proposed development access. However, there is concern that the presence of indiscriminate car parking as identified above will result in poor visibility to and from the crossing facility for pedestrians using the crossing facility. This may encourage pedestrians to cross at unsafe locations or encourage them to step out onto the carriageway to observe oncoming traffic where the risk of being struck by passing traffic will be greater.

Recommendation

Review the location of the proposed uncontrolled pedestrian crossing facility across Longfield Road, it should be located further east adjacent to the school keep clear markings where improved visibility to and from the tactile landings can be achieved.



3 AUDIT TEAM STATEMENT

- 3.1** We certify that this audit has been carried out in accordance with GG-119 of Design Manual for Roads & Bridges Volume 5 Section 2 - Road Safety Audits. Its sole purpose being to identify features of the scheme that could be removed or modified to improve safety. No member of the Audit Team has been involved in the scheme design.

Audit Team Leader

Vimal Patel
BEng (Hons), GMICE, FIHE, NH Cert Comp

Signed:

A black rectangular box redacting the signature of Vimal Patel.

Date: 8th September 2025

Audit Team Member

Beth Newiss
MCiHT, MSoRSA, NH Cert Comp

Signed:

A black rectangular box redacting the signature of Beth Newiss.

Date: 8th September 2025

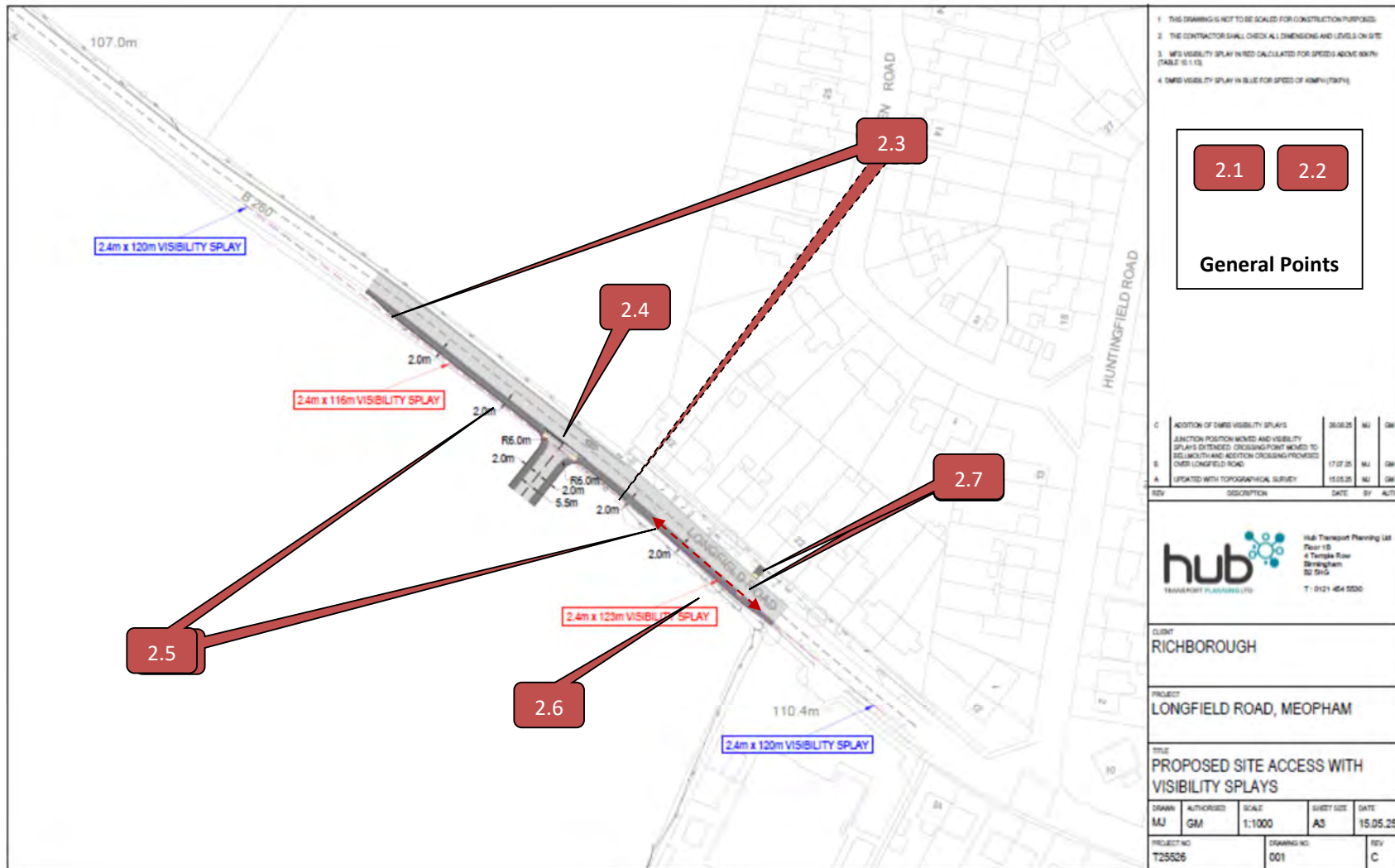


Appendix A

Stage 1 Road Safety Audit Report
Land South of Longfield Road, Meopham, Kent
Proposed Highway Works



RKS
Associates





Appendix B



Issue N°	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.1	No details have been provided in respect of surface water drainage or other services, and it is therefore not possible to ascertain whether there will be any safety implications. Poor drainage may result in the collection of surface water which could increase the risk of loss of control collisions.	Ensure that adequate surface water drainage is provided at the detailed design stage, if necessary, provide additional drainage.	Agreed – surface water drainage strategy to be undertaken and agreed at the detailed design stage.		
2.2	Observations during the site inspection noted that the existing system of street lighting along Longfield Road terminates east of the proposed development access. The development proposals will extend the built environment of Meopham and as a result there is concern that poor illumination of the development access and along Longfield Road may increase the risk of collisions and/or security concerns for pedestrians during the hours of darkness.	Ensure that street lighting is extended along Longfield Road to cover the proposed development access to mitigate the risk of collisions during the hours of darkness.	Agreed – Lighting strategy to be undertaken and agreed at the detailed design stage. This would include extension to the existing street lighting to the west of the site access on Longfield Road.		
2.3	The proposed development access is located within national speed limit on Longfield Road which changes to a 30mph a short distance east of the proposed development access. The proposed development extends the built environment along Longfield Road, consequently a higher speed limit may increase the risk of speed related or turning collisions to occur at the proposed development access.	Review the speed limit along Longfield Road, subject to discussion with the Local Highway Authority relocate the 30mph speed limit to the west of the proposed development access.	Agreed – The extension of the 30mph speed limit is proposed and will be discussed with the local highway authority throughout the planning process. However, the visibility splays have been designed to the observed speeds which means that drivers would have sufficient time to react.		



2.4	It is noted that the proposed site access road has been designed in accordance with Kent County Council Design Guide. The vehicle swept path plots for a refuse vehicle negotiating the development access indicates that it will need to overrun the opposing carriageway of the access road to complete the turning manoeuvre. Insufficient carriageway space may increase the risk of collision between vehicles entering and exiting the development access simultaneously or may encourage large vehicles to overrun the footway putting pedestrians waiting on the footway of being struck turning vehicles.	Ensure that sufficient width is provided for two-way traffic movements, alternatively ensure that there is sufficient inter-visibility between approaching drivers to prevent drivers entering the access when opposed by other vehicles.	Agreed - Intervisibility splays have been provided to demonstrate that a car can stop and wait for a refuse vehicle to complete the manoeuvre and pass along the carriageway before the car proceeds. This would require low planting to ensure that the intervisibility envelope can be maintained. However, this arrangement is not typically considered unsafe given it is an irregular movement (once per week) and has been designed according to KCC's guidance.		
2.5	Visibility splays to and from the proposed development access have been provided and accord with the highway standards. However, there is concern that vegetation behind the visibility splays may grow over time and restrict visibility to and from the proposed development access. Poor visibility to and from the proposed development access may increase the risk of turning collisions as motorist exiting the development enter Longfield Road to observe on-coming traffic.	Ensure that vegetation behind the visibility splay is cut back and regularly maintained alternatively it should be replaced with a low-level variety.	Agreed – A vegetation maintenance strategy will be agreed with the highway authority to ensure that visibility splays, within highway extents, will be maintained.		



2.6	Observations during the site inspection noted that on-street car parking was prevalent along the southern side of Longfield Road to the east of the proposed development access in the vicinity of the local school. Furthermore, due to the width of Longfield Road vehicles were parked on the footway. There is concern that the absence of car parking restriction may encourage vehicles to park indiscriminately along Longfield Road which may cause a hazard for road users and restrict visibility for motorists exiting the development.	Ensure that appropriate car parking restrictions are provided along Longfield Road to mitigate the risk of collisions occurring from indiscriminate car parking.	Agree - As part of the proposals, off-street parking will be provided within the site to accommodate parking associated with the adjacent schools which could remove any parking along the frontage of the site. Any restrictions further east of the site is likely to displace vehicles to other streets within the vicinity given the dwellings on the southern section of Longfield Road do not have any off-street parking facilities. Further discussions will be held with the highway authority regarding this matter, and if further restrictions are deemed necessary, such as parking restrictions, then these can be explored further.		
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2.7	The highway works include an uncontrolled pedestrian crossing facility across Longfield Road to the east of the proposed development access. However, there is concern that the presence of indiscriminate car parking as identified above will result in poor visibility to and from the crossing facility for pedestrians using the crossing facility. This may encourage pedestrians to cross at unsafe locations or encourage them to step out onto the carriageway to observe oncoming traffic where the risk of being struck by passing traffic will be greater.	Review the location of the proposed uncontrolled pedestrian crossing facility across Longfield Road, it should be located further east adjacent to the school keep clear markings where improved visibility to and from the tactile landings can be achieved.	Agreed – the uncontrolled pedestrian crossing has been moved further east, outside of the Helen Allison School., adjacent the school ‘keep clear’ markings. This is also prior to observed on-street parking, likely associated with the dwellings on the southern side of Longfield Road, therefore enabling pedestrians to avoid this section of footway.		
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Appendix I

Manual for Streets Visibility Splay Calculations

Longfield Road, Meopham

Longfield Road Speed Survey
Weekday 24-hr

Direction	Volume	Speed	Wet Weather? *	Total	Direction	Volume	Speed	Wet Weather? *	Total
Eastbound	1981	43.3		85777.3	Westbound	2610	44.5		116145.0
	2061	43		88623.0		2597	44.7		116085.9
	2077	42.5		88272.5		2549	44.4		113175.6
	2055	42.5		87337.5		2527	44.4		112198.8
	2105	43.2		90936.0		2337	44.2		103295.4
Total	10279			440946	Total	12620			560901
Average Dry Weather 85th Percentile Speed =				42.9	Average Dry Weather 85th Percentile Speed =				44.4

* If wet weather, add 2.5mph or 5mph to this column for the relevant day

Longfield Road, Meopham

MfS Visibility Calculation

Eastbound

ABOVE 60 KPH DESIGN/MEASURED SPEED
Para 10.1.13 MfS2

Calculation Params		Speed Survey Result	
v	19.17648	43 mph	
t	2		
d	2.45		
gradient	0		
SSD =	113.4 m	Vis required =	115.8 m

Westbound

ABOVE 60 KPH DESIGN/MEASURED SPEED
Para 10.1.13 MfS2

Calculation Params		Speed Survey Result	
v	19.8683	44 mph	
t	2		
d	2.45		
gradient	0		
SSD =	120.3 m	Vis required =	122.7 m

Appendix J

KCC Public Transport Contributions Note



National Highways Planning Response (NHPR 25-01) Formal Recommendation to an Application for Planning Permission

From: Hermes Luli (Head of Planning & Development)
Operations Directorate
South East Region
National Highways
PlanningSE@nationalhighways.co.uk

To: Gravesham Borough Council (FAO Mrs Alison Webster)
Planning.reps@gravesham.gov.uk

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: 20250993

Location: Land Adjacent to Longfield Road Meopham Gravesend Kent DA13 0EW

Proposal: Outline application for the erection of up to 120 residential dwellings, public open space and associated works. Approval is sought for the principal means of vehicular access from Longfield Road and all other matters are reserved.

National Highways Ref: NH/25/13748

Referring to the consultation on a planning application dated 3 October 2025 referenced above, in the vicinity of the A2 and M20 that forms part of the Strategic Road Network, notice is hereby given that National Highways formal recommendation is that we:

- ~~a) offer no objection (see reasons at Annex A);~~
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);**
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.¹

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority propose not to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to PlanningSE@nationalhighways.co.uk.

This response and all comments outlined herein are made in respect of planning matters only in National Highways' position as a statutory planning consultee, and does not confer any proprietary rights nor amount to the giving or refusal of consent, assent, approval, or awareness of or by National Highways in or of any other aspects or matters (including, but not limited to, the use of property belonging to National Highways). If anyone wishes for National Highways to consider any aspects which do not relate to planning submissions, they should call our contact centre on 0300 123 5000.

Signature:



Date: 26 February 2026

Name: Bidur Rajbhandari

Position: Assistant Spatial Planner

National Highways

Ground Floor, Building 1000, Cathedral Square, Guildford GU2 7YL

www.nationalhighways.co.uk

Annex A **National Highways' assessment of the proposed development**

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure

¹ Where relevant, further information will be provided within Annex A.

that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Recommend that planning permission not be granted for a specified period:

Reasons

It is recommended that the application should not be determined for a period of three months until **27 May 2026**.

This recommendation can be replaced, renewed, or reviewed during the three-month period, or at its end, dependent on progress made with regards to the outstanding matters.

We will be concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN, in this case, particularly within the vicinity of A2 and M20.

We require further information to be provided by the applicant on this application in order that an informed decision can be made in relation to the potential impacts of the development on the strategic road network. In particular, the following comments should be passed onto the applicant:

Throughout this response **ACTION points** for the applicant are highlighted in **underlined bold**.

Trip Distribution and Assignment

The TA states that '*Trip distribution and modelling should be undertaken in line with the Kent Transport Model (KTM)/Gravesham Transport Model (GTM).*' We welcome this approach to establish the trip Distribution.

The impact on SRN junction specially on A2 can be assessed after the distribution is established. We request this information before assessing the impact.

It should be noted here that the SRN junctions around the site is sensitive to flow changes specially the A2/Wrotham Road junction. This junction has been subject to study for a number of applications around the area.

Also, it should be noted that GBC regulation 19 is being prepared and publication may be imminent which may impact this development with regards to traffic impacts.

Though the impact assessment has not been carried out please note the following for any addendums.

Transport Vision

Please note that the TA should include a vision for the site prepared in accordance with the requirements of DfT Circular 01/2022 and also set out how the vision will be realised, with details of supporting measures.

Personal Injury Accident Data

STATS 19 level accident data will be required for area that will be required for location that will depend on potential impact on SRN

Committed Development/Schemes

There may also be a need to review the committed developments considering the requirements of DfT Circular 01/2022. There will also be a need to agree the committed developments with the LPA and to then provide this information to National Highways for review depending on the area of impact.

Assessment Years

Opening Year: In line with DfT Circular 01/2022, assessment should be based on the opening year, defined as when first occupation is possible, unless otherwise agreed.

TEMPRO Growth Factors: Full details of how the TEMPRO factors have been derived should be provided for review. Furthermore, any adjustments related to committed development should be fully documented and will need to be agreed with National Highways.

Merge/Diverge Assessment

Please note that until the trip generation, distribution and assignment are all agreed, we are unable to confirm the need for, or extent of SRN assessment required.

CEMP Requirements

Given the location of the proposed development site, we are likely to recommend that a Construction Environmental Management Plan (CEMP) be secured via planning condition at the appropriate stage of the planning process.

Standing advice to the local planning authority

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift

away from car travel. The NPPF supports this position, with paragraphs 77 and 110 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 109 to 116 etc advise that appropriate opportunities to promote walking, cycling and public transport should be taken up as part of a vision-led approach.

Moreover, the carbon reduction hierarchy (avoid-switch-improve) as set out in clause 4.3 of PAS2080:2023 promotes approaches and measures to minimise resource consumption and thereby reduce carbon emissions.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.

Appendix K

TRICS Output

Calculation Reference: AUDIT-141301-250303-0308

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	KC KENT	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	3 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: 105 to 139 (units:)
 Range Selected by User: 100 to 140 (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 23/05/24

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:

Tuesday	4 days
Wednesday	4 days
Thursday	3 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	2 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 undertaken using machines.

Selected Locations:

Edge of Town	7
Neighbourhood Centre (PPS6 Local Centre)	4

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	7
Village	4

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	X days - Selected
Servicing vehicles Excluded	23 days - Selected

Secondary Filtering selection:

Use Class:

C3	11 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	5 days
5,001 to 10,000	4 days
10,001 to 15,000	2 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	3 days
25,001 to 50,000	4 days
100,001 to 125,000	3 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	8 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	9 days
No	2 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	11 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	AS-03-A-02 FARROCHIE ROAD STONEHAVEN	MIXED HOUSES	ABERDEENSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	131	
	Survey date: WEDNESDAY	20/04/22	Survey Type: MANUAL
2	ES-03-A-10 WATERGATE BEXHILL-ON-SEA	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	139	
	Survey date: THURSDAY	28/09/23	Survey Type: MANUAL
3	ES-03-A-11 BISHOPS LANE RINGMER	MIXED HOUSES	EAST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	105	
	Survey date: THURSDAY	28/09/23	Survey Type: MANUAL
4	ES-03-A-12 HOREBEECH LANE HORAM	MIXED HOUSES & FLATS	EAST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	123	
	Survey date: TUESDAY	03/10/23	Survey Type: MANUAL
5	IM-03-A-06 MOORAGH PROMENADE RAMSEY	MIXED HOUSES	ISLE OF MAN
	Edge of Town Residential Zone Total No of Dwellings:	129	
	Survey date: THURSDAY	23/05/24	Survey Type: MANUAL
6	KC-03-A-10 HEADCORN ROAD STAPLEHURST	MIXED HOUSES	KENT
	Edge of Town Residential Zone Total No of Dwellings:	106	
	Survey date: TUESDAY	09/05/23	Survey Type: MANUAL
7	NF-03-A-24 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	127	
	Survey date: WEDNESDAY	22/09/21	Survey Type: DIRECTIONAL ATC COUNT

LIST OF SITES relevant to selection parameters (Cont.)

8	NF-03-A-35 REPTON AVENUE NORWICH	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 116 Survey date: WEDNESDAY 28/09/22		Survey Type: MANUAL
9	NF-03-A-44 MILL LANE NEAR NORWICH HORSFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 125 Survey date: WEDNESDAY 21/09/22	MIXED HOUSES	NORFOLK
10	SC-03-A-09 AMLETS LANE CRANLEIGH	MIXED HOUSES & FLATS	SURREY
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 136 Survey date: TUESDAY 24/05/22		Survey Type: DIRECTIONAL ATC COUNT
11	WS-03-A-22 SHOPWHYKE ROAD CHICHESTER	MIXED HOUSES & FLATS	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 129 Survey date: TUESDAY 19/03/24		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
IM-03-A-03	Rural / Not near to local facilities

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	11	124	0.088	11	124	0.292	11	124	0.380
08:00 - 09:00	11	124	0.156	11	124	0.355	11	124	0.511
09:00 - 10:00	11	124	0.122	11	124	0.157	11	124	0.279
10:00 - 11:00	11	124	0.123	11	124	0.155	11	124	0.278
11:00 - 12:00	11	124	0.144	11	124	0.127	11	124	0.271
12:00 - 13:00	11	124	0.173	11	124	0.152	11	124	0.325
13:00 - 14:00	11	124	0.156	11	124	0.154	11	124	0.310
14:00 - 15:00	11	124	0.158	11	124	0.192	11	124	0.350
15:00 - 16:00	11	124	0.276	11	124	0.197	11	124	0.473
16:00 - 17:00	11	124	0.265	11	124	0.174	11	124	0.439
17:00 - 18:00	11	124	0.332	11	124	0.187	11	124	0.519
18:00 - 19:00	11	124	0.274	11	124	0.149	11	124	0.423
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.267			2.291			4.558

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

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

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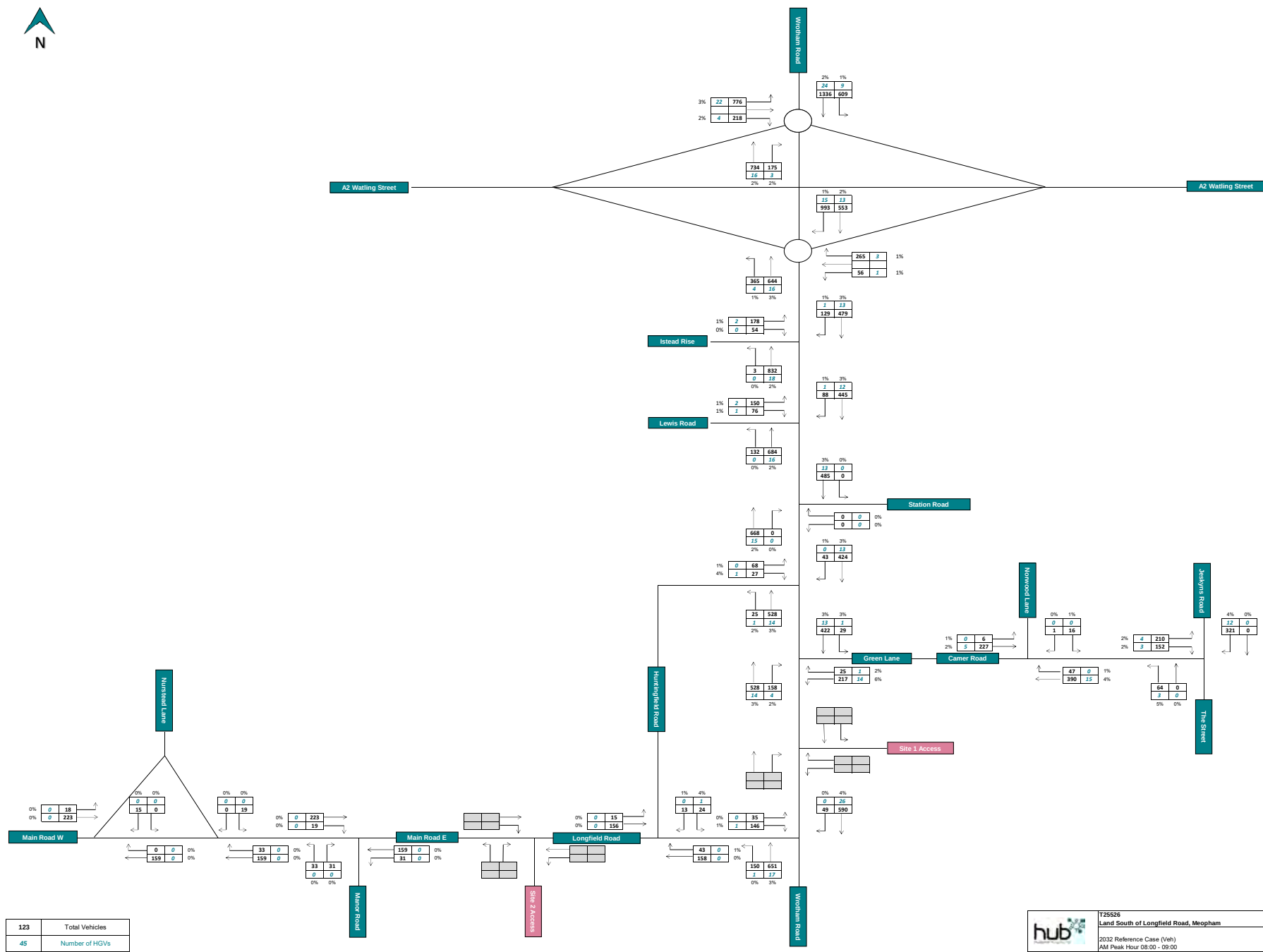
Parameter summary

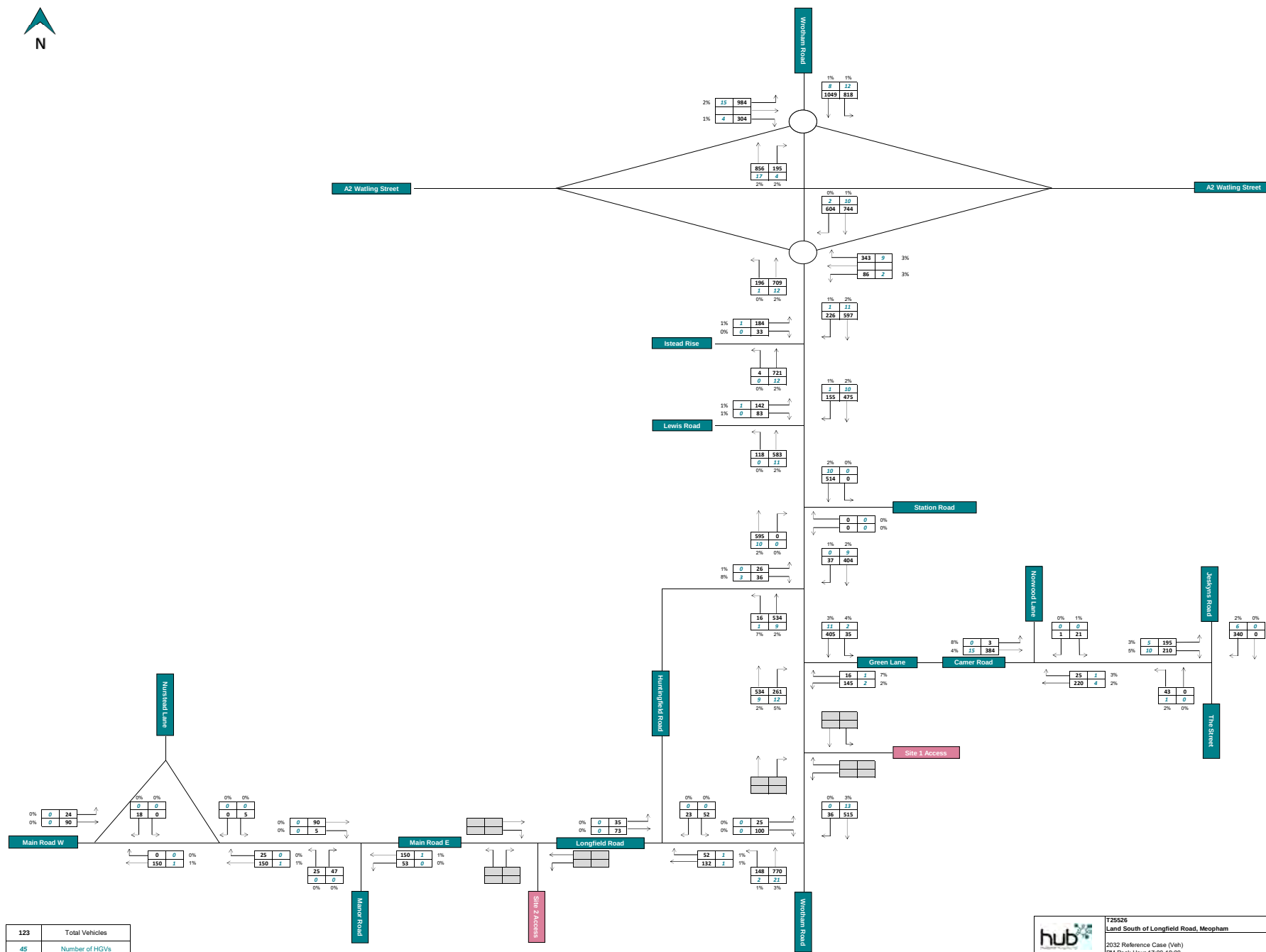
Trip rate parameter range selected: 105 - 139 (units:)
 Survey date range: 01/01/16 - 23/05/24
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 6
 Surveys manually removed from selection: 1

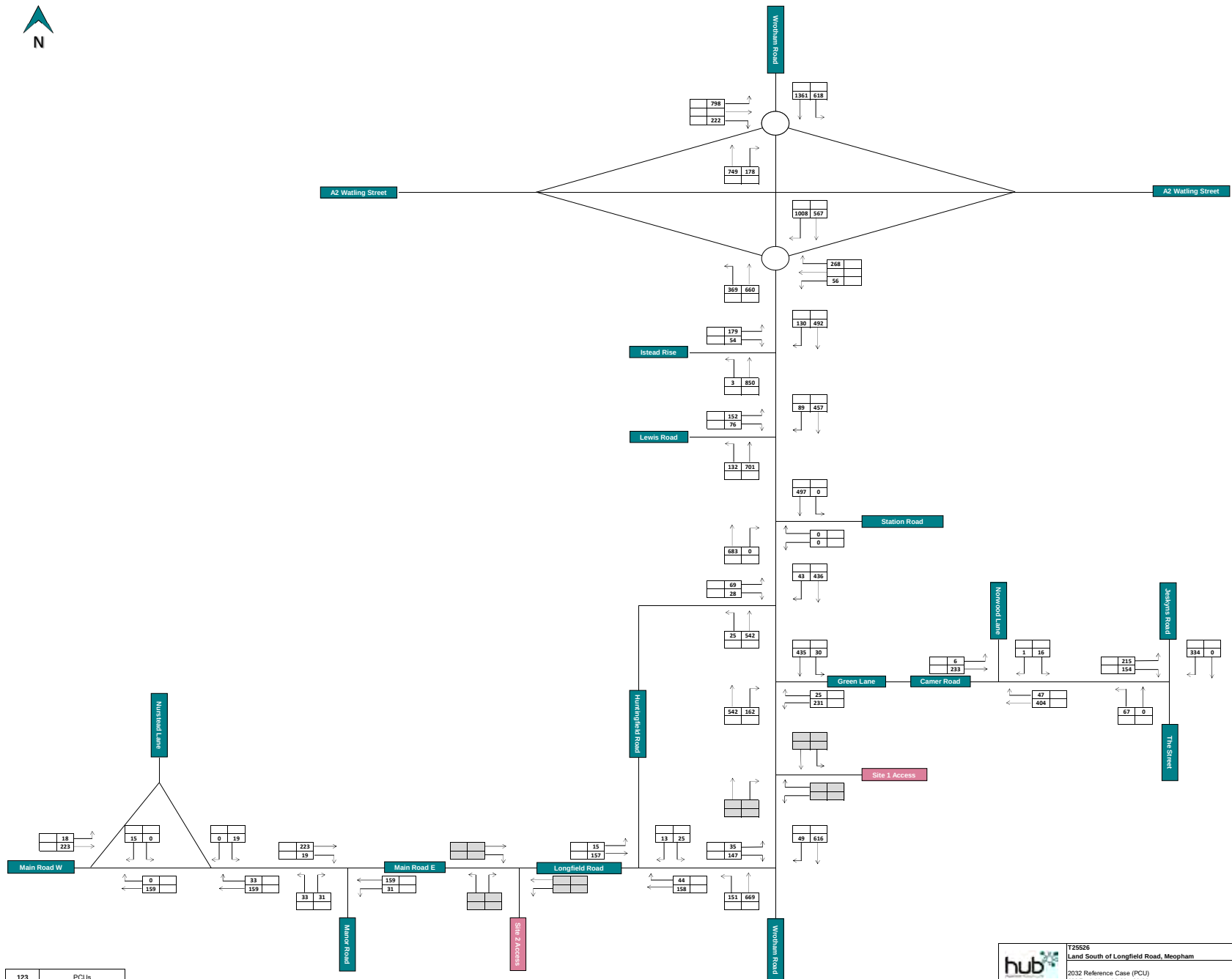
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

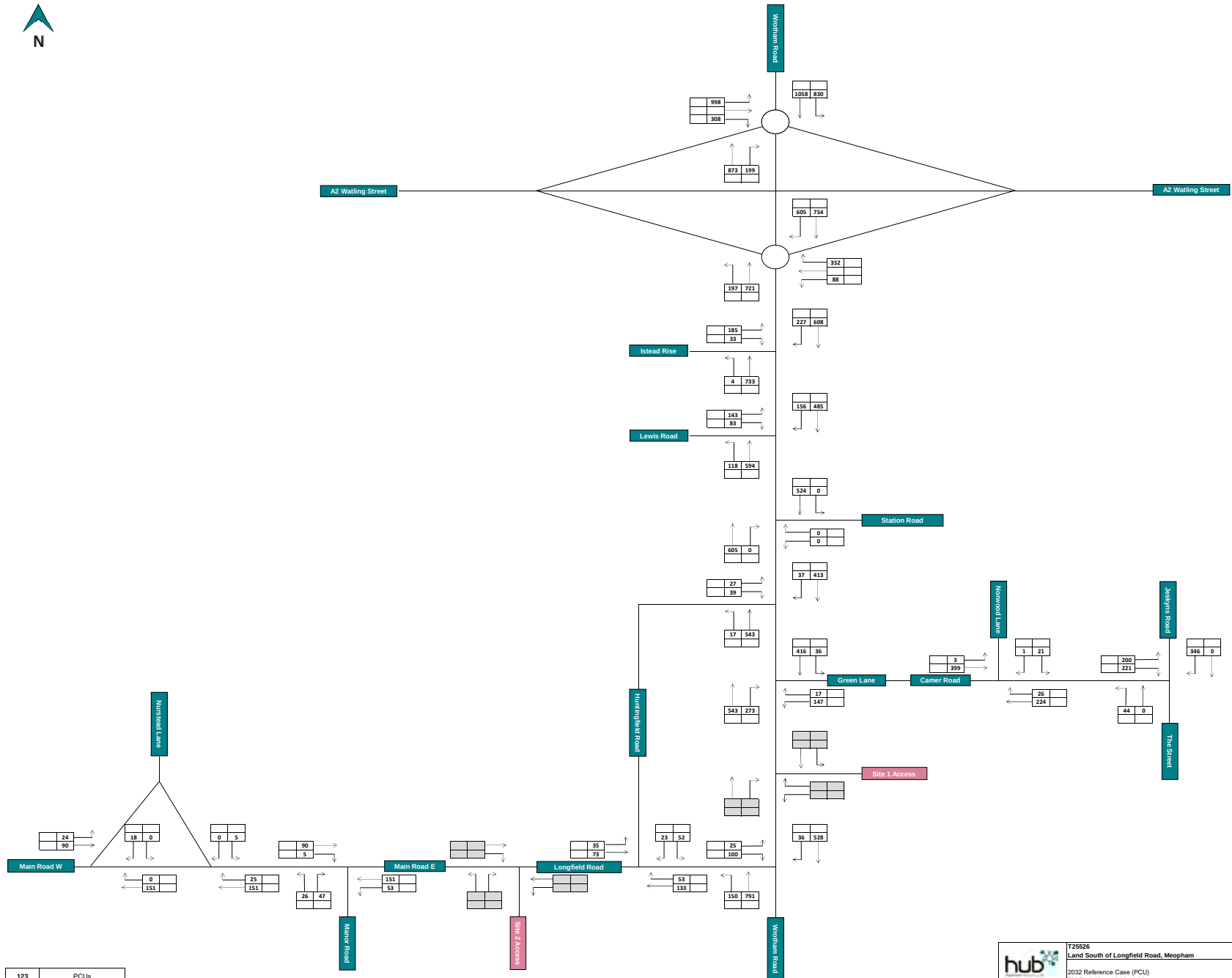
Appendix L

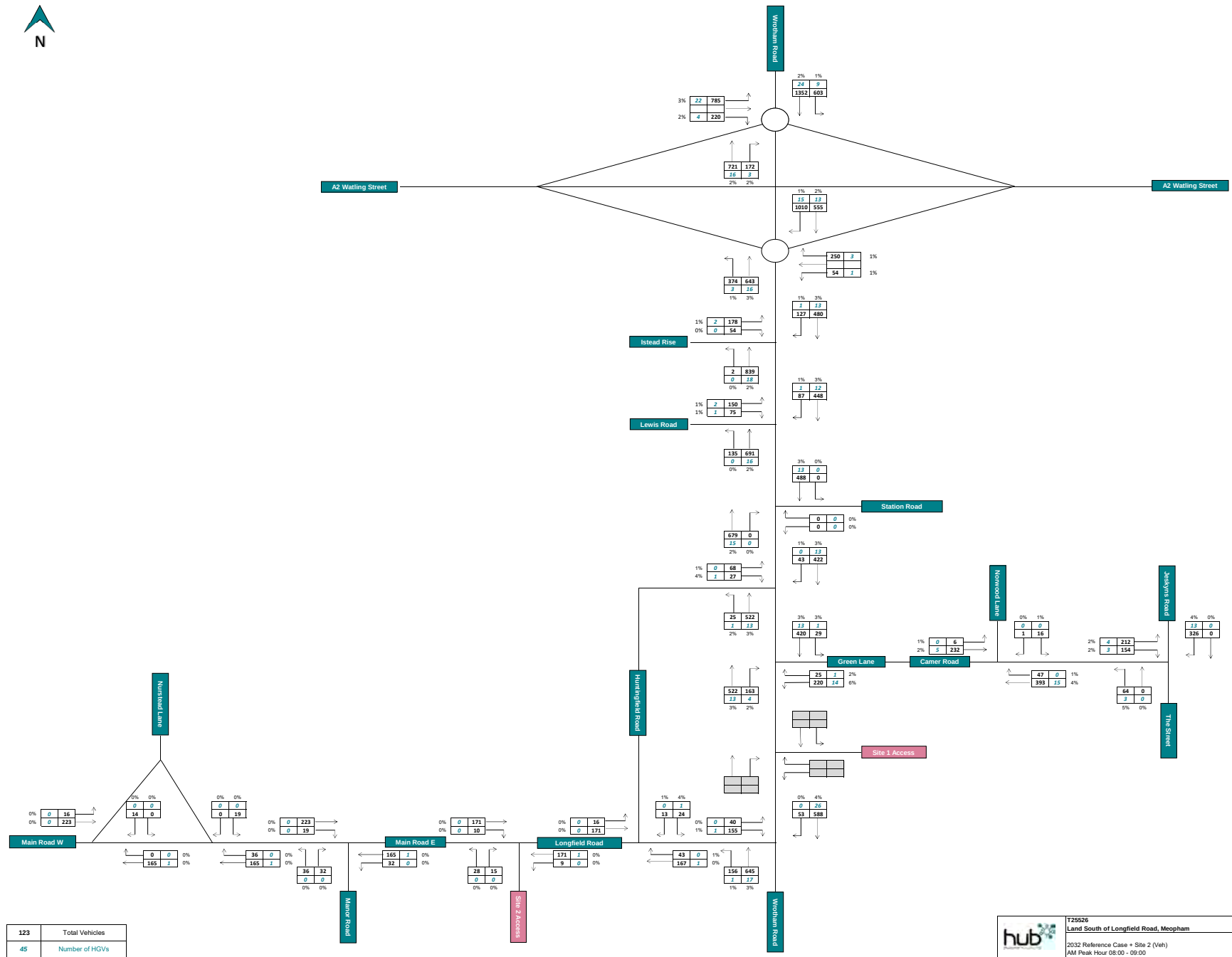
Network Flow Diagram

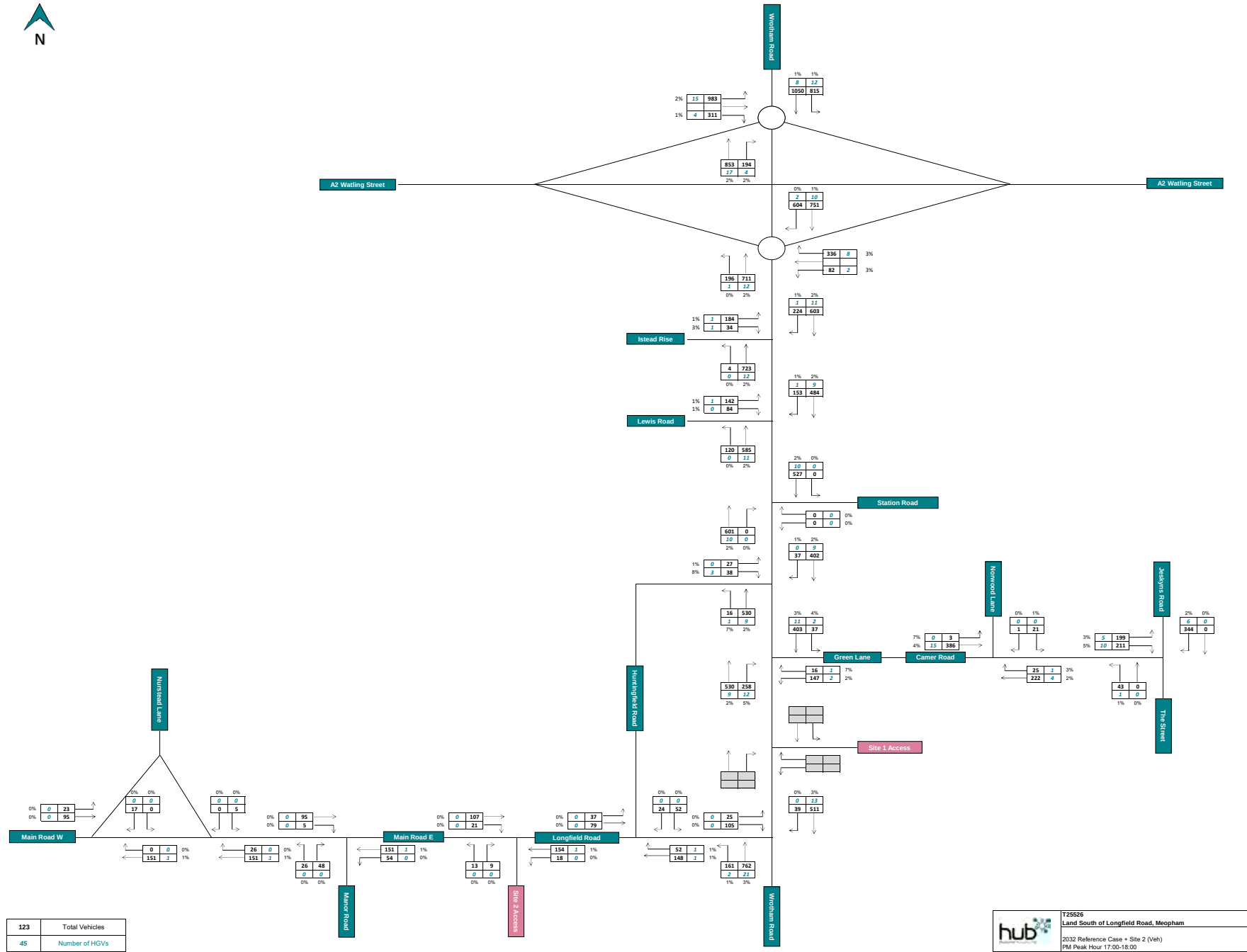




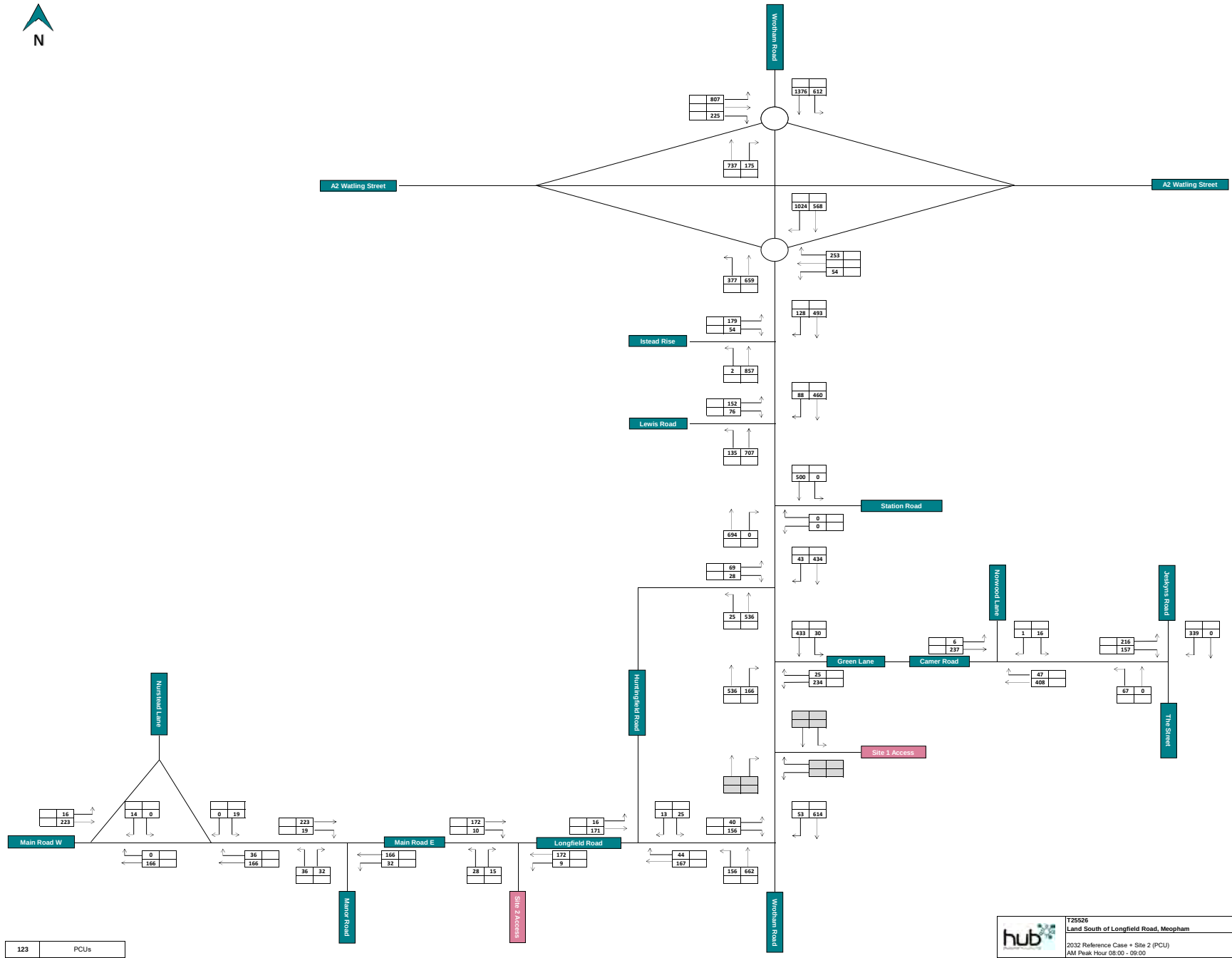


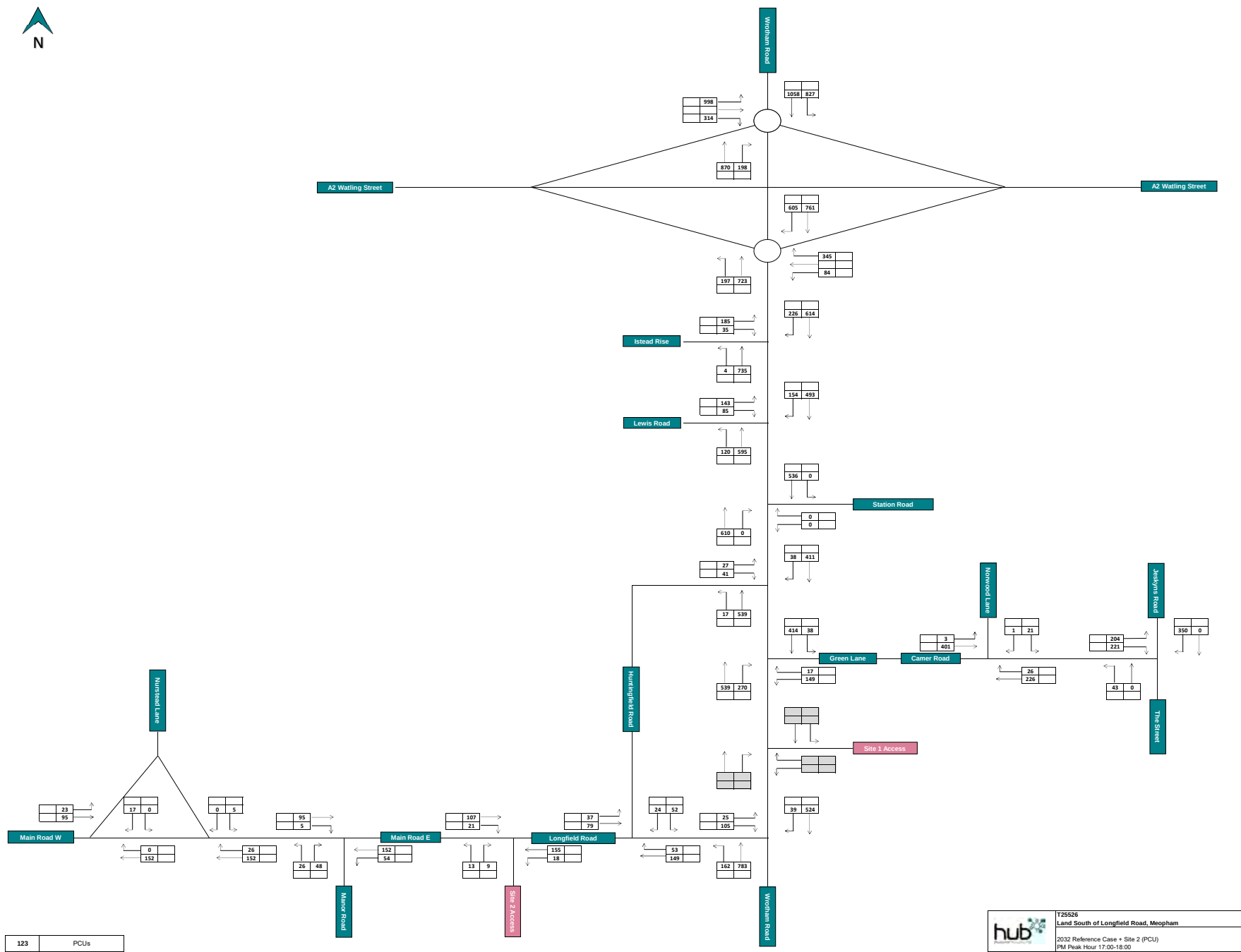


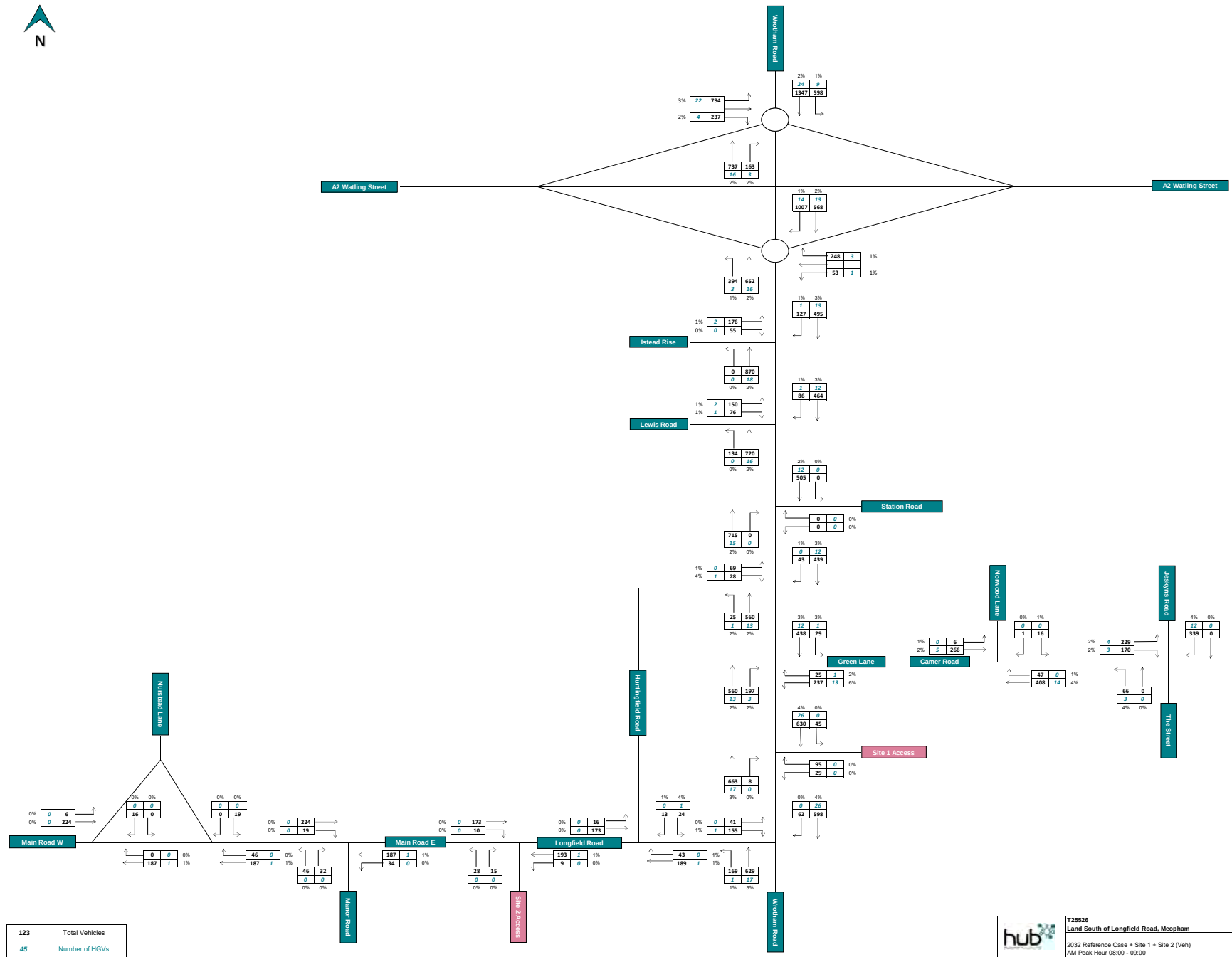


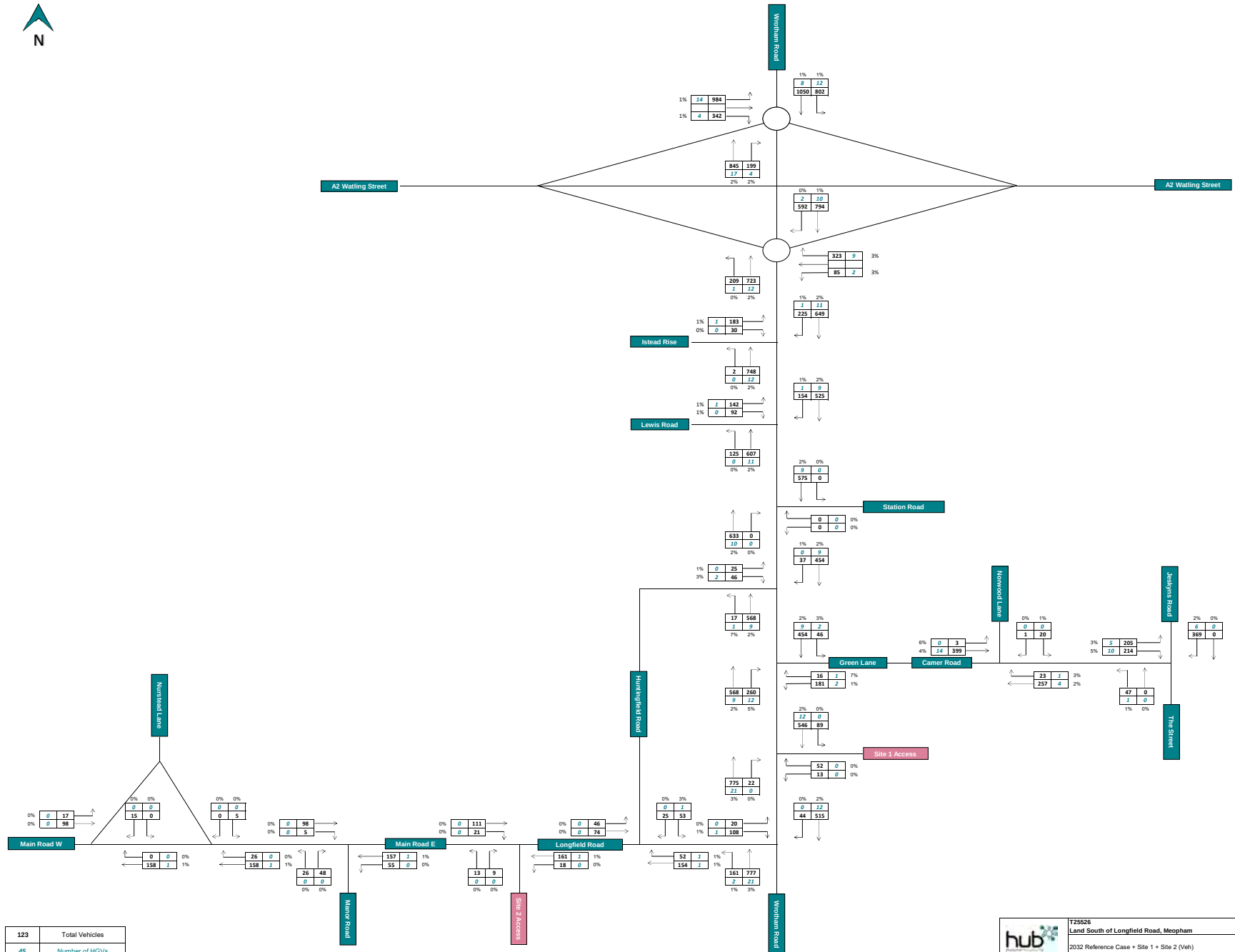


123	Total Vehicles
45	Number of HGVs

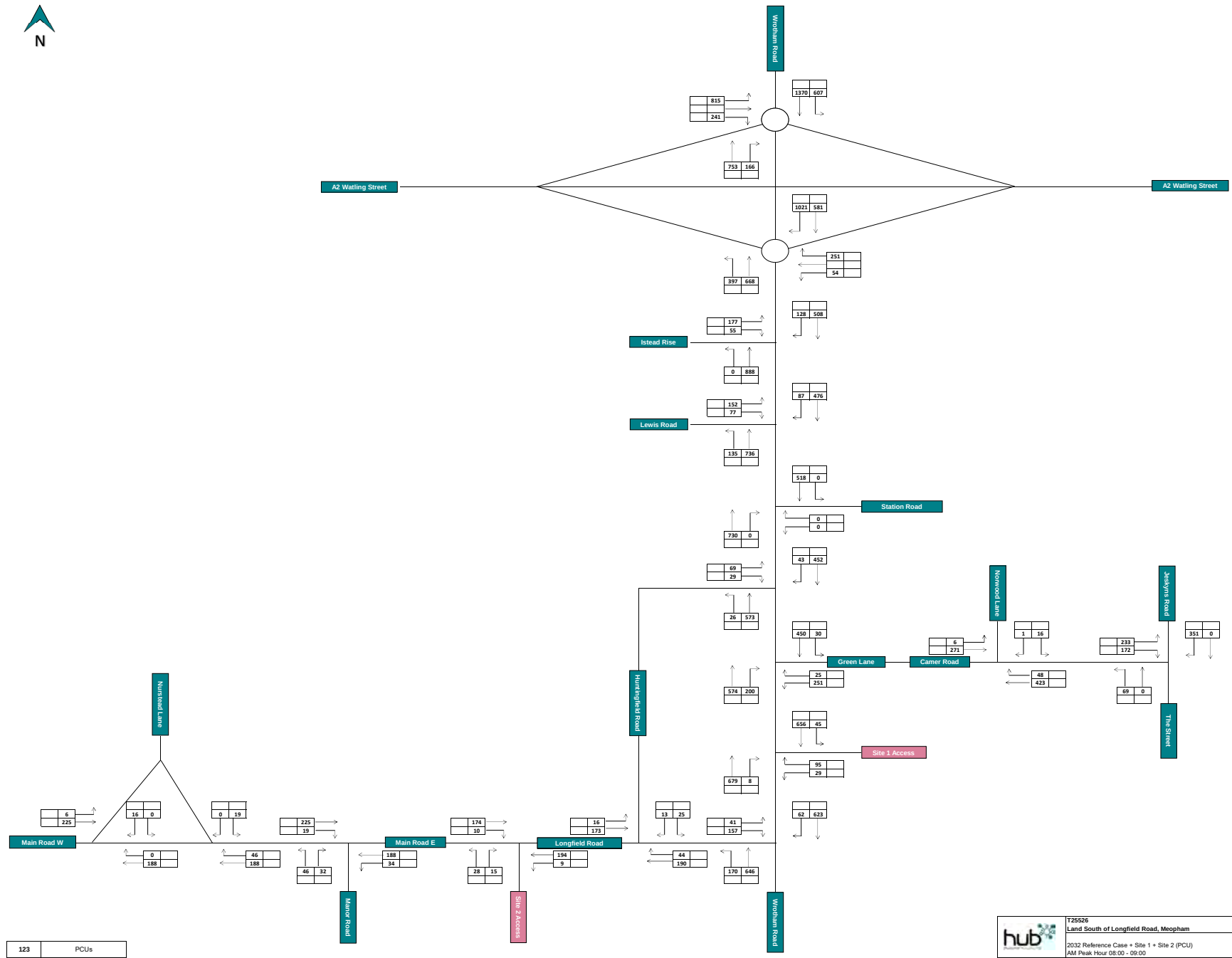






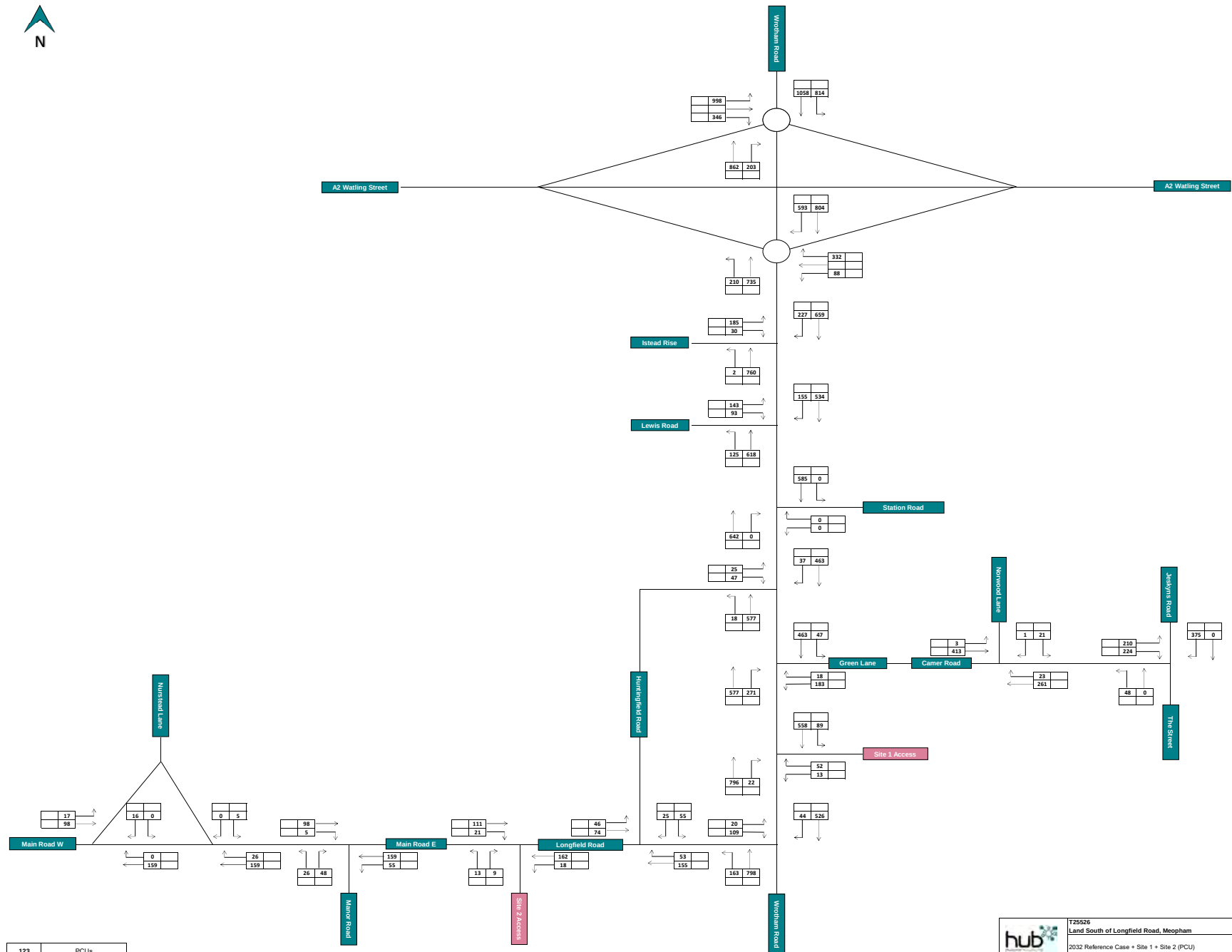


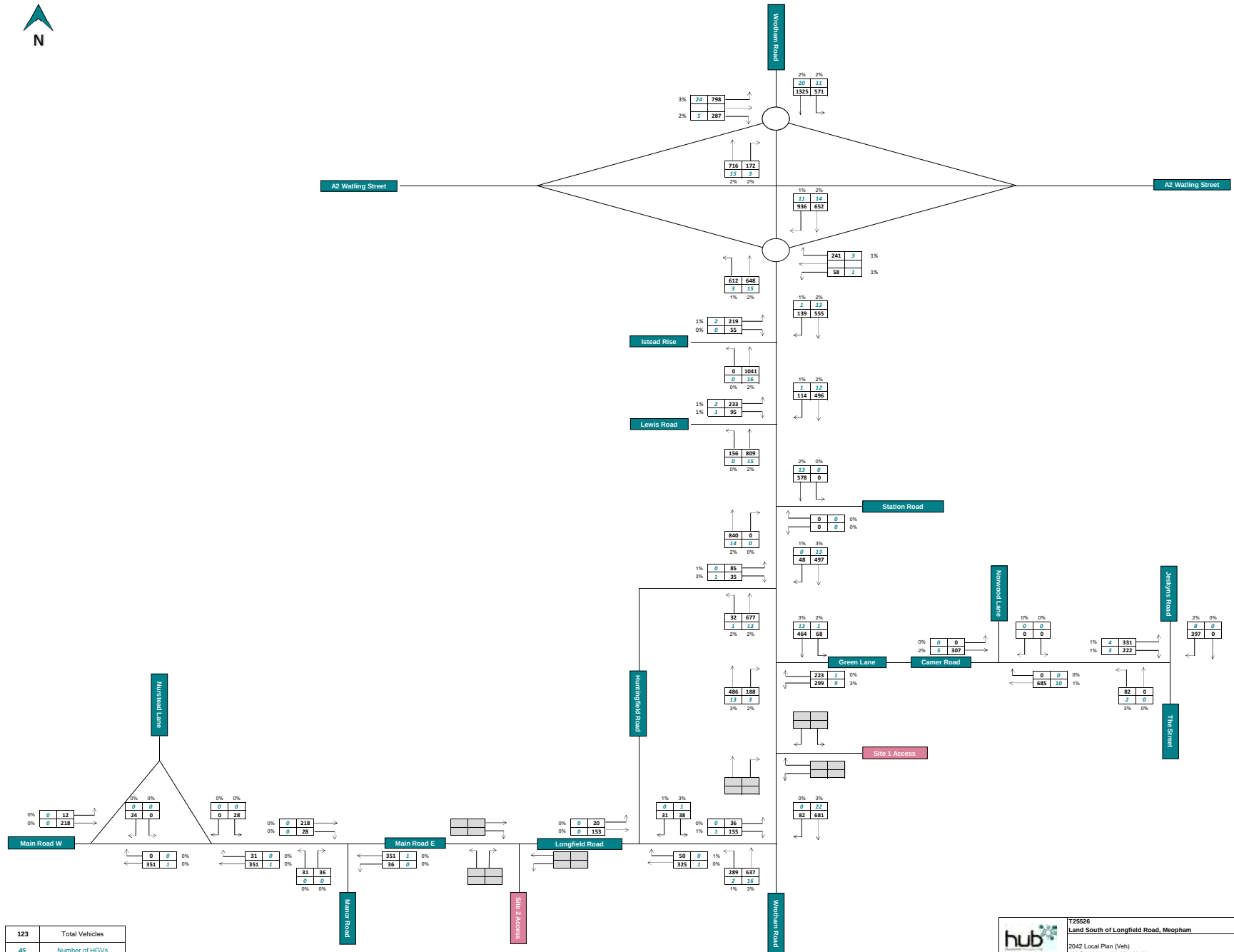
123	Total Vehicles
45	Number of HGVs

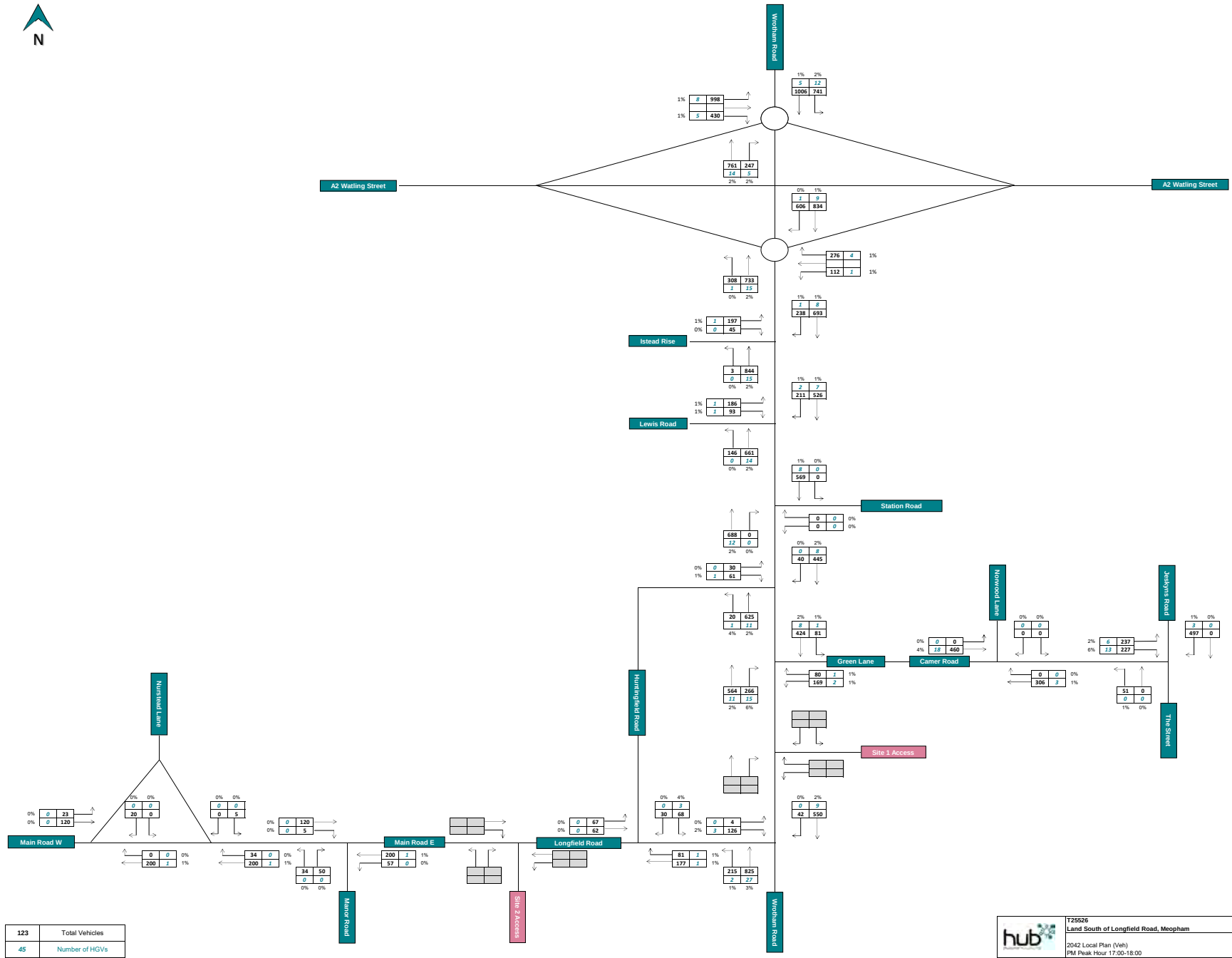


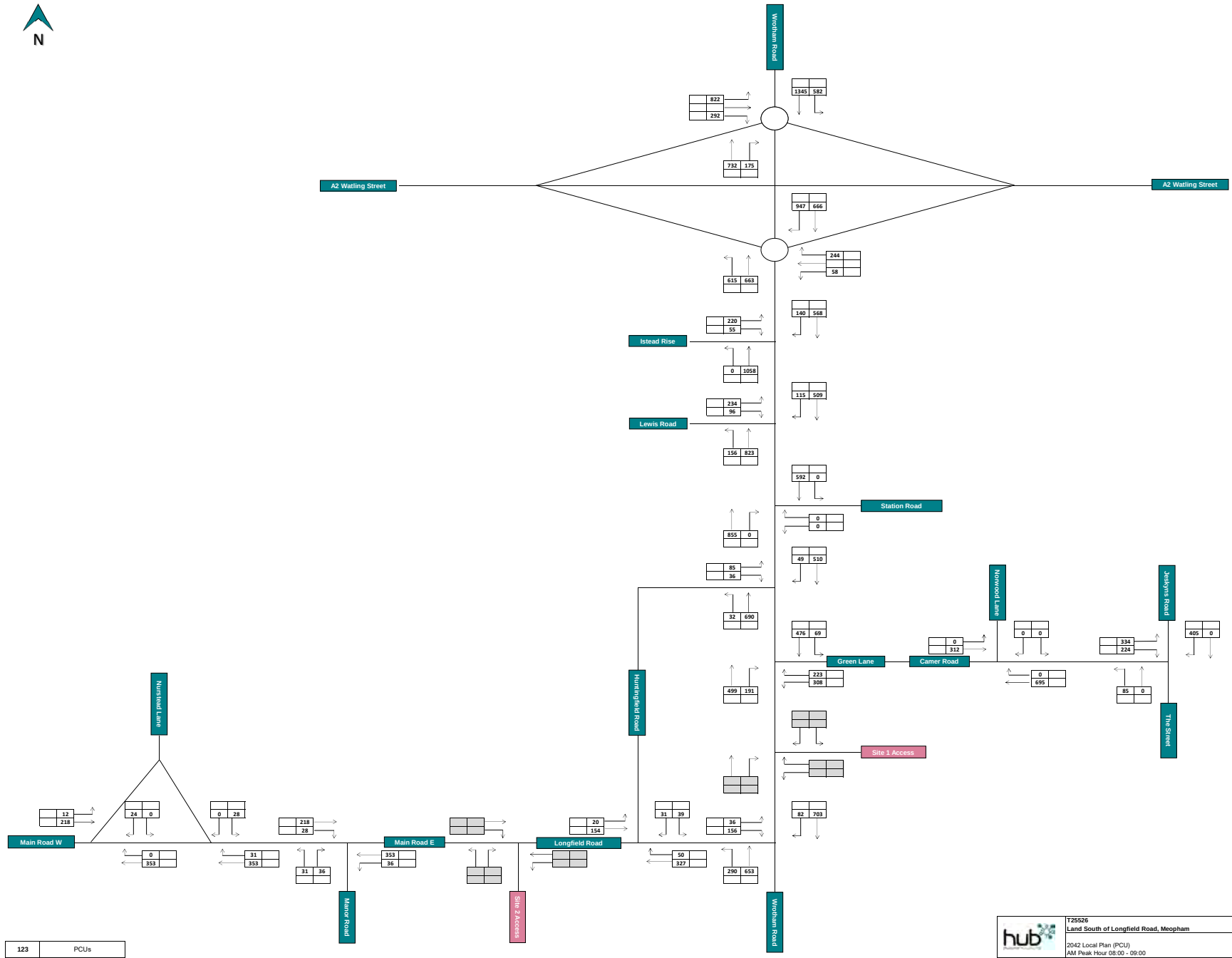
123	PCUs
-----	------

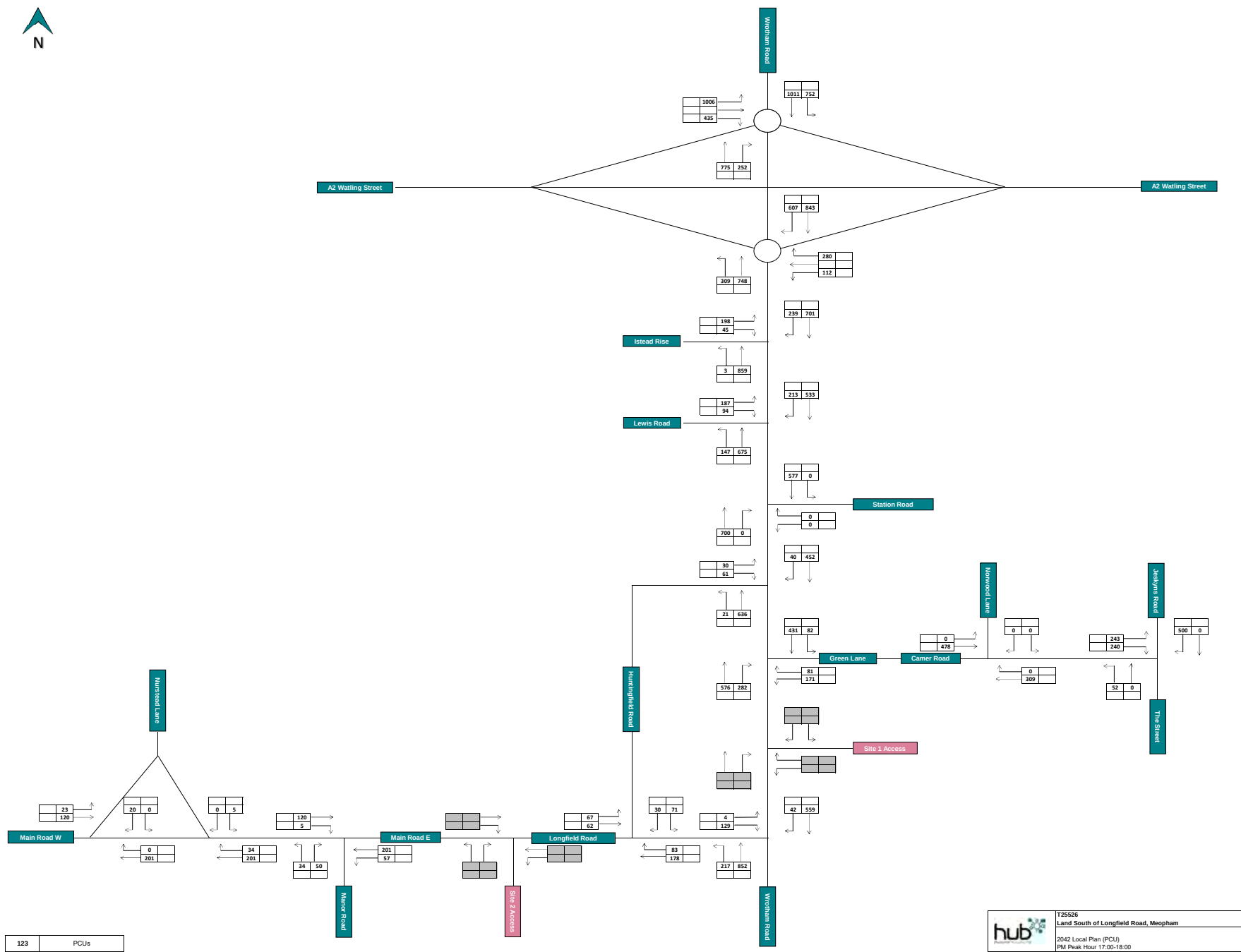
	T25526
	Land South of Longfield Road, Meopham
	2032 Reference Case - Site 1 + Site 2 (PCU) AM Peak Hour 08:00 - 09:00

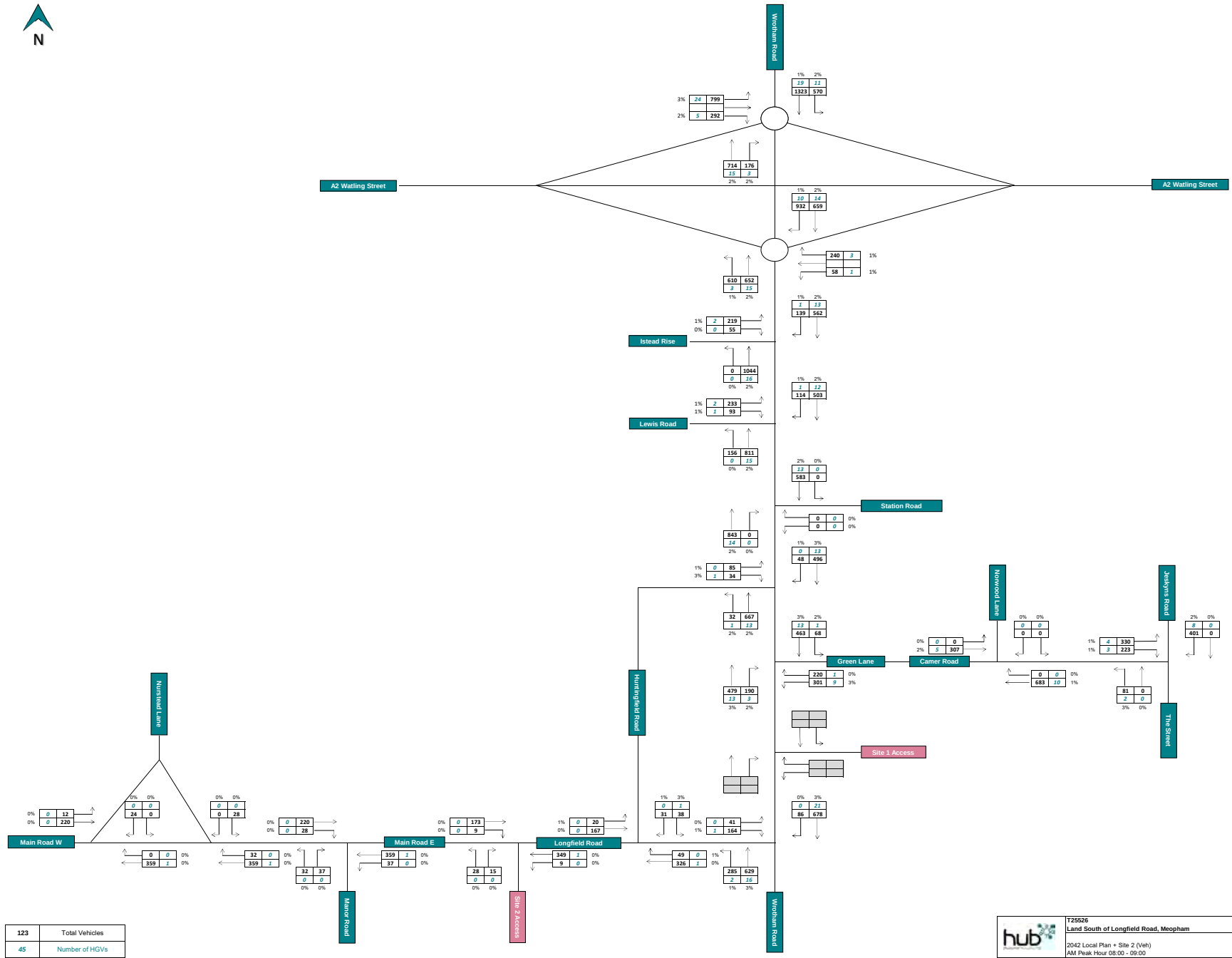


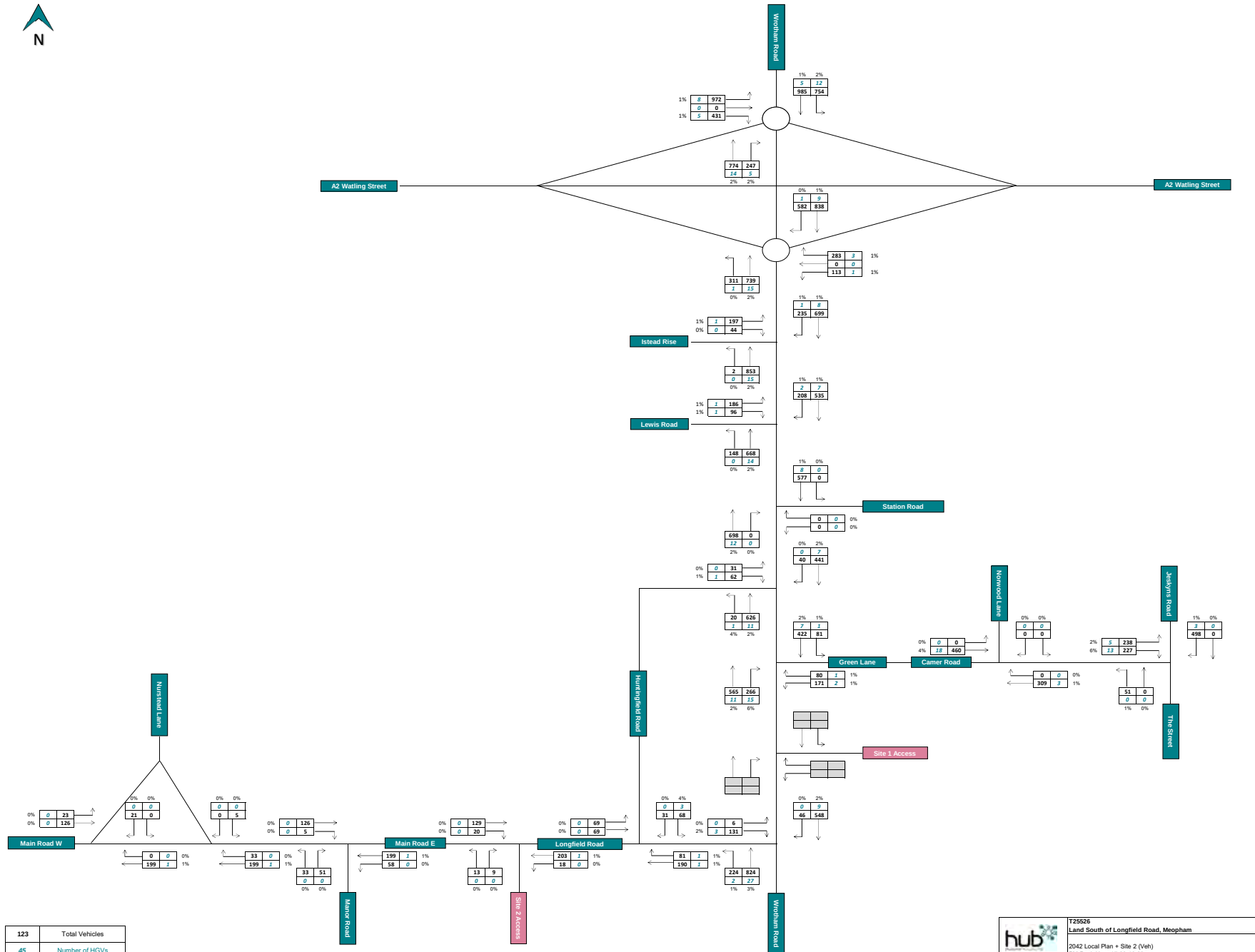


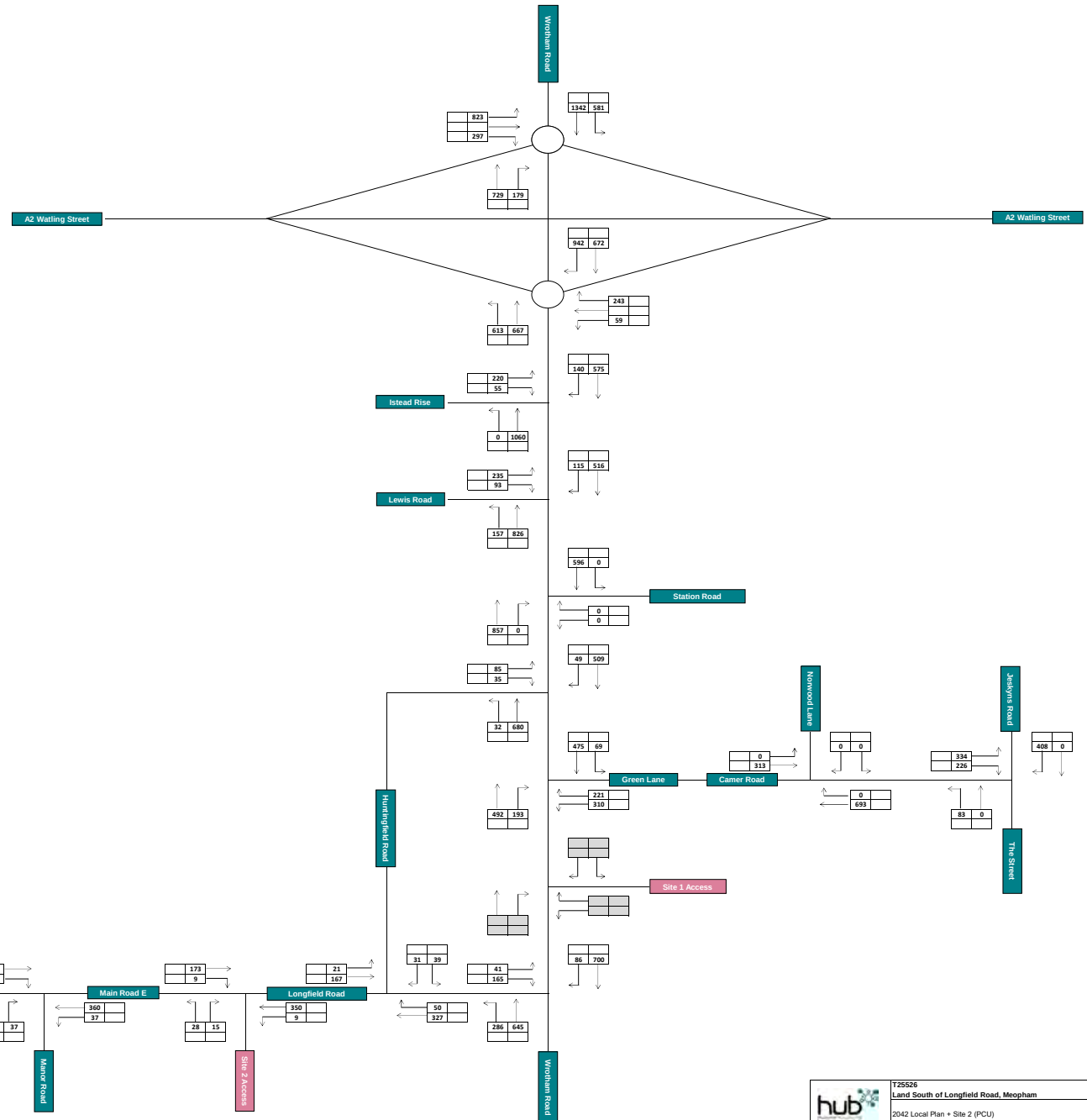


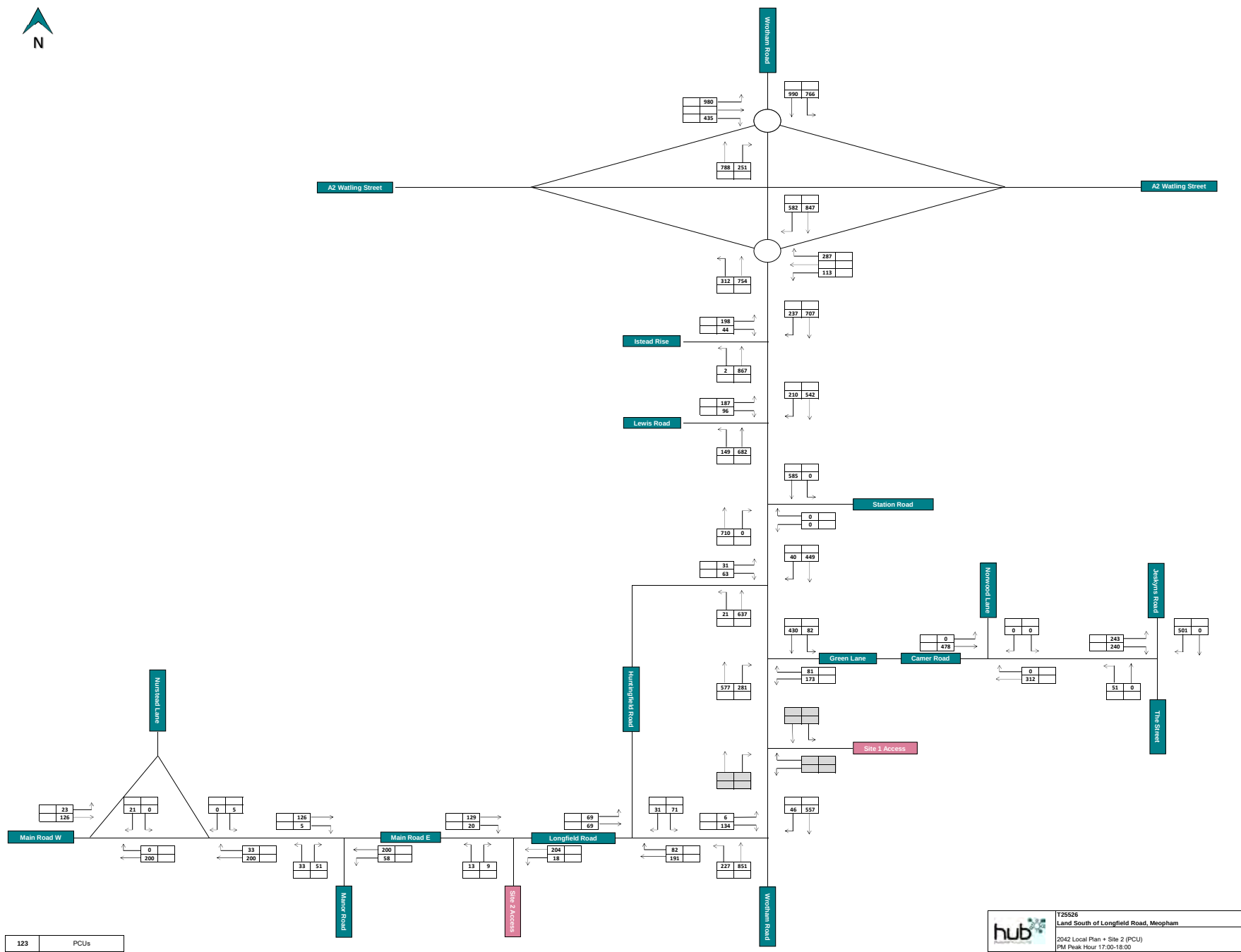


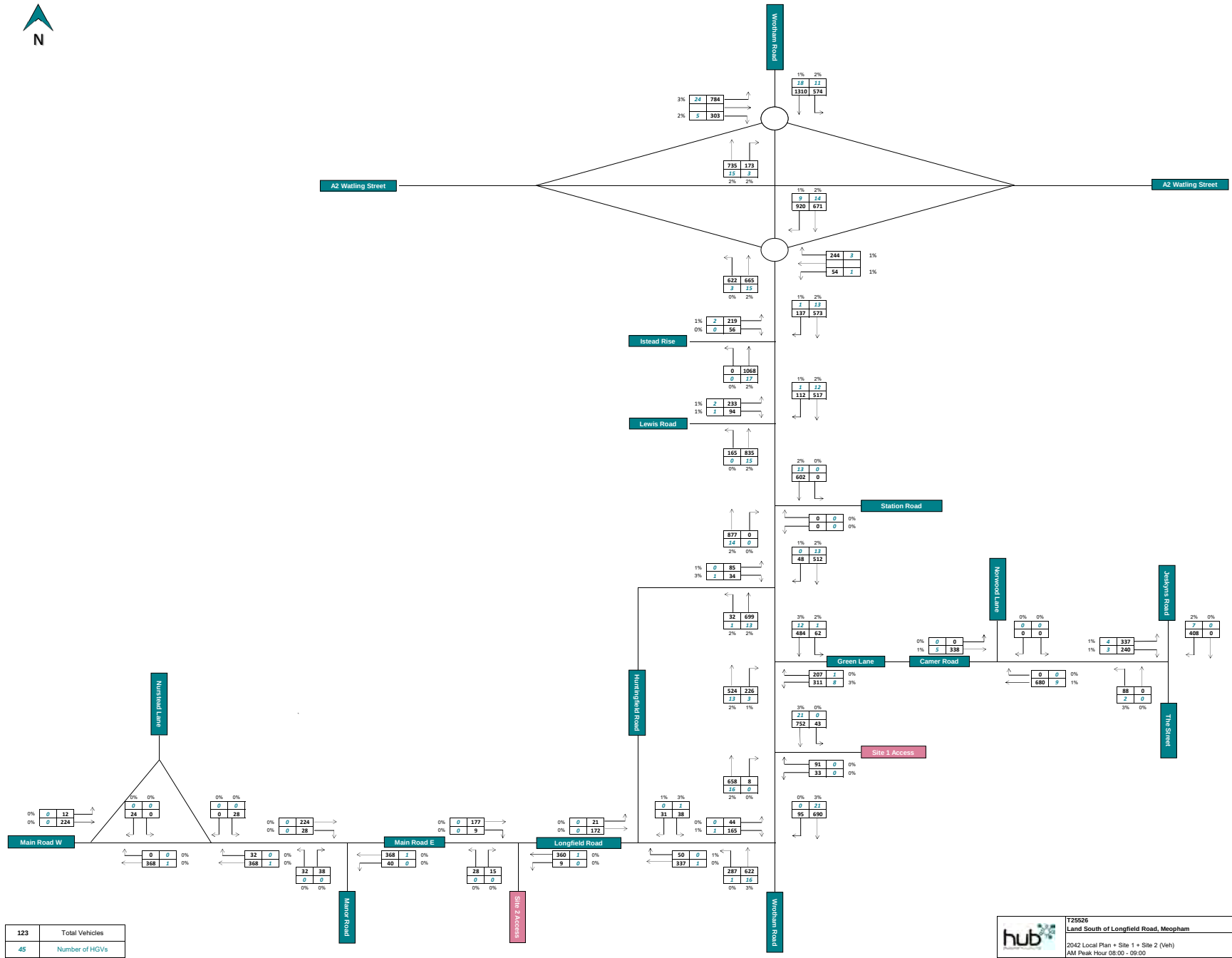


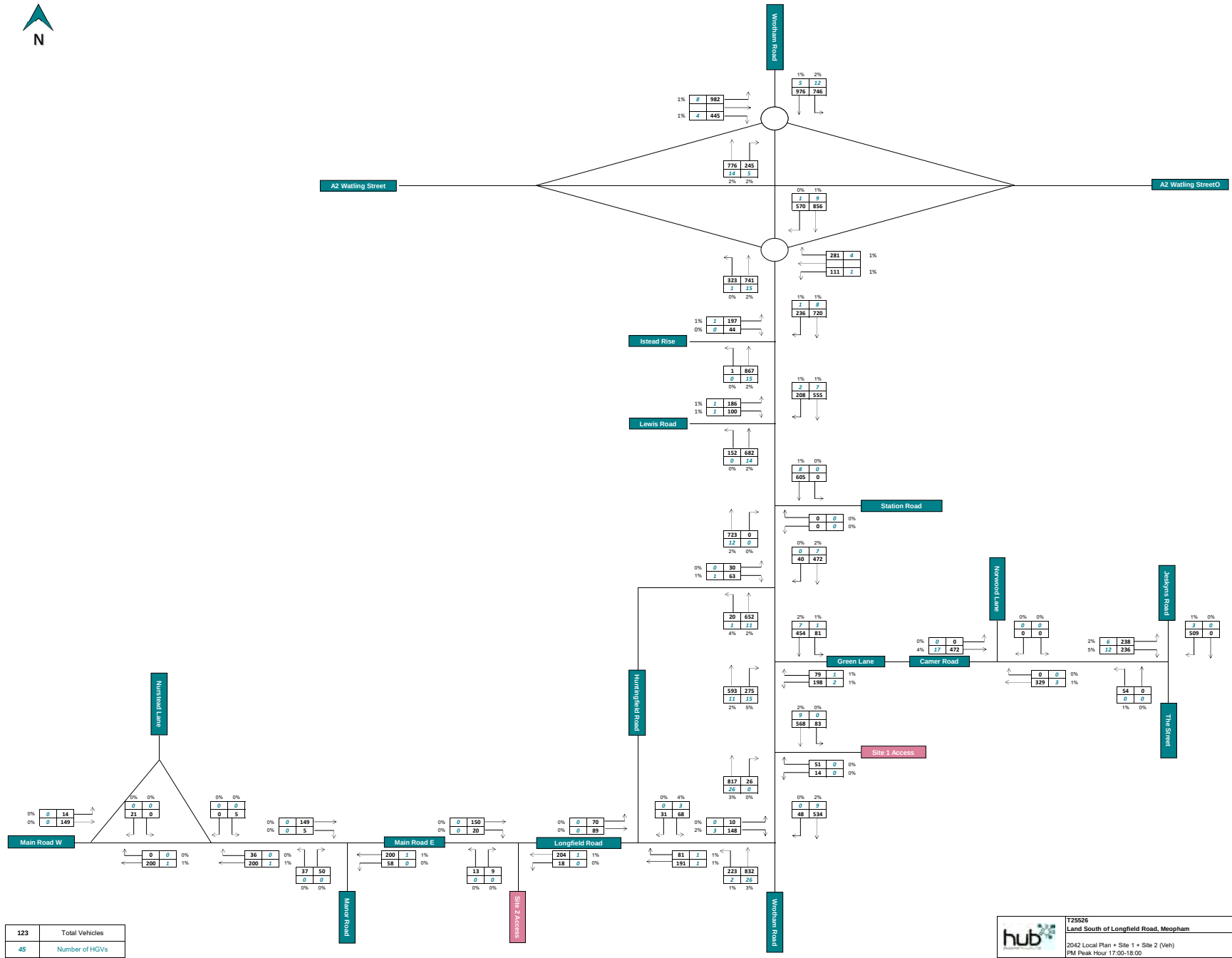




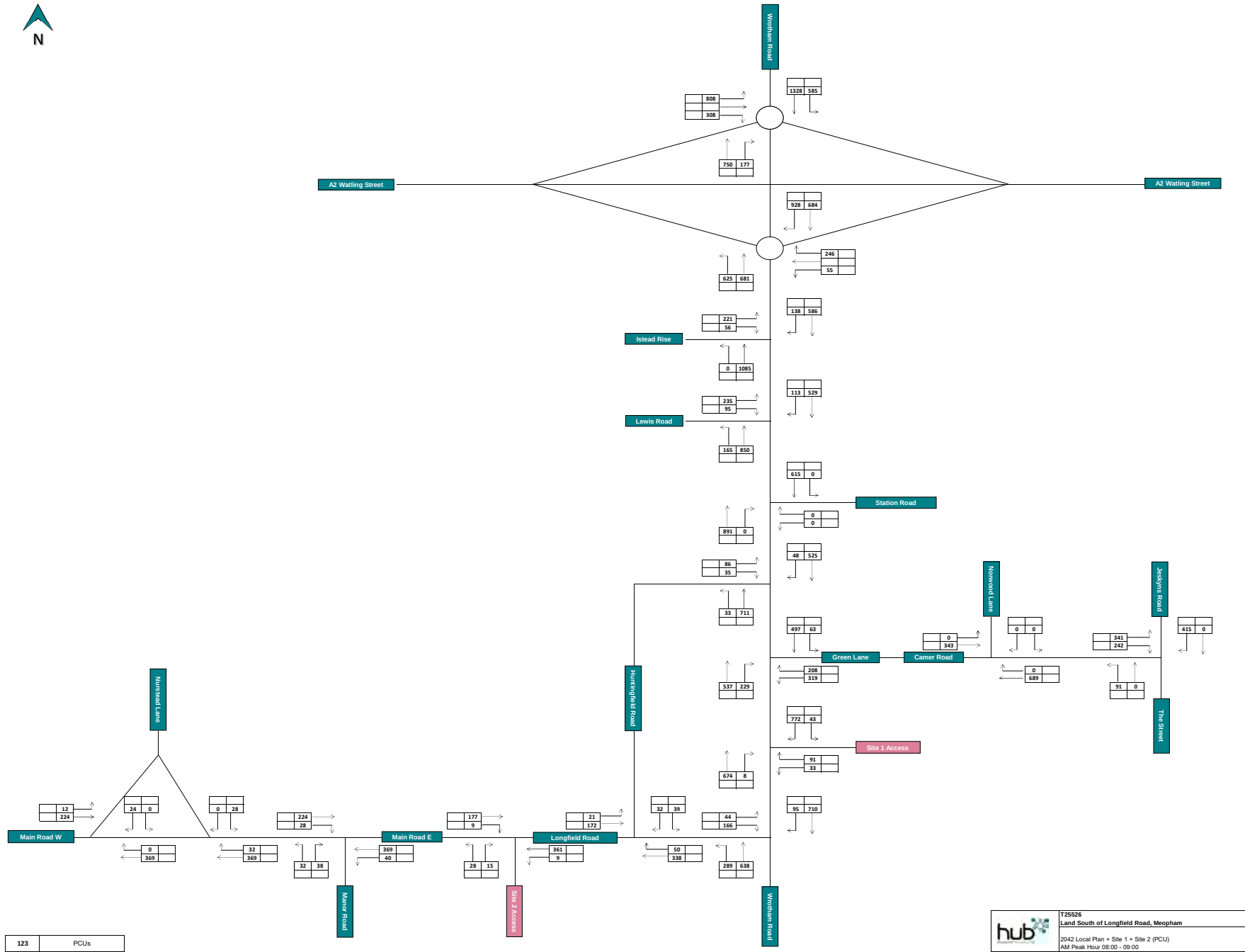


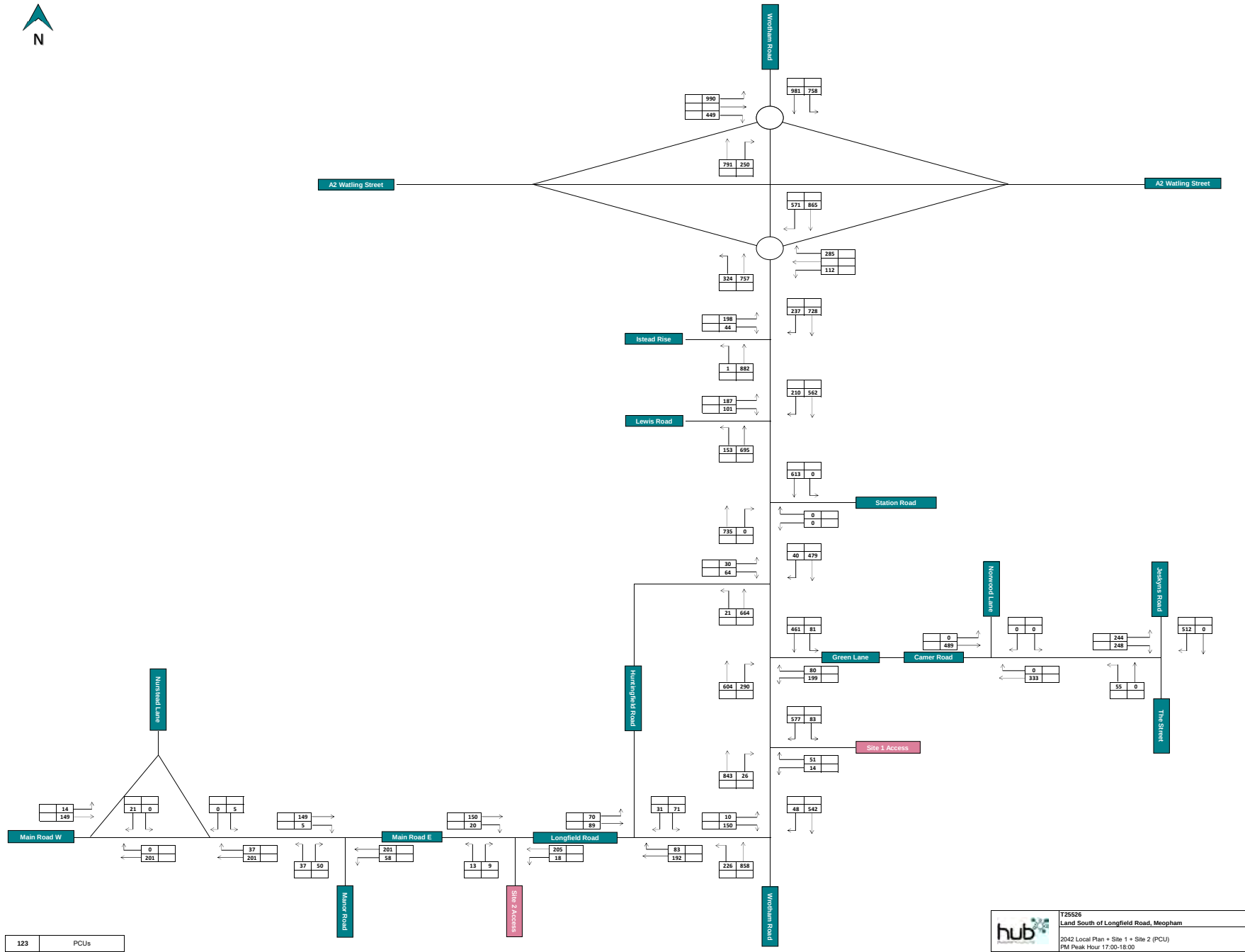






123	Total Vehicles
45	Number of HGVs





Appendix M

Junction Model Outputs

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.1.2424
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Filename: Junction 1 - Longfield Road_Site Access.j11
Path: C:\Users\MatthewJohnson\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25526 Longfield Road, Meopham\Modelling\Picady
Report generation date: 20/04/2026 08:33:38

- »D1 - 2032 | Reference Case + Site 2 | AM
- »D2 - 2032 | Reference Case + Site 2 | PM
- »D3 - 2032 | Reference Case + Site 1 + Site 2 | AM
- »D4 - 2032 | Reference Case + Site 1 + Site 2 | PM
- »D5 - 2042 | Local Plan + Site 2 | AM
- »D6 - 2042 | Local Plan + Site 2 | PM
- »D7 - 2042 | Local Plan + Site 1 + Site 2 | AM
- »D8 - 2042 | Local Plan + Site 1 + Site 2 | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC
	2032 - Reference Case + Site 2							
Stream B-AC	D1	0.1	7.46	0.09	D2	0.0	7.17	0.05
Stream C-AB		0.0	5.34	0.02		0.1	5.68	0.04
	2032 - Reference Case + Site 1 + Site 2							
Stream B-AC	D3	0.1	7.56	0.09	D4	0.0	7.21	0.05
Stream C-AB		0.0	5.36	0.02		0.1	5.68	0.04
	2042 - Local Plan + Site 2							
Stream B-AC	D5	0.1	8.30	0.10	D6	0.0	7.40	0.05
Stream C-AB		0.0	5.58	0.02		0.1	5.66	0.04
	2042 - Local Plan + Site 1 + Site 2							
Stream B-AC	D7	0.1	8.36	0.10	D8	0.0	7.43	0.05
Stream C-AB		0.0	5.58	0.02		0.1	5.57	0.04

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.

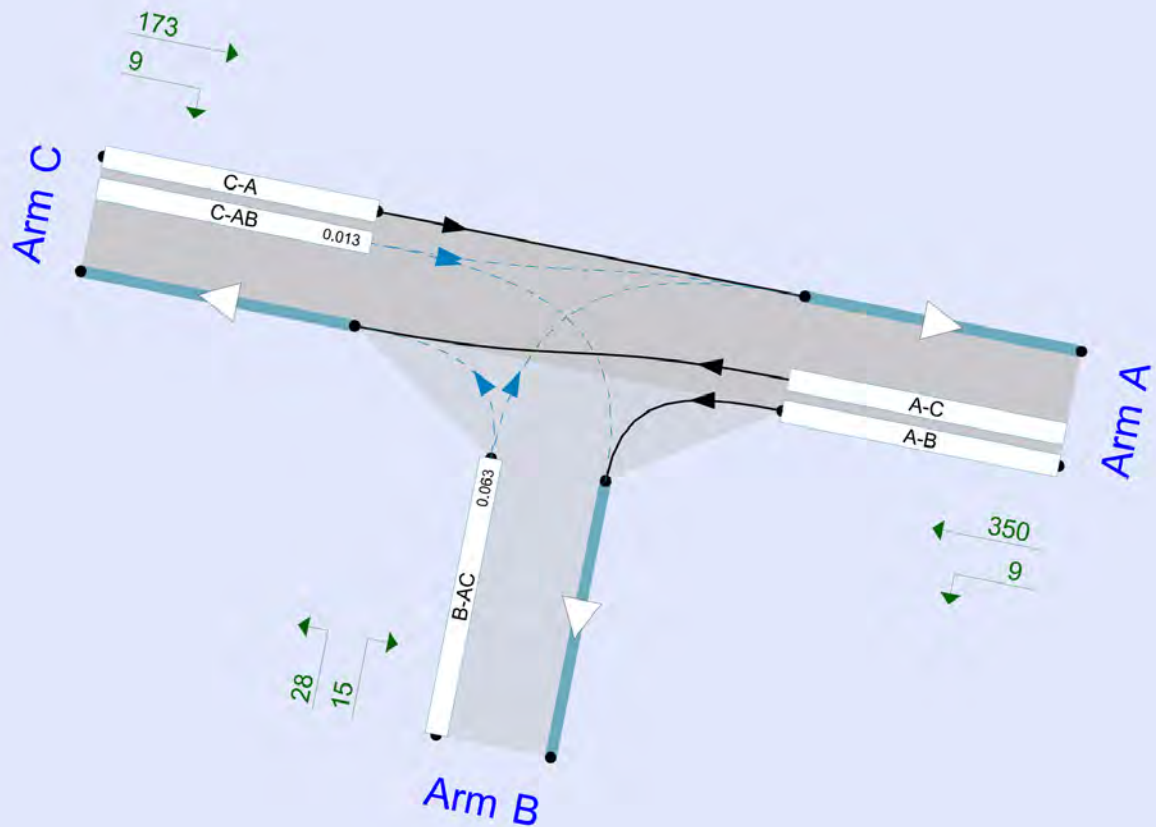
File summary

File Description

Title	
Location	Longfield Road/Site Access
Site number	1
Date	15/04/2025
Version	2.0
Status	(new file)
Identifier	MJ
Client	Richborough
Jobnumber	T25526
Enumerator	AzureAD\MatthewJohnson
Description	

Units

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



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

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
PICADY 4.1			0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2032	Reference Case + Site 2	AM	ONE HOUR	07:45	09:15	15
D2	2032	Reference Case + Site 2	PM	ONE HOUR	16:45	18:15	15
D3	2032	Reference Case + Site 1 + Site 2	AM	ONE HOUR	07:45	09:15	15
D4	2032	Reference Case + Site 1 + Site 2	PM	ONE HOUR	16:45	18:15	15
D5	2042	Local Plan + Site 2	AM	ONE HOUR	07:45	09:15	15
D6	2042	Local Plan + Site 2	PM	ONE HOUR	16:45	18:15	15
D7	2042	Local Plan + Site 1 + Site 2	AM	ONE HOUR	07:45	09:15	15
D8	2042	Local Plan + Site 1 + Site 2	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2032 | Reference Case + Site 2 | AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.96	A

Arms

Arms

Arm	Name	Description	Arm type
A	Longfield Road E		Major
B	Site Access		Minor
C	Longfield Road W		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.05			96.8	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.24	19	23

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	507	0.092	0.231	0.146	0.330
B-C	654	0.101	0.254	-	-
C-B	630	0.244	0.244	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2032	Reference Case + Site 2	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	181	100.000
B		✓	43	100.000
C		✓	182	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	9	172
	B	15	0	28
	C	172	10	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.09	7.46	0.1	A
C-AB	0.02	5.34	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	0.00	550	0.059	32	0.1	6.942	A
C-AB	9	0.00	683	0.014	9	0.0	5.339	A
C-A	128	0.00			128			
A-B	7	0.00			7			
A-C	129	0.00			129			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39	0.00	542	0.071	39	0.1	7.152	A
C-AB	12	0.00	694	0.017	12	0.0	5.272	A
C-A	152	0.00			152			
A-B	8	0.00			8			
A-C	155	0.00			155			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	0.00	530	0.089	47	0.1	7.456	A
C-AB	15	0.00	710	0.021	15	0.0	5.181	A
C-A	185	0.00			185			
A-B	10	0.00			10			
A-C	189	0.00			189			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	0.00	530	0.089	47	0.1	7.456	A
C-AB	15	0.00	710	0.021	15	0.0	5.182	A
C-A	185	0.00			185			
A-B	10	0.00			10			
A-C	189	0.00			189			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39	0.00	542	0.071	39	0.1	7.157	A
C-AB	12	0.00	694	0.017	12	0.0	5.275	A
C-A	152	0.00			152			
A-B	8	0.00			8			
A-C	155	0.00			155			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	0.00	550	0.059	32	0.1	6.952	A
C-AB	9	0.00	683	0.014	9	0.0	5.342	A
C-A	128	0.00			128			
A-B	7	0.00			7			
A-C	129	0.00			129			

D2 - 2032 | Reference Case + Site 2 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.92	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2032	Reference Case + Site 2	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	173	100.000
B		✓	22	100.000
C		✓	128	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	18	155
	B	9	0	13
	C	107	21	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	1
	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
B-AC	0.05	7.17	0.0	A
C-AB	0.04	5.68	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	0.00	545	0.030	16	0.0	6.813	A
C-AB	18	0.00	652	0.028	18	0.0	5.679	A
C-A	78	0.00			78			
A-B	14	0.00			14			
A-C	117	0.00			117			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	0.00	537	0.037	20	0.0	6.961	A
C-AB	22	0.00	656	0.034	22	0.0	5.677	A
C-A	93	0.00			93			
A-B	16	0.00			16			
A-C	139	0.00			139			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	24	0.00	526	0.046	24	0.0	7.172	A
C-AB	28	0.00	663	0.042	28	0.1	5.671	A
C-A	113	0.00			113			
A-B	20	0.00			20			
A-C	171	0.00			171			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	24	0.00	526	0.046	24	0.0	7.173	A
C-AB	28	0.00	663	0.042	28	0.1	5.672	A
C-A	113	0.00			113			
A-B	20	0.00			20			
A-C	171	0.00			171			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	0.00	537	0.037	20	0.0	6.962	A
C-AB	22	0.00	656	0.034	22	0.0	5.677	A
C-A	93	0.00			93			
A-B	16	0.00			16			
A-C	139	0.00			139			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	0.00	545	0.030	17	0.0	6.816	A
C-AB	18	0.00	652	0.028	18	0.0	5.680	A
C-A	78	0.00			78			
A-B	14	0.00			14			
A-C	117	0.00			117			

D3 - 2032 | Reference Case + Site 1 + Site 2 | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.92	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2032	Reference Case + Site 1 + Site 2	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	203	100.000
B		✓	43	100.000
C		✓	184	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	9	194
	B	15	0	28
	C	174	10	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	1
	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
B-AC	0.09	7.56	0.1	A
C-AB	0.02	5.36	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	0.00	546	0.059	32	0.1	7.004	A
C-AB	9	0.00	680	0.014	9	0.0	5.364	A
C-A	129	0.00			129			
A-B	7	0.00			7			
A-C	146	0.00			146			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39	0.00	536	0.072	39	0.1	7.231	A
C-AB	12	0.00	691	0.017	12	0.0	5.300	A
C-A	154	0.00			154			
A-B	8	0.00			8			
A-C	174	0.00			174			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	0.00	523	0.090	47	0.1	7.562	A
C-AB	15	0.00	705	0.021	15	0.0	5.214	A
C-A	187	0.00			187			
A-B	10	0.00			10			
A-C	214	0.00			214			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	0.00	523	0.090	47	0.1	7.562	A
C-AB	15	0.00	705	0.021	15	0.0	5.214	A
C-A	187	0.00			187			
A-B	10	0.00			10			
A-C	214	0.00			214			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39	0.00	536	0.072	39	0.1	7.233	A
C-AB	12	0.00	691	0.017	12	0.0	5.303	A
C-A	154	0.00			154			
A-B	8	0.00			8			
A-C	174	0.00			174			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	0.00	546	0.059	32	0.1	7.014	A
C-AB	9	0.00	680	0.014	9	0.0	5.365	A
C-A	129	0.00			129			
A-B	7	0.00			7			
A-C	146	0.00			146			

D4 - 2032 | Reference Case + Site 1 + Site 2 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.90	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2032	Reference Case + Site 1 + Site 2	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	180	100.000
B		✓	22	100.000
C		✓	132	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	18	162
	B	9	0	13
	C	111	21	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	1
	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
B-AC	0.05	7.21	0.0	A
C-AB	0.04	5.68	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	0.00	543	0.031	16	0.0	6.833	A
C-AB	18	0.00	653	0.028	18	0.0	5.673	A
C-A	81	0.00			81			
A-B	14	0.00			14			
A-C	122	0.00			122			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	0.00	535	0.037	20	0.0	6.986	A
C-AB	22	0.00	657	0.034	22	0.0	5.668	A
C-A	96	0.00			96			
A-B	16	0.00			16			
A-C	146	0.00			146			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	24	0.00	524	0.046	24	0.0	7.205	A
C-AB	28	0.00	664	0.043	28	0.1	5.662	A
C-A	117	0.00			117			
A-B	20	0.00			20			
A-C	178	0.00			178			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	24	0.00	524	0.046	24	0.0	7.206	A
C-AB	28	0.00	664	0.043	28	0.1	5.665	A
C-A	117	0.00			117			
A-B	20	0.00			20			
A-C	178	0.00			178			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	0.00	535	0.037	20	0.0	6.987	A
C-AB	22	0.00	657	0.034	22	0.0	5.672	A
C-A	96	0.00			96			
A-B	16	0.00			16			
A-C	146	0.00			146			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	0.00	543	0.031	17	0.0	6.837	A
C-AB	18	0.00	653	0.028	18	0.0	5.677	A
C-A	81	0.00			81			
A-B	14	0.00			14			
A-C	122	0.00			122			

D5 - 2042 | Local Plan + Site 2 | AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.73	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2042	Local Plan + Site 2	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	359	100.000
B		✓	43	100.000
C		✓	182	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	9	350
	B	15	0	28
	C	173	9	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.10	8.30	0.1	A
C-AB	0.02	5.58	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	0.00	517	0.063	32	0.1	7.418	A
C-AB	8	0.00	654	0.013	8	0.0	5.579	A
C-A	129	0.00			129			
A-B	7	0.00			7			
A-C	263	0.00			263			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39	0.00	502	0.077	39	0.1	7.765	A
C-AB	11	0.00	659	0.016	11	0.0	5.549	A
C-A	153	0.00			153			
A-B	8	0.00			8			
A-C	315	0.00			315			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	0.00	481	0.098	47	0.1	8.293	A
C-AB	14	0.00	668	0.021	14	0.0	5.505	A
C-A	186	0.00			186			
A-B	10	0.00			10			
A-C	385	0.00			385			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	0.00	481	0.098	47	0.1	8.296	A
C-AB	14	0.00	668	0.021	14	0.0	5.507	A
C-A	186	0.00			186			
A-B	10	0.00			10			
A-C	385	0.00			385			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39	0.00	502	0.077	39	0.1	7.771	A
C-AB	11	0.00	659	0.016	11	0.0	5.551	A
C-A	153	0.00			153			
A-B	8	0.00			8			
A-C	315	0.00			315			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	0.00	517	0.063	32	0.1	7.427	A
C-AB	8	0.00	654	0.013	8	0.0	5.582	A
C-A	129	0.00			129			
A-B	7	0.00			7			
A-C	263	0.00			263			

D6 - 2042 | Local Plan + Site 2 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.76	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2042	Local Plan + Site 2	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	222	100.000
B		✓	22	100.000
C		✓	149	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	18	204
	B	9	0	13
	C	129	20	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	1
	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
B-AC	0.05	7.40	0.0	A
C-AB	0.04	5.66	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	0.00	534	0.031	16	0.0	6.950	A
C-AB	18	0.00	654	0.027	18	0.0	5.654	A
C-A	94	0.00			94			
A-B	14	0.00			14			
A-C	154	0.00			154			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	0.00	524	0.038	20	0.0	7.133	A
C-AB	22	0.00	660	0.033	22	0.0	5.644	A
C-A	112	0.00			112			
A-B	16	0.00			16			
A-C	183	0.00			183			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	24	0.00	511	0.047	24	0.0	7.399	A
C-AB	28	0.00	667	0.042	28	0.1	5.635	A
C-A	136	0.00			136			
A-B	20	0.00			20			
A-C	225	0.00			225			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	24	0.00	511	0.047	24	0.0	7.399	A
C-AB	28	0.00	667	0.042	28	0.1	5.636	A
C-A	136	0.00			136			
A-B	20	0.00			20			
A-C	225	0.00			225			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	0.00	524	0.038	20	0.0	7.134	A
C-AB	22	0.00	660	0.033	22	0.0	5.646	A
C-A	112	0.00			112			
A-B	16	0.00			16			
A-C	183	0.00			183			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	0.00	534	0.031	17	0.0	6.957	A
C-AB	18	0.00	654	0.027	18	0.0	5.657	A
C-A	94	0.00			94			
A-B	14	0.00			14			
A-C	154	0.00			154			

D7 - 2042 | Local Plan + Site 1 + Site 2 | AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.71	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)
D7	2042	Local Plan + Site 1 + Site 2	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	370	100.000
B		✓	43	100.000
C		✓	186	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A	B	C
	A	0	9	361
	B	15	0	28
	C	177	9	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.10	8.36	0.1	A
C-AB	0.02	5.58	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	0.00	515	0.063	32	0.1	7.454	A
C-AB	9	0.00	654	0.013	8	0.0	5.578	A
C-A	132	0.00			132			
A-B	7	0.00			7			
A-C	272	0.00			272			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39	0.00	499	0.077	39	0.1	7.811	A
C-AB	11	0.00	660	0.016	11	0.0	5.547	A
C-A	157	0.00			157			
A-B	8	0.00			8			
A-C	325	0.00			325			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	0.00	478	0.099	47	0.1	8.358	A
C-AB	14	0.00	668	0.021	14	0.0	5.502	A
C-A	191	0.00			191			
A-B	10	0.00			10			
A-C	397	0.00			397			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	0.00	478	0.099	47	0.1	8.361	A
C-AB	14	0.00	668	0.021	14	0.0	5.502	A
C-A	191	0.00			191			
A-B	10	0.00			10			
A-C	397	0.00			397			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39	0.00	499	0.077	39	0.1	7.816	A
C-AB	11	0.00	660	0.016	11	0.0	5.547	A
C-A	157	0.00			157			
A-B	8	0.00			8			
A-C	325	0.00			325			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	0.00	515	0.063	32	0.1	7.462	A
C-AB	9	0.00	654	0.013	9	0.0	5.578	A
C-A	132	0.00			132			
A-B	7	0.00			7			
A-C	272	0.00			272			

D8 - 2042 | Local Plan + Site 1 + Site 2 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.73	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2042	Local Plan + Site 1 + Site 2	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	223	100.000
B		✓	22	100.000
C		✓	170	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	18	205
	B	9	0	13
	C	150	20	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	1
	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
B-AC	0.05	7.43	0.0	A
C-AB	0.04	5.57	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	0.00	533	0.031	16	0.0	6.970	A
C-AB	18	0.00	665	0.027	18	0.0	5.566	A
C-A	110	0.00			110			
A-B	14	0.00			14			
A-C	154	0.00			154			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	0.00	523	0.038	20	0.0	7.159	A
C-AB	23	0.00	672	0.034	22	0.0	5.541	A
C-A	130	0.00			130			
A-B	16	0.00			16			
A-C	184	0.00			184			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	24	0.00	508	0.048	24	0.0	7.434	A
C-AB	29	0.00	683	0.043	29	0.1	5.510	A
C-A	158	0.00			158			
A-B	20	0.00			20			
A-C	226	0.00			226			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	24	0.00	508	0.048	24	0.0	7.434	A
C-AB	29	0.00	683	0.043	29	0.1	5.511	A
C-A	158	0.00			158			
A-B	20	0.00			20			
A-C	226	0.00			226			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	0.00	523	0.038	20	0.0	7.160	A
C-AB	23	0.00	672	0.034	23	0.0	5.543	A
C-A	130	0.00			130			
A-B	16	0.00			16			
A-C	184	0.00			184			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	0.00	533	0.031	17	0.0	6.977	A
C-AB	18	0.00	665	0.027	18	0.0	5.568	A
C-A	110	0.00			110			
A-B	14	0.00			14			
A-C	154	0.00			154			

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.1.2424

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Filename: Junction 2 - Wrotham Road_Longfield Road.j11

Path: C:\Users\MatthewJohnson\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25526
Longfield Road, Meopham\Modelling\Picady

Report generation date: 20/04/2026 08:53:54

»D1 - 2032 | Reference Case | AM
 »D2 - 2032 | Reference Case | PM
 »D5 - 2032 | Reference Case + Site 2 | AM
 »D6 - 2032 | Reference Case + Site 2 | PM
 »D7 - 2032 | Reference Case + Site 1 + Site 2 | AM
 »D8 - 2032 | Reference Case + Site 1 + Site 2 | PM
 »D9 - 2042 | Local Plan | AM
 »D10 - 2042 | Local Plan | PM
 »D13 - 2042 | Local Plan + Site 2 | AM
 »D14 - 2042 | Local Plan + Site 2 | PM
 »D15 - 2042 | Local Plan + Site 1 + Site 2 | AM
 »D16 - 2042 | Local Plan + Site 1 + Site 2 | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
	2032 - Reference Case							
Stream B-C	D1	0.1	12.74	0.12	D2	0.1	10.28	0.07
Stream B-A		1.5	35.10	0.61		0.8	25.51	0.44
Stream C-AB		0.1	8.25	0.11		0.1	8.63	0.09
	2032 - Reference Case + Site 2							
Stream B-C	D5	0.2	14.09	0.15	D6	0.1	10.50	0.07
Stream B-A		1.8	38.94	0.65		0.8	26.43	0.46
Stream C-AB		0.1	8.33	0.12		0.1	8.72	0.09
	2032 - Reference Case + Site 1 + Site 2							
Stream B-C	D7	0.2	14.45	0.15	D8	0.1	10.88	0.06
Stream B-A		1.9	40.51	0.66		0.9	28.94	0.49
Stream C-AB		0.2	8.51	0.14		0.1	8.94	0.11
	2042 - Local Plan							
Stream B-C	D9	0.3	23.38	0.21	D10	0.0	14.71	0.02
Stream B-A		3.0	67.80	0.77		1.7	46.46	0.65
Stream C-AB		0.2	9.94	0.20		0.1	9.59	0.11
	2042 - Local Plan + Site 2							
Stream B-C	D13	0.4	31.78	0.29	D14	0.0	16.22	0.03
Stream B-A		3.7	79.01	0.82		2.0	51.42	0.68
Stream C-AB		0.3	9.87	0.21		0.1	9.77	0.12
	2042 - Local Plan + Site 1 + Site 2							
Stream B-C	D15	0.5	40.43	0.36	D16	0.1	22.90	0.07
Stream B-A		4.1	88.00	0.84		2.8	66.82	0.76
Stream C-AB		0.3	10.11	0.23		0.1	9.88	0.13

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

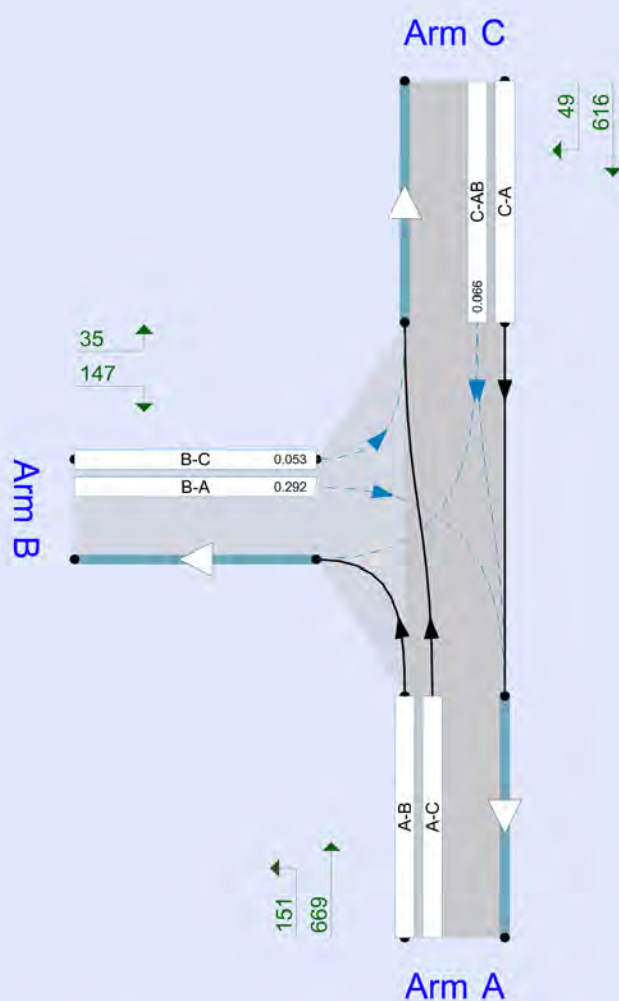
File summary

File Description

Title	
Location	Wrotham Road/Longfield Road
Site number	2
Date	09/04/2026
Version	
Status	(new file)
Identifier	MJ
Client	Richborough
Jobnumber	T25512
Enumerator	AzureAD\MatthewJohnson
Description	

Units

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



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

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75				✓		0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2032	Reference Case	AM	ONE HOUR	07:45	09:15	15	✓
D2	2032	Reference Case	PM	ONE HOUR	16:45	18:15	15	✓
D3	2032	Reference Case + Site 1	AM	ONE HOUR	07:45	09:15	15	✓
D4	2032	Reference Case + Site 1	PM	ONE HOUR	16:45	18:15	15	✓
D5	2032	Reference Case + Site 2	AM	ONE HOUR	07:45	09:15	15	✓
D6	2032	Reference Case + Site 2	PM	ONE HOUR	16:45	18:15	15	✓
D7	2032	Reference Case + Site 1 + Site 2	AM	ONE HOUR	07:45	09:15	15	✓
D8	2032	Reference Case + Site 1 + Site 2	PM	ONE HOUR	16:45	18:15	15	✓
D9	2042	Local Plan	AM	ONE HOUR	07:45	09:15	15	✓
D10	2042	Local Plan	PM	ONE HOUR	16:45	18:15	15	✓
D11	2042	Local Plan + Site 1	AM	ONE HOUR	07:45	09:15	15	✓
D12	2042	Local Plan + Site 1	PM	ONE HOUR	16:45	18:15	15	✓
D13	2042	Local Plan + Site 2	AM	ONE HOUR	07:45	09:15	15	✓
D14	2042	Local Plan + Site 2	PM	ONE HOUR	16:45	18:15	15	✓
D15	2042	Local Plan + Site 1 + Site 2	AM	ONE HOUR	07:45	09:15	15	✓
D16	2042	Local Plan + Site 1 + Site 2	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D1,D2,D5,D6,D7,D8,D9,D10,D13,D14,D15,D16	100.000	100.000

D1 - 2032 | Reference Case | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	3.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.61	A

Arms

Arms

Arm	Name	Description	Arm type
A	Wrotham Road S		Major
B	Longfield Road		Minor
C	Wrotham Road N		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	8.25		✓	3.30	113.1	✓	8.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	6.90	4.60	3.40	2.90	✓	1.00	85	120

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	622	0.108	0.273	0.172	0.390
B-C	671	0.088	0.221	-	-
C-B	716	0.250	0.250	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2032	Reference Case	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	820	100.000
B		ONE HOUR	✓	182	100.000
C		ONE HOUR	✓	665	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	151	669
	B	147	0	35
	C	616	49	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	3
	B	1	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.12	12.74	0.1	B	32	48
B-A	0.61	35.10	1.5	E	135	202
C-AB	0.11	8.25	0.1	A	45	67
C-A					565	848
A-B					139	208
A-C					614	921

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	26	7	0.00	498	0.053	26	0.0	0.1	7.629	A
B-A	111	28	0.00	378	0.292	109	0.0	0.4	13.420	B
C-AB	37	9	0.00	562	0.066	37	0.0	0.1	6.855	A
C-A	464	116	0.00			464				
A-B	114	28	0.00			114				
A-C	504	126	0.00			504				

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	31	8	0.00	445	0.071	31	0.1	0.1	8.708	A
B-A	132	33	0.00	331	0.400	131	0.4	0.7	18.128	C
C-AB	44	11	0.00	532	0.083	44	0.1	0.1	7.384	A
C-A	554	138	0.00			554				
A-B	136	34	0.00			136				
A-C	601	150	0.00			601				

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	39	10	0.00	328	0.118	38	0.1	0.1	12.441	B
B-A	162	40	0.00	265	0.612	159	0.7	1.5	33.337	D
C-AB	54	13	0.00	490	0.110	54	0.1	0.1	8.249	A
C-A	678	170	0.00			678				
A-B	166	42	0.00			166				
A-C	737	184	0.00			737				

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	39	10	0.00	321	0.120	39	0.1	0.1	12.743	B
B-A	162	40	0.00	265	0.612	162	1.5	1.5	35.098	E
C-AB	54	13	0.00	490	0.110	54	0.1	0.1	8.254	A
C-A	678	170	0.00			678				
A-B	166	42	0.00			166				
A-C	737	184	0.00			737				

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	31	8	0.00	440	0.072	32	0.1	0.1	8.825	A
B-A	132	33	0.00	331	0.400	135	1.5	0.7	18.913	C
C-AB	44	11	0.00	532	0.083	44	0.1	0.1	7.390	A
C-A	554	138	0.00			554				
A-B	136	34	0.00			136				
A-C	601	150	0.00			601				

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	26	7	0.00	496	0.053	26	0.1	0.1	7.671	A
B-A	111	28	0.00	378	0.293	112	0.7	0.4	13.695	B
C-AB	37	9	0.00	562	0.066	37	0.1	0.1	6.863	A
C-A	464	116	0.00			464				
A-B	114	28	0.00			114				
A-C	504	126	0.00			504				

D2 - 2032 | Reference Case | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.91	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2032	Reference Case	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	941	100.000
B		ONE HOUR	✓	125	100.000
C		ONE HOUR	✓	564	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A	B	C
	A	0	150	791
	B	100	0	25
	C	528	36	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A	B	C
	A	0	1	3
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	10.28	0.1	B	23	34
B-A	0.44	25.51	0.8	D	92	138
C-AB	0.09	8.63	0.1	A	33	50
C-A					485	727
A-B					138	206
A-C					726	1089

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	0.00	499	0.038	19	0.0	0.0	7.496	A
B-A	75	19	0.00	369	0.204	74	0.0	0.3	12.193	B
C-AB	27	7	0.00	539	0.050	27	0.0	0.1	7.030	A
C-A	398	99	0.00			398				
A-B	113	28	0.00			113				
A-C	596	149	0.00			596				

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	22	6	0.00	457	0.049	22	0.0	0.1	8.288	A
B-A	90	22	0.00	319	0.282	89	0.3	0.4	15.625	C
C-AB	32	8	0.00	504	0.064	32	0.1	0.1	7.627	A
C-A	475	119	0.00			475				
A-B	135	34	0.00			135				
A-C	711	178	0.00			711				

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	28	7	0.00	380	0.072	27	0.1	0.1	10.211	B
B-A	110	28	0.00	251	0.439	109	0.4	0.7	25.037	D
C-AB	40	10	0.00	457	0.087	40	0.1	0.1	8.627	A
C-A	581	145	0.00			581				
A-B	165	41	0.00			165				
A-C	871	218	0.00			871				

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	28	7	0.00	378	0.073	28	0.1	0.1	10.275	B
B-A	110	28	0.00	251	0.439	110	0.7	0.8	25.510	D
C-AB	40	10	0.00	457	0.087	40	0.1	0.1	8.630	A
C-A	581	145	0.00			581				
A-B	165	41	0.00			165				
A-C	871	218	0.00			871				

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	22	6	0.00	455	0.049	23	0.1	0.1	8.327	A
B-A	90	22	0.00	319	0.282	91	0.8	0.4	15.894	C
C-AB	32	8	0.00	504	0.064	32	0.1	0.1	7.630	A
C-A	475	119	0.00			475				
A-B	135	34	0.00			135				
A-C	711	178	0.00			711				

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	19	5	0.00	498	0.038	19	0.1	0.0	7.515	A
B-A	75	19	0.00	368	0.204	76	0.4	0.3	12.327	B
C-AB	27	7	0.00	539	0.050	27	0.1	0.1	7.037	A
C-A	398	99	0.00			398				
A-B	113	28	0.00			113				
A-C	596	149	0.00			596				

D5 - 2032 | Reference Case + Site 2 | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	4.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.21	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
D5	2032	Reference Case + Site 2	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	818	100.000
B		ONE HOUR	✓	196	100.000
C		ONE HOUR	✓	667	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	156	662
	B	156	0	40
	C	614	53	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A	B	C
	A	0	1	3
	B	1	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.15	14.09	0.2	B	37	55
B-A	0.65	38.94	1.8	E	143	215
C-AB	0.12	8.33	0.1	A	49	73
C-A					563	845
A-B					143	215
A-C					607	911

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	30	8	0.00	495	0.061	30	0.0	0.1	7.738	A
B-A	117	29	0.00	378	0.311	116	0.0	0.4	13.769	B
C-AB	40	10	0.00	562	0.071	40	0.0	0.1	6.890	A
C-A	462	116	0.00			462				
A-B	117	29	0.00			117				
A-C	498	125	0.00			498				

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	36	9	0.00	438	0.082	36	0.1	0.1	8.955	A
B-A	140	35	0.00	330	0.425	139	0.4	0.7	18.903	C
C-AB	48	12	0.00	532	0.090	48	0.1	0.1	7.431	A
C-A	552	138	0.00			552				
A-B	140	35	0.00			140				
A-C	595	149	0.00			595				

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	44	11	0.00	308	0.143	44	0.1	0.2	13.595	B
B-A	172	43	0.00	264	0.651	168	0.7	1.7	36.449	E
C-AB	58	15	0.00	491	0.119	58	0.1	0.1	8.323	A
C-A	676	169	0.00			676				
A-B	172	43	0.00			172				
A-C	729	182	0.00			729				

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	44	11	0.00	300	0.147	44	0.2	0.2	14.087	B
B-A	172	43	0.00	264	0.651	171	1.7	1.8	38.944	E
C-AB	58	15	0.00	491	0.119	58	0.1	0.1	8.327	A
C-A	676	169	0.00			676				
A-B	172	43	0.00			172				
A-C	729	182	0.00			729				

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	36	9	0.00	432	0.083	36	0.2	0.1	9.112	A
B-A	140	35	0.00	330	0.425	144	1.8	0.8	19.932	C
C-AB	48	12	0.00	532	0.090	48	0.1	0.1	7.439	A
C-A	552	138	0.00			552				
A-B	140	35	0.00			140				
A-C	595	149	0.00			595				

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	30	8	0.00	492	0.061	30	0.1	0.1	7.789	A
B-A	117	29	0.00	378	0.311	119	0.8	0.5	14.091	B
C-AB	40	10	0.00	562	0.071	40	0.1	0.1	6.900	A
C-A	462	116	0.00			462				
A-B	117	29	0.00			117				
A-C	498	125	0.00			498				

D6 - 2032 | Reference Case + Site 2 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	2.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.06	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2032	Reference Case + Site 2	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	945	100.000
B		ONE HOUR	✓	130	100.000
C		ONE HOUR	✓	563	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	162	783
	B	105	0	25
	C	524	39	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A	B	C
	A	0	1	3
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	10.50	0.1	B	23	34
B-A	0.46	26.43	0.8	D	96	145
C-AB	0.09	8.72	0.1	A	36	54
C-A					481	721
A-B					149	223
A-C					718	1078

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	0.00	497	0.038	19	0.0	0.0	7.527	A
B-A	79	20	0.00	369	0.214	78	0.0	0.3	12.324	B
C-AB	29	7	0.00	538	0.055	29	0.0	0.1	7.071	A
C-A	394	99	0.00			394				
A-B	122	30	0.00			122				
A-C	589	147	0.00			589				

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	22	6	0.00	454	0.050	22	0.0	0.1	8.349	A
B-A	94	24	0.00	320	0.295	94	0.3	0.4	15.894	C
C-AB	35	9	0.00	503	0.070	35	0.1	0.1	7.684	A
C-A	471	118	0.00			471				
A-B	146	36	0.00			146				
A-C	704	176	0.00			704				

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	28	7	0.00	373	0.074	27	0.1	0.1	10.419	B
B-A	116	29	0.00	252	0.460	114	0.4	0.8	25.874	D
C-AB	43	11	0.00	456	0.094	43	0.1	0.1	8.719	A
C-A	577	144	0.00			577				
A-B	178	45	0.00			178				
A-C	862	216	0.00			862				

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	28	7	0.00	370	0.074	28	0.1	0.1	10.496	B
B-A	116	29	0.00	252	0.460	116	0.8	0.8	26.427	D
C-AB	43	11	0.00	456	0.094	43	0.1	0.1	8.723	A
C-A	577	144	0.00			577				
A-B	178	45	0.00			178				
A-C	862	216	0.00			862				

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	22	6	0.00	452	0.050	23	0.1	0.1	8.392	A
B-A	94	24	0.00	320	0.295	96	0.8	0.4	16.198	C
C-AB	35	9	0.00	503	0.070	35	0.1	0.1	7.690	A
C-A	471	118	0.00			471				
A-B	146	36	0.00			146				
A-C	704	176	0.00			704				

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	19	5	0.00	496	0.038	19	0.1	0.0	7.548	A
B-A	79	20	0.00	369	0.214	80	0.4	0.3	12.469	B
C-AB	29	7	0.00	538	0.055	29	0.1	0.1	7.079	A
C-A	394	99	0.00			394				
A-B	122	30	0.00			122				
A-C	589	147	0.00			589				

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

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	4.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.40	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
D7	2032	Reference Case + Site 1 + Site 2	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	816	100.000
B		ONE HOUR	✓	198	100.000
C		ONE HOUR	✓	685	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0	170	646
	B	157	0	41
	C	623	62	0

Vehicle Mix

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

Heavy Vehicle %

		To		
From		A	B	C
	A	0	1	3
	B	1	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.15	14.45	0.2	B	38	56
B-A	0.66	40.51	1.9	E	144	216
C-AB	0.14	8.51	0.2	A	57	85
C-A					572	858
A-B					156	234
A-C					593	889

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	31	8	0.00	496	0.062	31	0.0	0.1	7.736	A
B-A	118	30	0.00	376	0.314	116	0.0	0.5	13.898	B
C-AB	47	12	0.00	562	0.083	46	0.0	0.1	6.973	A
C-A	469	117	0.00			469				
A-B	128	32	0.00			128				
A-C	486	122	0.00			486				

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	37	9	0.00	438	0.084	37	0.1	0.1	8.975	A
B-A	141	35	0.00	328	0.430	140	0.5	0.7	19.198	C
C-AB	56	14	0.00	532	0.105	56	0.1	0.1	7.548	A
C-A	560	140	0.00			560				
A-B	153	38	0.00			153				
A-C	581	145	0.00			581				

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	45	11	0.00	304	0.149	45	0.1	0.2	13.885	B
B-A	173	43	0.00	261	0.661	169	0.7	1.8	37.697	E
C-AB	68	17	0.00	491	0.139	68	0.1	0.2	8.505	A
C-A	686	171	0.00			686				
A-B	187	47	0.00			187				
A-C	711	178	0.00			711				

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	45	11	0.00	294	0.153	45	0.2	0.2	14.449	B
B-A	173	43	0.00	261	0.662	172	1.8	1.9	40.507	E
C-AB	68	17	0.00	491	0.139	68	0.2	0.2	8.512	A
C-A	686	171	0.00			686				
A-B	187	47	0.00			187				
A-C	711	178	0.00			711				

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	37	9	0.00	431	0.086	37	0.2	0.1	9.148	A
B-A	141	35	0.00	328	0.430	145	1.9	0.8	20.320	C
C-AB	56	14	0.00	532	0.105	56	0.2	0.1	7.556	A
C-A	560	140	0.00			560				
A-B	153	38	0.00			153				
A-C	581	145	0.00			581				

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	31	8	0.00	493	0.063	31	0.1	0.1	7.789	A
B-A	118	30	0.00	376	0.314	119	0.8	0.5	14.233	B
C-AB	47	12	0.00	562	0.083	47	0.1	0.1	6.984	A
C-A	469	117	0.00			469				
A-B	128	32	0.00			128				
A-C	486	122	0.00			486				

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

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	2.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.27	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
D8	2032	Reference Case + Site 1 + Site 2	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	961	100.000
B		ONE HOUR	✓	129	100.000
C		ONE HOUR	✓	570	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	163	798
	B	109	0	20
	C	526	44	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A	B	C
	A	0	1	3
	B	1	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.06	10.88	0.1	B	18	28
B-A	0.49	28.94	0.9	D	100	150
C-AB	0.11	8.94	0.1	A	40	61
C-A					483	724
A-B					150	224
A-C					732	1098

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	4	0.00	489	0.031	15	0.0	0.0	7.586	A
B-A	82	21	0.00	365	0.225	81	0.0	0.3	12.733	B
C-AB	33	8	0.00	535	0.062	33	0.0	0.1	7.167	A
C-A	396	99	0.00			396				
A-B	123	31	0.00			123				
A-C	601	150	0.00			601				

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	18	4	0.00	444	0.040	18	0.0	0.0	8.447	A
B-A	98	24	0.00	315	0.311	97	0.3	0.4	16.658	C
C-AB	40	10	0.00	500	0.079	39	0.1	0.1	7.820	A
C-A	473	118	0.00			473				
A-B	147	37	0.00			147				
A-C	717	179	0.00			717				

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	22	6	0.00	356	0.062	22	0.0	0.1	10.774	B
B-A	120	30	0.00	245	0.489	118	0.4	0.9	28.184	D
C-AB	48	12	0.00	451	0.107	48	0.1	0.1	8.932	A
C-A	579	145	0.00			579				
A-B	179	45	0.00			179				
A-C	879	220	0.00			879				

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	22	6	0.00	353	0.062	22	0.1	0.1	10.876	B
B-A	120	30	0.00	245	0.489	120	0.9	0.9	28.940	D
C-AB	48	12	0.00	451	0.107	48	0.1	0.1	8.937	A
C-A	579	145	0.00			579				
A-B	179	45	0.00			179				
A-C	879	220	0.00			879				

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	18	4	0.00	442	0.041	18	0.1	0.0	8.498	A
B-A	98	24	0.00	315	0.311	100	0.9	0.5	17.048	C
C-AB	40	10	0.00	500	0.079	40	0.1	0.1	7.826	A
C-A	473	118	0.00			473				
A-B	147	37	0.00			147				
A-C	717	179	0.00			717				

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	15	4	0.00	488	0.031	15	0.0	0.0	7.611	A
B-A	82	21	0.00	365	0.225	83	0.5	0.3	12.902	B
C-AB	33	8	0.00	535	0.062	33	0.1	0.1	7.175	A
C-A	396	99	0.00			396				
A-B	123	31	0.00			123				
A-C	601	150	0.00			601				

D9 - 2042 | Local Plan | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	6.37	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.37	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
D9	2042	Local Plan	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	943	100.000
B		ONE HOUR	✓	192	100.000
C		ONE HOUR	✓	785	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	290	653
	B	156	0	36
	C	703	82	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A	B	C
	A	0	1	3
	B	1	0	0
	C	3	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	0.21	23.38	0.3	C	33	50
B-A	0.77	67.80	3.0	F	143	215
C-AB	0.20	9.94	0.2	A	75	113
C-A					645	968
A-B					266	399
A-C					599	899

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	27	7	0.00	480	0.056	27	0.0	0.1	7.941	A
B-A	117	29	0.00	350	0.336	115	0.0	0.5	15.407	C
C-AB	62	15	0.00	538	0.115	61	0.0	0.1	7.613	A
C-A	529	132	0.00			529				
A-B	218	55	0.00			218				
A-C	492	123	0.00			492				

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	32	8	0.00	410	0.079	32	0.1	0.1	9.525	A
B-A	140	35	0.00	296	0.474	139	0.5	0.9	22.884	C
C-AB	74	18	0.00	504	0.146	74	0.1	0.2	8.443	A
C-A	632	158	0.00			632				
A-B	261	65	0.00			261				
A-C	587	147	0.00			587				

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	40	10	0.00	218	0.182	39	0.1	0.2	20.066	C
B-A	172	43	0.00	222	0.774	164	0.9	2.7	57.379	F
C-AB	90	23	0.00	456	0.198	90	0.2	0.2	9.921	A
C-A	774	194	0.00			774				
A-B	319	80	0.00			319				
A-C	719	180	0.00			719				

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	40	10	0.00	193	0.205	39	0.2	0.3	23.383	C
B-A	172	43	0.00	222	0.775	171	2.7	3.0	67.803	F
C-AB	90	23	0.00	456	0.198	90	0.2	0.2	9.936	A
C-A	774	194	0.00			774				
A-B	319	80	0.00			319				
A-C	719	180	0.00			719				

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	32	8	0.00	395	0.082	33	0.3	0.1	9.949	A
B-A	140	35	0.00	296	0.474	148	3.0	1.0	25.845	D
C-AB	74	18	0.00	504	0.146	74	0.2	0.2	8.464	A
C-A	632	158	0.00			632				
A-B	261	65	0.00			261				
A-C	587	147	0.00			587				

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	27	7	0.00	477	0.057	27	0.1	0.1	8.013	A
B-A	117	29	0.00	349	0.336	119	1.0	0.5	15.908	C
C-AB	62	15	0.00	538	0.115	62	0.2	0.1	7.636	A
C-A	529	132	0.00			529				
A-B	218	55	0.00			218				
A-C	492	123	0.00			492				

D10 - 2042 | Local Plan | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	3.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.58	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2042	Local Plan	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1069	100.000
B		ONE HOUR	✓	133	100.000
C		ONE HOUR	✓	601	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	217	852
	B	129	0	4
	C	559	42	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A	B	C
	A	0	1	3
	B	2	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	14.71	0.0	B	4	6
B-A	0.65	46.46	1.7	E	118	178
C-AB	0.11	9.59	0.1	A	39	58
C-A					513	769
A-B					199	299
A-C					782	1173

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.75	0.00	457	0.007	3	0.0	0.0	7.937	A
B-A	97	24	0.00	350	0.278	96	0.0	0.4	14.359	B
C-AB	32	8	0.00	515	0.061	31	0.0	0.1	7.446	A
C-A	421	105	0.00			421				
A-B	163	41	0.00			163				
A-C	641	160	0.00			641				

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	4	0.90	0.00	398	0.009	4	0.0	0.0	9.119	A
B-A	116	29	0.00	295	0.393	115	0.4	0.6	20.254	C
C-AB	38	9	0.00	476	0.079	38	0.1	0.1	8.222	A
C-A	503	126	0.00			503				
A-B	195	49	0.00			195				
A-C	766	191	0.00			766				

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	4	1	0.00	259	0.017	4	0.0	0.0	14.124	B
B-A	142	36	0.00	220	0.646	138	0.6	1.6	42.965	E
C-AB	46	12	0.00	421	0.110	46	0.1	0.1	9.583	A
C-A	615	154	0.00			615				
A-B	239	60	0.00			239				
A-C	938	235	0.00			938				

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	4	1	0.00	249	0.018	4	0.0	0.0	14.714	B
B-A	142	36	0.00	220	0.646	142	1.6	1.7	46.455	E
C-AB	46	12	0.00	421	0.110	46	0.1	0.1	9.594	A
C-A	615	154	0.00			615				
A-B	239	60	0.00			239				
A-C	938	235	0.00			938				

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	4	0.90	0.00	392	0.009	4	0.0	0.0	9.259	A
B-A	116	29	0.00	295	0.393	120	1.7	0.7	21.456	C
C-AB	38	9	0.00	476	0.079	38	0.1	0.1	8.230	A
C-A	503	126	0.00			503				
A-B	195	49	0.00			195				
A-C	766	191	0.00			766				

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	3	0.75	0.00	455	0.007	3	0.0	0.0	7.970	A
B-A	97	24	0.00	350	0.278	98	0.7	0.4	14.666	B
C-AB	32	8	0.00	515	0.061	32	0.1	0.1	7.458	A
C-A	421	105	0.00			421				
A-B	163	41	0.00			163				
A-C	641	160	0.00			641				

D13 - 2042 | Local Plan + Site 2 | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	7.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.90	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2042	Local Plan + Site 2	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	931	100.000
B		ONE HOUR	✓	206	100.000
C		ONE HOUR	✓	786	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	286	645
	B	165	0	41
	C	700	86	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A	B	C
	A	0	1	3
	B	1	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.29	31.78	0.4	D	38	56
B-A	0.82	79.01	3.7	F	151	227
C-AB	0.21	9.87	0.3	A	79	118
C-A					642	963
A-B					262	394
A-C					592	888

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	31	8	0.00	477	0.065	31	0.0	0.1	8.060	A
B-A	124	31	0.00	350	0.355	122	0.0	0.5	15.789	C
C-AB	65	16	0.00	541	0.120	64	0.0	0.1	7.549	A
C-A	527	132	0.00			527				
A-B	215	54	0.00			215				
A-C	486	121	0.00			486				

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	37	9	0.00	402	0.092	37	0.1	0.1	9.856	A
B-A	148	37	0.00	297	0.499	147	0.5	1.0	23.914	C
C-AB	77	19	0.00	507	0.153	77	0.1	0.2	8.379	A
C-A	629	157	0.00			629				
A-B	257	64	0.00			257				
A-C	580	145	0.00			580				

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	45	11	0.00	190	0.237	44	0.1	0.3	24.562	C
B-A	182	45	0.00	223	0.816	173	1.0	3.2	63.880	F
C-AB	95	24	0.00	459	0.206	94	0.2	0.3	9.852	A
C-A	771	193	0.00			771				
A-B	315	79	0.00			315				
A-C	710	178	0.00			710				

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	45	11	0.00	158	0.286	45	0.3	0.4	31.779	D
B-A	182	45	0.00	222	0.817	180	3.2	3.7	79.014	F
C-AB	95	24	0.00	459	0.206	95	0.3	0.3	9.868	A
C-A	771	193	0.00			771				
A-B	315	79	0.00			315				
A-C	710	178	0.00			710				

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	37	9	0.00	382	0.096	38	0.4	0.1	10.485	B
B-A	148	37	0.00	297	0.500	159	3.7	1.1	28.070	D
C-AB	77	19	0.00	507	0.153	78	0.3	0.2	8.400	A
C-A	629	157	0.00			629				
A-B	257	64	0.00			257				
A-C	580	145	0.00			580				

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	31	8	0.00	473	0.065	31	0.1	0.1	8.149	A
B-A	124	31	0.00	350	0.355	126	1.1	0.6	16.378	C
C-AB	65	16	0.00	541	0.120	65	0.2	0.1	7.570	A
C-A	527	132	0.00			527				
A-B	215	54	0.00			215				
A-C	486	121	0.00			486				

D14 - 2042 | Local Plan + Site 2 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	4.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.08	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2042	Local Plan + Site 2	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1078	100.000
B		ONE HOUR	✓	140	100.000
C		ONE HOUR	✓	603	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A	B	C
	A	0	227	851
	B	134	0	6
	C	557	46	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A	B	C
	A	0	1	3
	B	2	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	16.22	0.0	C	6	8
B-A	0.68	51.42	2.0	F	123	184
C-AB	0.12	9.77	0.1	A	42	63
C-A					511	767
A-B					208	312
A-C					781	1171

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	0.00	454	0.010	4	0.0	0.0	8.003	A
B-A	101	25	0.00	348	0.290	99	0.0	0.4	14.675	B
C-AB	35	9	0.00	513	0.068	34	0.0	0.1	7.517	A
C-A	419	105	0.00			419				
A-B	171	43	0.00			171				
A-C	641	160	0.00			641				

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	5	1	0.00	393	0.014	5	0.0	0.0	9.286	A
B-A	120	30	0.00	293	0.411	119	0.4	0.7	21.004	C
C-AB	41	10	0.00	473	0.087	41	0.1	0.1	8.327	A
C-A	501	125	0.00			501				
A-B	204	51	0.00			204				
A-C	765	191	0.00			765				

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	7	2	0.00	241	0.027	7	0.0	0.0	15.325	C
B-A	148	37	0.00	217	0.679	143	0.7	1.9	46.710	E
C-AB	51	13	0.00	419	0.121	50	0.1	0.1	9.765	A
C-A	613	153	0.00			613				
A-B	250	62	0.00			250				
A-C	937	234	0.00			937				

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	7	2	0.00	229	0.029	7	0.0	0.0	16.218	C
B-A	148	37	0.00	217	0.679	147	1.9	2.0	51.424	F
C-AB	51	13	0.00	419	0.121	51	0.1	0.1	9.773	A
C-A	613	153	0.00			613				
A-B	250	62	0.00			250				
A-C	937	234	0.00			937				

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	5	1	0.00	386	0.014	5	0.0	0.0	9.470	A
B-A	120	30	0.00	293	0.411	125	2.0	0.7	22.518	C
C-AB	41	10	0.00	473	0.087	42	0.1	0.1	8.336	A
C-A	501	125	0.00			501				
A-B	204	51	0.00			204				
A-C	765	191	0.00			765				

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	5	1	0.00	452	0.010	5	0.0	0.0	8.042	A
B-A	101	25	0.00	348	0.290	102	0.7	0.4	15.022	C
C-AB	35	9	0.00	513	0.068	35	0.1	0.1	7.532	A
C-A	419	105	0.00			419				
A-B	171	43	0.00			171				
A-C	641	160	0.00			641				

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

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	8.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.93	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2042	Local Plan + Site 1 + Site 2	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	927	100.000
B		ONE HOUR	✓	210	100.000
C		ONE HOUR	✓	805	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	289	638
	B	166	0	44
	C	710	95	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	3
	B	1	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.36	40.43	0.5	E	40	61
B-A	0.84	88.00	4.1	F	152	228
C-AB	0.23	10.11	0.3	B	87	131
C-A					652	977
A-B					265	398
A-C					585	878

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	33	8	0.00	477	0.069	33	0.0	0.1	8.099	A
B-A	125	31	0.00	347	0.360	123	0.0	0.6	16.052	C
C-AB	72	18	0.00	541	0.132	71	0.0	0.2	7.643	A
C-A	535	134	0.00			535				
A-B	218	54	0.00			218				
A-C	480	120	0.00			480				

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	40	10	0.00	400	0.099	39	0.1	0.1	9.996	A
B-A	149	37	0.00	293	0.509	147	0.6	1.0	24.629	C
C-AB	85	21	0.00	507	0.168	85	0.2	0.2	8.522	A
C-A	638	160	0.00			638				
A-B	260	65	0.00			260				
A-C	574	143	0.00			574				

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	48	12	0.00	175	0.277	47	0.1	0.4	28.068	D
B-A	183	46	0.00	218	0.838	173	1.0	3.5	68.944	F
C-AB	105	26	0.00	461	0.227	104	0.2	0.3	10.092	B
C-A	782	195	0.00			782				
A-B	318	80	0.00			318				
A-C	702	176	0.00			702				

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	48	12	0.00	136	0.356	48	0.4	0.5	40.433	E
B-A	183	46	0.00	218	0.840	180	3.5	4.1	88.003	F
C-AB	105	26	0.00	461	0.227	105	0.3	0.3	10.112	B
C-A	782	195	0.00			782				
A-B	318	80	0.00			318				
A-C	702	176	0.00			702				

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	40	10	0.00	376	0.105	41	0.5	0.1	10.786	B
B-A	149	37	0.00	293	0.509	161	4.1	1.1	29.734	D
C-AB	85	21	0.00	507	0.168	86	0.3	0.2	8.545	A
C-A	638	160	0.00			638				
A-B	260	65	0.00			260				
A-C	574	143	0.00			574				

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	33	8	0.00	473	0.070	33	0.1	0.1	8.195	A
B-A	125	31	0.00	347	0.360	127	1.1	0.6	16.690	C
C-AB	72	18	0.00	541	0.132	72	0.2	0.2	7.667	A
C-A	535	134	0.00			535				
A-B	218	54	0.00			218				
A-C	480	120	0.00			480				

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

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	5.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.85	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2042	Local Plan + Site 1 + Site 2	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1084	100.000
B		ONE HOUR	✓	160	100.000
C		ONE HOUR	✓	590	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	226	858
	B	150	0	10
	C	542	48	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	1	3
	B	2	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	22.90	0.1	C	9	14
B-A	0.76	66.82	2.8	F	138	206
C-AB	0.13	9.88	0.1	A	44	66
C-A					497	746
A-B					207	311
A-C					787	1181

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	0.00	446	0.017	7	0.0	0.0	8.204	A
B-A	113	28	0.00	347	0.325	111	0.0	0.5	15.421	C
C-AB	36	9	0.00	512	0.071	36	0.0	0.1	7.558	A
C-A	408	102	0.00			408				
A-B	170	43	0.00			170				
A-C	646	161	0.00			646				

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	9	2	0.00	376	0.024	9	0.0	0.0	9.805	A
B-A	135	34	0.00	293	0.461	133	0.5	0.8	22.874	C
C-AB	43	11	0.00	472	0.091	43	0.1	0.1	8.388	A
C-A	487	122	0.00			487				
A-B	203	51	0.00			203				
A-C	771	193	0.00			771				

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	11	3	0.00	190	0.058	11	0.0	0.1	20.028	C
B-A	165	41	0.00	217	0.762	158	0.8	2.6	57.116	F
C-AB	53	13	0.00	417	0.127	53	0.1	0.1	9.869	A
C-A	597	149	0.00			597				
A-B	249	62	0.00			249				
A-C	945	236	0.00			945				

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	11	3	0.00	168	0.065	11	0.1	0.1	22.904	C
B-A	165	41	0.00	217	0.762	164	2.6	2.8	66.823	F
C-AB	53	13	0.00	417	0.127	53	0.1	0.1	9.876	A
C-A	597	149	0.00			597				
A-B	249	62	0.00			249				
A-C	945	236	0.00			945				

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	9	2	0.00	363	0.025	9	0.1	0.0	10.167	B
B-A	135	34	0.00	292	0.461	143	2.8	0.9	25.623	D
C-AB	43	11	0.00	472	0.091	43	0.1	0.1	8.399	A
C-A	487	122	0.00			487				
A-B	203	51	0.00			203				
A-C	771	193	0.00			771				

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	8	2	0.00	443	0.017	8	0.0	0.0	8.263	A
B-A	113	28	0.00	347	0.325	115	0.9	0.5	15.892	C
C-AB	36	9	0.00	512	0.071	36	0.1	0.1	7.573	A
C-A	408	102	0.00			408				
A-B	170	43	0.00			170				
A-C	646	161	0.00			646				

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.1.2424
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Filename: Junction 3 - Wrotham Road_Green Lane.j11

Path: C:\Users\MatthewJohnson\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25526
Longfield Road, Meopham\Modelling\Picady

Report generation date: 27/04/2026 14:03:55

»D1 - 2032 | Reference Case | AM
»D2 - 2032 | Reference Case | PM
»D5 - 2032 | Reference Case + Site 2 | AM
»D6 - 2032 | Reference Case + Site 2 | PM
»D7 - 2032 | Reference Case + Site 1 + Site 2 | AM
»D8 - 2032 | Reference Case + Site 1 + Site 2 | PM
»D9 - 2042 | Local Plan | AM
»D10 - 2042 | Local Plan | PM
»D13 - 2042 | Local Plan + Site 2 | AM
»D14 - 2042 | Local Plan + Site 2 | PM
»D15 - 2042 | Local Plan + Site 1 + Site 2 | AM
»D16 - 2042 | Local Plan + Site 1 + Site 2 | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
	2032 - Reference Case							
Stream B-C	D1	0.8	11.72	0.44	D2	0.4	8.58	0.27
Stream B-A		0.1	17.62	0.12		0.1	19.68	0.09
Stream C-AB		0.4	8.47	0.30		1.2	10.95	0.50
	2032 - Reference Case + Site 2							
Stream B-C	D5	0.8	11.81	0.44	D6	0.4	8.61	0.28
Stream B-A		0.1	17.69	0.12		0.1	19.50	0.09
Stream C-AB		0.5	8.53	0.30		1.1	10.88	0.49
	2032 - Reference Case + Site 1 + Site 2							
Stream B-C	D7	1.0	12.86	0.48	D8	0.5	9.81	0.35
Stream B-A		0.2	20.38	0.13		0.1	22.44	0.10
Stream C-AB		0.6	9.26	0.37		1.2	11.33	0.51
	2042 - Local Plan							
Stream B-C	D9	45.8	541.63	1.32	D10	0.6	12.06	0.38
Stream B-A		33.5	549.72	1.31		0.8	32.58	0.45
Stream C-AB		0.6	9.59	0.37		1.4	11.74	0.53
	2042 - Local Plan + Site 2							
Stream B-C	D13	45.4	531.45	1.32	D14	0.6	12.12	0.39
Stream B-A		32.7	540.01	1.30		0.8	32.56	0.44
Stream C-AB		0.6	9.64	0.37		1.4	11.70	0.53
	2042 - Local Plan + Site 1 + Site 2							
Stream B-C	D15	53.7	635.87	1.39	D16	0.9	14.72	0.47
Stream B-A		35.4	641.36	1.37		1.0	40.77	0.50
Stream C-AB		0.9	10.48	0.44		1.5	12.12	0.55

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

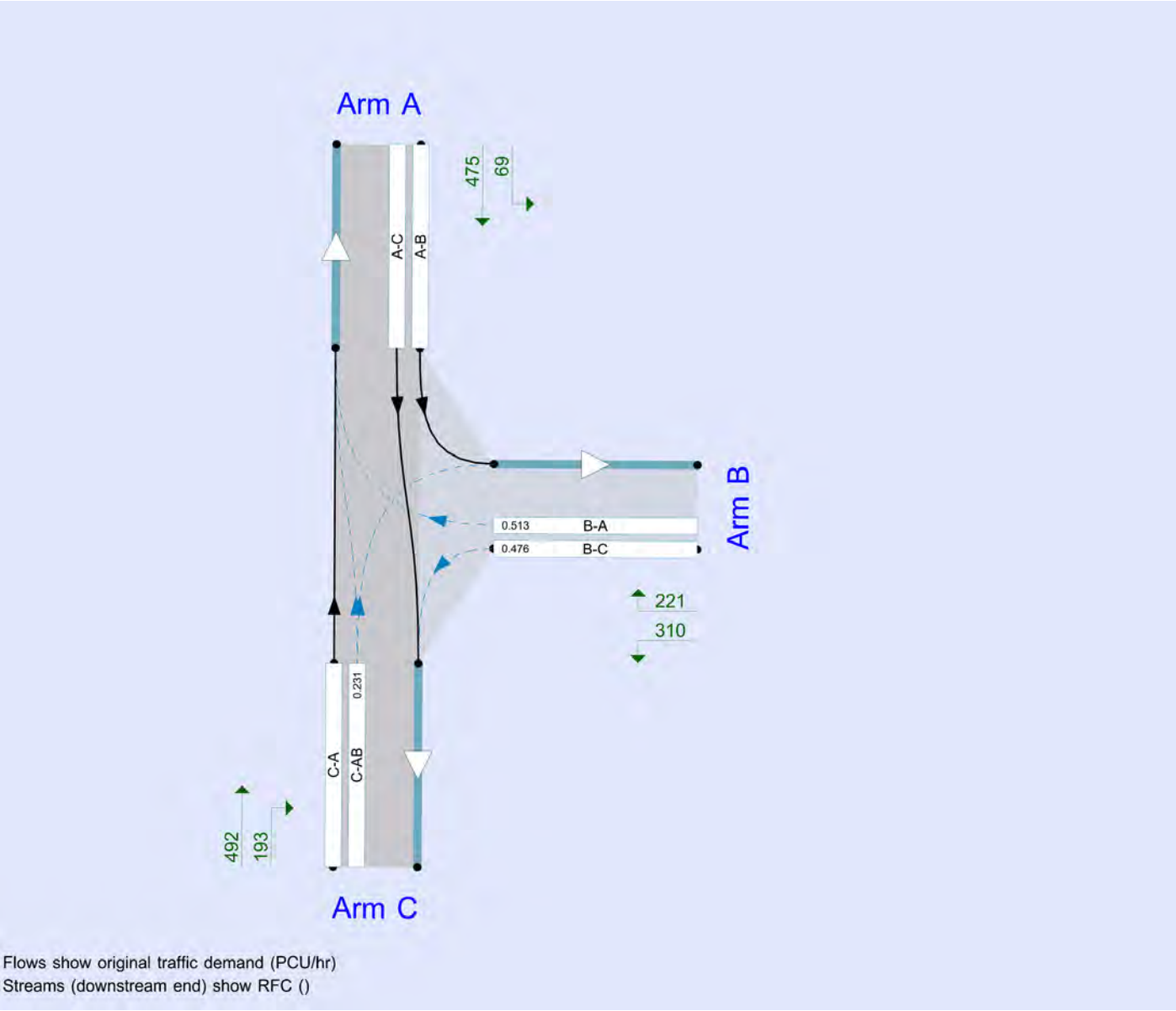
File summary

File Description

Title	
Location	Wrotham Road/Green Lane
Site number	4
Date	08/04/2026
Version	
Status	(new file)
Identifier	MJ
Client	Ricchborough
Jobnumber	T25512
Enumerator	AzureAD\MatthewJohnson
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2032	Reference Case	AM	ONE HOUR	07:45	09:15	15	✓
D2	2032	Reference Case	PM	ONE HOUR	16:45	18:15	15	✓
D3	2032	Reference Case + Site 1	AM	ONE HOUR	07:45	09:15	15	✓
D4	2032	Reference Case + Site 1	PM	ONE HOUR	16:45	18:15	15	✓
D5	2032	Reference Case + Site 2	AM	ONE HOUR	07:45	09:15	15	✓
D6	2032	Reference Case + Site 2	PM	ONE HOUR	16:45	18:15	15	✓
D7	2032	Reference Case + Site 1 + Site 2	AM	ONE HOUR	07:45	09:15	15	✓
D8	2032	Reference Case + Site 1 + Site 2	PM	ONE HOUR	16:45	18:15	15	✓
D9	2042	Local Plan	AM	ONE HOUR	07:45	09:15	15	✓
D10	2042	Local Plan	PM	ONE HOUR	16:45	18:15	15	✓
D11	2042	Local Plan + Site 1	AM	ONE HOUR	07:45	09:15	15	✓
D12	2042	Local Plan + Site 1	PM	ONE HOUR	16:45	18:15	15	✓
D13	2042	Local Plan + Site 2	AM	ONE HOUR	07:45	09:15	15	✓
D14	2042	Local Plan + Site 2	PM	ONE HOUR	16:45	18:15	15	✓
D15	2042	Local Plan + Site 1 + Site 2	AM	ONE HOUR	07:45	09:15	15	✓
D16	2042	Local Plan + Site 1 + Site 2	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D1,D2,D5,D6,D7,D8,D9,D10,D13,D14,D15,D16	100.000	100.000

D1 - 2032 | Reference Case | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	3.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.19	A

Arms

Arms

Arm	Name	Description	Arm type
A	Wrotham Road N		Major
B	Green Lane		Minor
C	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)
C	6.25		✓	3.00	195.6	✓	3.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	5.20	4.20	3.70	3.10	✓	1.00	88	63

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	524	0.094	0.238	0.150	0.340
B-C	739	0.112	0.284	-	-
C-B	747	0.286	0.286	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2032	Reference Case	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	465	100.000
B		ONE HOUR	✓	256	100.000
C		ONE HOUR	✓	704	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	30	435
	B	25	0	231
	C	542	162	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A	B	C
	A	0	3	3
	B	2	0	6
	C	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.44	11.72	0.8	B	212	318
B-A	0.12	17.62	0.1	C	23	34
C-AB	0.30	8.47	0.4	A	151	227
C-A					495	742
A-B					28	41
A-C					399	599

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	174	43	0.00	634	0.274	172	0.0	0.4	8.235	A
B-A	19	5	0.00	335	0.056	19	0.0	0.1	11.602	B
C-AB	123	31	0.00	650	0.189	122	0.0	0.2	6.938	A
C-A	407	102	0.00			407				
A-B	23	6	0.00			23				
A-C	327	82	0.00			327				

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	208	52	0.00	612	0.339	207	0.4	0.5	9.405	A
B-A	22	6	0.00	294	0.076	22	0.1	0.1	13.500	B
C-AB	147	37	0.00	634	0.232	147	0.2	0.3	7.536	A
C-A	486	121	0.00			486				
A-B	27	7	0.00			27				
A-C	391	98	0.00			391				

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	254	64	0.00	580	0.438	253	0.5	0.8	11.636	B
B-A	28	7	0.00	236	0.117	27	0.1	0.1	17.558	C
C-AB	183	46	0.00	617	0.297	183	0.3	0.4	8.445	A
C-A	592	148	0.00			592				
A-B	33	8	0.00			33				
A-C	479	120	0.00			479				

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	254	64	0.00	580	0.439	254	0.8	0.8	11.716	B
B-A	28	7	0.00	236	0.117	28	0.1	0.1	17.624	C
C-AB	183	46	0.00	617	0.297	183	0.4	0.4	8.466	A
C-A	592	148	0.00			592				
A-B	33	8	0.00			33				
A-C	479	120	0.00			479				

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	208	52	0.00	612	0.339	209	0.8	0.6	9.488	A
B-A	22	6	0.00	294	0.077	23	0.1	0.1	13.555	B
C-AB	147	37	0.00	634	0.232	148	0.4	0.3	7.561	A
C-A	486	121	0.00			486				
A-B	27	7	0.00			27				
A-C	391	98	0.00			391				

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	174	43	0.00	634	0.274	174	0.6	0.4	8.317	A
B-A	19	5	0.00	334	0.056	19	0.1	0.1	11.651	B
C-AB	123	31	0.00	650	0.189	123	0.3	0.2	6.973	A
C-A	407	102	0.00			407				
A-B	23	6	0.00			23				
A-C	327	82	0.00			327				

D2 - 2032 | Reference Case | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	3.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.36	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2032	Reference Case	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	452	100.000
B		ONE HOUR	✓	164	100.000
C		ONE HOUR	✓	816	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0	36	416
	B	17	0	147
	C	543	273	0

Vehicle Mix

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

Heavy Vehicle %

		To		
From		A	B	C
	A	0	4	3
	B	7	0	2
	C	2	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.27	8.58	0.4	A	135	202
B-A	0.09	19.68	0.1	C	16	23
C-AB	0.50	10.95	1.2	B	270	405
C-A					479	718
A-B					33	50
A-C					382	573

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	28	0.00	640	0.173	110	0.0	0.2	6.913	A
B-A	13	3	0.00	315	0.041	13	0.0	0.0	12.732	B
C-AB	210	53	0.00	665	0.316	208	0.0	0.5	8.241	A
C-A	404	101	0.00			404				
A-B	27	7	0.00			27				
A-C	313	78	0.00			313				

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	620	0.213	132	0.2	0.3	7.524	A
B-A	15	4	0.00	273	0.056	15	0.0	0.1	14.944	B
C-AB	258	65	0.00	664	0.389	257	0.5	0.7	9.278	A
C-A	475	119	0.00			475				
A-B	32	8	0.00			32				
A-C	374	93	0.00			374				

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	162	40	0.00	590	0.274	161	0.3	0.4	8.558	A
B-A	19	5	0.00	215	0.087	19	0.1	0.1	19.599	C
C-AB	341	85	0.00	686	0.497	339	0.7	1.1	10.842	B
C-A	557	139	0.00			557				
A-B	40	10	0.00			40				
A-C	458	115	0.00			458				

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	162	40	0.00	590	0.274	162	0.4	0.4	8.579	A
B-A	19	5	0.00	214	0.087	19	0.1	0.1	19.679	C
C-AB	341	85	0.00	686	0.497	341	1.1	1.2	10.950	B
C-A	557	139	0.00			557				
A-B	40	10	0.00			40				
A-C	458	115	0.00			458				

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	132	33	0.00	619	0.213	133	0.4	0.3	7.546	A
B-A	15	4	0.00	272	0.056	15	0.1	0.1	15.012	C
C-AB	258	65	0.00	663	0.390	260	1.2	0.7	9.399	A
C-A	475	119	0.00			475				
A-B	32	8	0.00			32				
A-C	374	93	0.00			374				

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	111	28	0.00	640	0.173	111	0.3	0.2	6.947	A
B-A	13	3	0.00	314	0.041	13	0.1	0.0	12.791	B
C-AB	210	53	0.00	665	0.317	211	0.7	0.5	8.344	A
C-A	404	101	0.00			404				
A-B	27	7	0.00			27				
A-C	313	78	0.00			313				

D5 - 2032 | Reference Case + Site 2 | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	3.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.26	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	2032	Reference Case + Site 2	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	463	100.000
B		ONE HOUR	✓	259	100.000
C		ONE HOUR	✓	702	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	30	433
	B	25	0	234
	C	536	166	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A	B	C
	A	0	3	3
	B	2	0	6
	C	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.44	11.81	0.8	B	215	322
B-A	0.12	17.69	0.1	C	23	34
C-AB	0.30	8.53	0.5	A	155	232
C-A					489	734
A-B					28	41
A-C					397	596

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	176	44	0.00	635	0.278	175	0.0	0.4	8.265	A
B-A	19	5	0.00	335	0.056	19	0.0	0.1	11.615	B
C-AB	126	31	0.00	650	0.193	125	0.0	0.2	6.970	A
C-A	403	101	0.00			403				
A-B	23	6	0.00			23				
A-C	326	81	0.00			326				

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	210	53	0.00	613	0.343	210	0.4	0.5	9.456	A
B-A	22	6	0.00	294	0.077	22	0.1	0.1	13.525	B
C-AB	151	38	0.00	635	0.238	151	0.2	0.3	7.577	A
C-A	480	120	0.00			480				
A-B	27	7	0.00			27				
A-C	389	97	0.00			389				

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	258	64	0.00	581	0.444	257	0.5	0.8	11.724	B
B-A	28	7	0.00	235	0.117	27	0.1	0.1	17.626	C
C-AB	188	47	0.00	619	0.304	188	0.3	0.5	8.508	A
C-A	585	146	0.00			585				
A-B	33	8	0.00			33				
A-C	477	119	0.00			477				

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	258	64	0.00	581	0.444	258	0.8	0.8	11.813	B
B-A	28	7	0.00	235	0.117	28	0.1	0.1	17.693	C
C-AB	188	47	0.00	619	0.304	188	0.5	0.5	8.529	A
C-A	585	146	0.00			585				
A-B	33	8	0.00			33				
A-C	477	119	0.00			477				

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	210	53	0.00	613	0.343	211	0.8	0.6	9.539	A
B-A	22	6	0.00	293	0.077	23	0.1	0.1	13.579	B
C-AB	151	38	0.00	635	0.238	151	0.5	0.3	7.602	A
C-A	480	120	0.00			480				
A-B	27	7	0.00			27				
A-C	389	97	0.00			389				

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	176	44	0.00	634	0.278	177	0.6	0.4	8.350	A
B-A	19	5	0.00	334	0.056	19	0.1	0.1	11.665	B
C-AB	126	31	0.00	650	0.193	126	0.3	0.2	7.006	A
C-A	403	101	0.00			403				
A-B	23	6	0.00			23				
A-C	326	81	0.00			326				

D6 - 2032 | Reference Case + Site 2 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	3.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.34	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2032	Reference Case + Site 2	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	452	100.000
B		ONE HOUR	✓	166	100.000
C		ONE HOUR	✓	809	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	38	414
	B	17	0	149
	C	539	270	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A	B	C
	A	0	4	3
	B	7	0	2
	C	2	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.28	8.61	0.4	A	137	205
B-A	0.09	19.50	0.1	C	16	23
C-AB	0.49	10.88	1.1	B	266	399
C-A					476	714
A-B					35	52
A-C					380	570

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	112	28	0.00	640	0.175	111	0.0	0.2	6.928	A
B-A	13	3	0.00	316	0.040	13	0.0	0.0	12.679	B
C-AB	208	52	0.00	664	0.313	206	0.0	0.5	8.209	A
C-A	401	100	0.00			401				
A-B	29	7	0.00			29				
A-C	312	78	0.00			312				

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	134	33	0.00	620	0.216	134	0.2	0.3	7.545	A
B-A	15	4	0.00	274	0.056	15	0.0	0.1	14.856	B
C-AB	255	64	0.00	663	0.385	254	0.5	0.7	9.234	A
C-A	472	118	0.00			472				
A-B	34	9	0.00			34				
A-C	372	93	0.00			372				

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	164	41	0.00	591	0.278	164	0.3	0.4	8.591	A
B-A	19	5	0.00	217	0.086	19	0.1	0.1	19.416	C
C-AB	336	84	0.00	683	0.491	334	0.7	1.1	10.777	B
C-A	555	139	0.00			555				
A-B	42	10	0.00			42				
A-C	456	114	0.00			456				

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	164	41	0.00	590	0.278	164	0.4	0.4	8.611	A
B-A	19	5	0.00	216	0.087	19	0.1	0.1	19.496	C
C-AB	336	84	0.00	683	0.492	336	1.1	1.1	10.881	B
C-A	555	139	0.00			555				
A-B	42	10	0.00			42				
A-C	456	114	0.00			456				

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	134	33	0.00	620	0.216	134	0.4	0.3	7.571	A
B-A	15	4	0.00	274	0.056	15	0.1	0.1	14.925	B
C-AB	255	64	0.00	662	0.385	257	1.1	0.7	9.346	A
C-A	472	118	0.00			472				
A-B	34	9	0.00			34				
A-C	372	93	0.00			372				

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	112	28	0.00	640	0.175	112	0.3	0.2	6.962	A
B-A	13	3	0.00	315	0.041	13	0.1	0.0	12.734	B
C-AB	208	52	0.00	664	0.313	209	0.7	0.5	8.309	A
C-A	401	100	0.00			401				
A-B	29	7	0.00			29				
A-C	312	78	0.00			312				

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

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	3.69	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.69	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2032	Reference Case + Site 1 + Site 2	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	480	100.000
B		ONE HOUR	✓	276	100.000
C		ONE HOUR	✓	774	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0	30	450
	B	25	0	251
	C	574	200	0

Vehicle Mix

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

Heavy Vehicle %

		To		
From		A	B	C
	A	0	3	3
	B	2	0	6
	C	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.48	12.86	1.0	B	230	345
B-A	0.13	20.38	0.2	C	23	34
C-AB	0.37	9.26	0.6	A	189	284
C-A					521	781
A-B					28	41
A-C					413	619

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	189	47	0.00	631	0.300	187	0.0	0.4	8.567	A
B-A	19	5	0.00	317	0.059	19	0.0	0.1	12.311	B
C-AB	152	38	0.00	650	0.234	151	0.0	0.3	7.343	A
C-A	431	108	0.00			431				
A-B	23	6	0.00			23				
A-C	339	85	0.00			339				

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	226	56	0.00	608	0.371	225	0.4	0.6	9.950	A
B-A	22	6	0.00	272	0.083	22	0.1	0.1	14.706	B
C-AB	184	46	0.00	637	0.288	183	0.3	0.4	8.087	A
C-A	512	128	0.00			512				
A-B	27	7	0.00			27				
A-C	405	101	0.00			405				

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	276	69	0.00	573	0.482	275	0.6	1.0	12.732	B
B-A	28	7	0.00	208	0.132	27	0.1	0.2	20.266	C
C-AB	233	58	0.00	630	0.370	232	0.4	0.6	9.219	A
C-A	619	155	0.00			619				
A-B	33	8	0.00			33				
A-C	495	124	0.00			495				

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	276	69	0.00	573	0.482	276	1.0	1.0	12.857	B
B-A	28	7	0.00	208	0.133	28	0.2	0.2	20.382	C
C-AB	233	58	0.00	630	0.370	233	0.6	0.6	9.257	A
C-A	619	155	0.00			619				
A-B	33	8	0.00			33				
A-C	495	124	0.00			495				

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	226	56	0.00	607	0.371	227	1.0	0.6	10.064	B
B-A	22	6	0.00	271	0.083	23	0.2	0.1	14.790	B
C-AB	184	46	0.00	637	0.288	184	0.6	0.4	8.133	A
C-A	512	128	0.00			512				
A-B	27	7	0.00			27				
A-C	405	101	0.00			405				

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	189	47	0.00	631	0.300	190	0.6	0.5	8.670	A
B-A	19	5	0.00	316	0.060	19	0.1	0.1	12.378	B
C-AB	152	38	0.00	650	0.234	152	0.4	0.3	7.394	A
C-A	431	108	0.00			431				
A-B	23	6	0.00			23				
A-C	339	85	0.00			339				

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

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	3.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.56	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
D8	2032	Reference Case + Site 1 + Site 2	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	510	100.000
B		ONE HOUR	✓	201	100.000
C		ONE HOUR	✓	848	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	47	463
	B	18	0	183
	C	577	271	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A	B	C
	A	0	3	2
	B	7	0	1
	C	2	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.35	9.81	0.5	A	168	252
B-A	0.10	22.44	0.1	C	17	25
C-AB	0.51	11.33	1.2	B	271	406
C-A					507	761
A-B					43	65
A-C					425	637

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	138	34	0.00	629	0.219	137	0.0	0.3	7.364	A
B-A	14	3	0.00	300	0.045	13	0.0	0.0	13.429	B
C-AB	209	52	0.00	654	0.320	207	0.0	0.5	8.427	A
C-A	429	107	0.00			429				
A-B	35	9	0.00			35				
A-C	349	87	0.00			349				

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	165	41	0.00	606	0.271	164	0.3	0.4	8.217	A
B-A	16	4	0.00	255	0.064	16	0.0	0.1	16.139	C
C-AB	258	65	0.00	653	0.395	257	0.5	0.7	9.535	A
C-A	504	126	0.00			504				
A-B	42	11	0.00			42				
A-C	416	104	0.00			416				

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	201	50	0.00	572	0.352	201	0.4	0.5	9.769	A
B-A	20	5	0.00	192	0.103	20	0.1	0.1	22.308	C
C-AB	345	86	0.00	679	0.508	343	0.7	1.2	11.203	B
C-A	588	147	0.00			588				
A-B	52	13	0.00			52				
A-C	510	127	0.00			510				

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	201	50	0.00	572	0.352	201	0.5	0.5	9.811	A
B-A	20	5	0.00	191	0.104	20	0.1	0.1	22.436	C
C-AB	345	86	0.00	679	0.509	345	1.2	1.2	11.330	B
C-A	588	147	0.00			588				
A-B	52	13	0.00			52				
A-C	510	127	0.00			510				

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	165	41	0.00	606	0.271	165	0.5	0.4	8.259	A
B-A	16	4	0.00	254	0.064	16	0.1	0.1	16.238	C
C-AB	258	65	0.00	652	0.396	260	1.2	0.7	9.675	A
C-A	504	126	0.00			504				
A-B	42	11	0.00			42				
A-C	416	104	0.00			416				

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	138	34	0.00	629	0.219	138	0.4	0.3	7.414	A
B-A	14	3	0.00	299	0.045	14	0.1	0.1	13.503	B
C-AB	209	52	0.00	654	0.320	210	0.7	0.5	8.534	A
C-A	429	107	0.00			429				
A-B	35	9	0.00			35				
A-C	349	87	0.00			349				

D9 - 2042 | Local Plan | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	164.95	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	164.95	F

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	545	100.000
B		ONE HOUR	✓	531	100.000
C		ONE HOUR	✓	690	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0	69	476
	B	223	0	308
	C	499	191	0

Vehicle Mix

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

Heavy Vehicle %

		To		
From		A	B	C
	A	0	2	3
	B	0	0	3
	C	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	1.32	541.63	45.8	F	283	424
B-A	1.31	549.72	33.5	F	205	307
C-AB	0.37	9.59	0.6	A	180	270
C-A					453	680
A-B					63	95
A-C					437	655

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	232	58	0.00	488	0.476	228	0.0	0.9	14.113	B
B-A	168	42	0.00	324	0.518	164	0.0	1.0	21.936	C
C-AB	145	36	0.00	634	0.228	144	0.0	0.3	7.464	A
C-A	375	94	0.00			375				
A-B	52	13	0.00			52				
A-C	358	90	0.00			358				

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	277	69	0.00	358	0.774	269	0.9	3.0	38.627	E
B-A	200	50	0.00	248	0.809	192	1.0	3.2	57.460	F
C-AB	175	44	0.00	618	0.283	174	0.3	0.4	8.276	A
C-A	445	111	0.00			445				
A-B	62	16	0.00			62				
A-C	428	107	0.00			428				

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	339	85	0.00	256	1.324	250	3.0	25.1	230.174	F
B-A	246	61	0.00	188	1.303	183	3.2	18.7	250.943	F
C-AB	221	55	0.00	604	0.366	220	0.4	0.6	9.556	A
C-A	539	135	0.00			539				
A-B	76	19	0.00			76				
A-C	524	131	0.00			524				

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	339	85	0.00	257	1.319	256	25.1	45.8	498.967	F
B-A	246	61	0.00	187	1.310	187	18.7	33.5	511.282	F
C-AB	221	55	0.00	604	0.366	221	0.6	0.6	9.593	A
C-A	539	135	0.00			539				
A-B	76	19	0.00			76				
A-C	524	131	0.00			524				

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	277	69	0.00	294	0.943	287	45.8	43.2	541.633	F
B-A	200	50	0.00	214	0.939	207	33.5	31.8	549.719	F
C-AB	175	44	0.00	618	0.283	176	0.6	0.4	8.323	A
C-A	445	111	0.00			445				
A-B	62	16	0.00			62				
A-C	428	107	0.00			428				

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	232	58	0.00	326	0.710	319	43.2	21.5	371.114	F
B-A	168	42	0.00	238	0.705	231	31.8	16.1	381.112	F
C-AB	145	36	0.00	635	0.228	145	0.4	0.3	7.516	A
C-A	375	94	0.00			375				
A-B	52	13	0.00			52				
A-C	358	90	0.00			358				

D10 - 2042 | Local Plan | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	5.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.15	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2042	Local Plan	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	513	100.000
B		ONE HOUR	✓	252	100.000
C		ONE HOUR	✓	858	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	82	431
	B	81	0	171
	C	576	282	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A	B	C
	A	0	1	2
	B	1	0	1
	C	2	6	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	12.06	0.6	B	157	235
B-A	0.45	32.58	0.8	D	74	111
C-AB	0.53	11.74	1.4	B	285	428
C-A					502	753
A-B					75	113
A-C					395	593

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	129	32	0.00	612	0.210	128	0.0	0.3	7.496	A
B-A	61	15	0.00	319	0.191	60	0.0	0.2	13.991	B
C-AB	219	55	0.00	656	0.334	217	0.0	0.5	8.639	A
C-A	427	107	0.00			427				
A-B	62	15	0.00			62				
A-C	324	81	0.00			324				

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	154	38	0.00	573	0.268	153	0.3	0.4	8.655	A
B-A	73	18	0.00	270	0.269	72	0.2	0.4	18.313	C
C-AB	271	68	0.00	658	0.412	270	0.5	0.8	9.814	A
C-A	500	125	0.00			500				
A-B	74	18	0.00			74				
A-C	387	97	0.00			387				

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	188	47	0.00	494	0.381	187	0.4	0.6	11.833	B
B-A	89	22	0.00	201	0.443	88	0.4	0.8	31.548	D
C-AB	366	92	0.00	692	0.530	364	0.8	1.3	11.581	B
C-A	578	145	0.00			578				
A-B	90	23	0.00			90				
A-C	475	119	0.00			475				

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	188	47	0.00	490	0.384	188	0.6	0.6	12.058	B
B-A	89	22	0.00	200	0.445	89	0.8	0.8	32.583	D
C-AB	366	92	0.00	691	0.530	366	1.3	1.4	11.737	B
C-A	578	145	0.00			578				
A-B	90	23	0.00			90				
A-C	475	119	0.00			475				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	154	38	0.00	570	0.270	155	0.6	0.4	8.775	A
B-A	73	18	0.00	269	0.270	74	0.8	0.4	18.801	C
C-AB	271	68	0.00	656	0.413	273	1.4	0.8	9.981	A
C-A	500	125	0.00			500				
A-B	74	18	0.00			74				
A-C	387	97	0.00			387				

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	129	32	0.00	610	0.211	129	0.4	0.3	7.568	A
B-A	61	15	0.00	318	0.192	62	0.4	0.2	14.209	B
C-AB	219	55	0.00	655	0.334	220	0.8	0.6	8.765	A
C-A	427	107	0.00			427				
A-B	62	15	0.00			62				
A-C	324	81	0.00			324				

D13 - 2042 | Local Plan + Site 2 | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	162.50	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	162.50	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2042	Local Plan + Site 2	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	544	100.000
B		ONE HOUR	✓	531	100.000
C		ONE HOUR	✓	685	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A	B	C
	A	0	69	475
	B	221	0	310
	C	492	193	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A	B	C
	A	0	2	3
	B	0	0	3
	C	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	1.32	531.45	45.4	F	284	427
B-A	1.30	540.01	32.7	F	203	304
C-AB	0.37	9.64	0.6	A	182	273
C-A					446	670
A-B					63	95
A-C					436	654

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	233	58	0.00	490	0.476	230	0.0	0.9	14.053	B
B-A	166	42	0.00	324	0.513	162	0.0	1.0	21.753	C
C-AB	146	37	0.00	635	0.231	145	0.0	0.3	7.483	A
C-A	369	92	0.00			369				
A-B	52	13	0.00			52				
A-C	358	89	0.00			358				

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	279	70	0.00	362	0.769	271	0.9	2.9	37.628	E
B-A	199	50	0.00	248	0.802	190	1.0	3.1	56.214	F
C-AB	177	44	0.00	618	0.286	176	0.3	0.4	8.303	A
C-A	439	110	0.00			439				
A-B	62	16	0.00			62				
A-C	427	107	0.00			427				

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	341	85	0.00	259	1.317	253	2.9	24.9	225.428	F
B-A	243	61	0.00	188	1.296	182	3.1	18.3	246.668	F
C-AB	223	56	0.00	604	0.369	222	0.4	0.6	9.597	A
C-A	531	133	0.00			531				
A-B	76	19	0.00			76				
A-C	523	131	0.00			523				

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	341	85	0.00	260	1.313	259	24.9	45.4	490.299	F
B-A	243	61	0.00	187	1.304	186	18.3	32.7	503.252	F
C-AB	223	56	0.00	604	0.369	223	0.6	0.6	9.638	A
C-A	531	133	0.00			531				
A-B	76	19	0.00			76				
A-C	523	131	0.00			523				

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	279	70	0.00	296	0.940	290	45.4	42.6	531.447	F
B-A	199	50	0.00	212	0.936	206	32.7	30.9	540.009	F
C-AB	177	44	0.00	618	0.286	177	0.6	0.4	8.351	A
C-A	439	110	0.00			439				
A-B	62	16	0.00			62				
A-C	427	107	0.00			427				

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	233	58	0.00	330	0.707	322	42.6	20.4	358.879	F
B-A	166	42	0.00	237	0.702	230	30.9	15.1	369.527	F
C-AB	146	37	0.00	635	0.231	147	0.4	0.3	7.536	A
C-A	369	92	0.00			369				
A-B	52	13	0.00			52				
A-C	358	89	0.00			358				

D14 - 2042 | Local Plan + Site 2 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	5.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.14	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2042	Local Plan + Site 2	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	512	100.000
B		ONE HOUR	✓	254	100.000
C		ONE HOUR	✓	858	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0	82	430
	B	81	0	173
	C	577	281	0

Vehicle Mix

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

Heavy Vehicle %

		To		
From		A	B	C
	A	0	1	2
	B	1	0	1
	C	2	6	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	0.39	12.12	0.6	B	159	238
B-A	0.44	32.56	0.8	D	74	111
C-AB	0.53	11.70	1.4	B	284	426
C-A					503	755
A-B					75	113
A-C					395	592

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	130	33	0.00	612	0.213	129	0.0	0.3	7.511	A
B-A	61	15	0.00	319	0.191	60	0.0	0.2	13.989	B
C-AB	218	54	0.00	656	0.332	216	0.0	0.5	8.622	A
C-A	428	107	0.00			428				
A-B	62	15	0.00			62				
A-C	324	81	0.00			324				

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	156	39	0.00	574	0.271	155	0.3	0.4	8.678	A
B-A	73	18	0.00	270	0.269	72	0.2	0.4	18.306	C
C-AB	270	67	0.00	657	0.410	269	0.5	0.8	9.789	A
C-A	502	125	0.00			502				
A-B	74	18	0.00			74				
A-C	387	97	0.00			387				

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	190	48	0.00	494	0.385	189	0.4	0.6	11.890	B
B-A	89	22	0.00	201	0.443	88	0.4	0.8	31.534	D
C-AB	365	91	0.00	691	0.527	362	0.8	1.3	11.543	B
C-A	580	145	0.00			580				
A-B	90	23	0.00			90				
A-C	473	118	0.00			473				

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	190	48	0.00	490	0.388	190	0.6	0.6	12.119	B
B-A	89	22	0.00	200	0.445	89	0.8	0.8	32.564	D
C-AB	365	91	0.00	690	0.528	364	1.3	1.4	11.697	B
C-A	580	145	0.00			580				
A-B	90	23	0.00			90				
A-C	473	118	0.00			473				

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	156	39	0.00	571	0.273	157	0.6	0.4	8.802	A
B-A	73	18	0.00	269	0.270	74	0.8	0.4	18.793	C
C-AB	270	67	0.00	656	0.411	272	1.4	0.8	9.953	A
C-A	502	125	0.00			502				
A-B	74	18	0.00			74				
A-C	387	97	0.00			387				

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	130	33	0.00	611	0.213	131	0.4	0.3	7.586	A
B-A	61	15	0.00	318	0.192	62	0.4	0.2	14.209	B
C-AB	218	54	0.00	655	0.333	219	0.8	0.6	8.747	A
C-A	428	107	0.00			428				
A-B	62	15	0.00			62				
A-C	324	81	0.00			324				

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

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	182.82	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	182.82	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2042	Local Plan + Site 1 + Site 2	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	560	100.000
B		ONE HOUR	✓	527	100.000
C		ONE HOUR	✓	766	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0	63	497
	B	208	0	319
	C	537	229	0

Vehicle Mix

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

Heavy Vehicle %

		To		
From		A	B	C
	A	0	2	3
	B	0	0	3
	C	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	1.39	635.87	53.7	F	293	439
B-A	1.37	641.36	35.4	F	191	286
C-AB	0.44	10.48	0.9	B	221	331
C-A					482	723
A-B					58	87
A-C					456	684

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	240	60	0.00	488	0.492	236	0.0	1.0	14.493	B
B-A	157	39	0.00	303	0.517	153	0.0	1.0	23.406	C
C-AB	175	44	0.00	635	0.275	173	0.0	0.4	7.848	A
C-A	402	100	0.00			402				
A-B	47	12	0.00			47				
A-C	374	94	0.00			374				

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	287	72	0.00	349	0.822	276	1.0	3.7	45.535	E
B-A	187	47	0.00	222	0.843	177	1.0	3.6	68.654	F
C-AB	213	53	0.00	623	0.341	212	0.4	0.5	8.845	A
C-A	476	119	0.00			476				
A-B	57	14	0.00			57				
A-C	447	112	0.00			447				

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	351	88	0.00	253	1.390	249	3.7	29.3	266.657	F
B-A	229	57	0.00	168	1.362	164	3.6	19.8	294.554	F
C-AB	275	69	0.00	623	0.442	274	0.5	0.8	10.407	B
C-A	568	142	0.00			568				
A-B	69	17	0.00			69				
A-C	547	137	0.00			547				

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	351	88	0.00	254	1.382	254	29.3	53.7	577.292	F
B-A	229	57	0.00	167	1.370	166	19.8	35.4	593.905	F
C-AB	275	69	0.00	623	0.442	275	0.8	0.9	10.482	B
C-A	568	142	0.00			568				
A-B	69	17	0.00			69				
A-C	547	137	0.00			547				

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	287	72	0.00	297	0.966	301	53.7	50.3	635.873	F
B-A	187	47	0.00	194	0.961	188	35.4	35.1	641.356	F
C-AB	213	53	0.00	623	0.341	214	0.9	0.5	8.926	A
C-A	476	119	0.00			476				
A-B	57	14	0.00			57				
A-C	447	112	0.00			447				

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	240	60	0.00	327	0.735	320	50.3	30.3	457.462	F
B-A	157	39	0.00	220	0.713	214	35.1	20.8	476.966	F
C-AB	175	44	0.00	635	0.275	175	0.5	0.4	7.923	A
C-A	402	100	0.00			402				
A-B	47	12	0.00			47				
A-C	374	94	0.00			374				

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

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	5.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.91	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2042	Local Plan + Site 1 + Site 2	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	542	100.000
B		ONE HOUR	✓	279	100.000
C		ONE HOUR	✓	894	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	81	461
	B	80	0	199
	C	604	290	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A	B	C
	A	0	1	2
	B	1	0	1
	C	2	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.47	14.72	0.9	B	183	274
B-A	0.50	40.77	1.0	E	73	110
C-AB	0.55	12.12	1.5	B	298	447
C-A					522	783
A-B					74	111
A-C					423	635

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	150	37	0.00	609	0.246	149	0.0	0.3	7.883	A
B-A	60	15	0.00	304	0.198	59	0.0	0.2	14.806	B
C-AB	226	56	0.00	652	0.346	224	0.0	0.6	8.769	A
C-A	447	112	0.00			447				
A-B	61	15	0.00			61				
A-C	347	87	0.00			347				

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	179	45	0.00	566	0.316	178	0.3	0.5	9.369	A
B-A	72	18	0.00	252	0.285	71	0.2	0.4	20.047	C
C-AB	281	70	0.00	656	0.429	280	0.6	0.8	10.025	B
C-A	522	131	0.00			522				
A-B	73	18	0.00			73				
A-C	414	104	0.00			414				

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	219	55	0.00	472	0.464	218	0.5	0.9	14.211	B
B-A	88	22	0.00	178	0.495	86	0.4	0.9	38.696	E
C-AB	388	97	0.00	700	0.553	385	0.8	1.5	11.925	B
C-A	597	149	0.00			597				
A-B	89	22	0.00			89				
A-C	508	127	0.00			508				

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	219	55	0.00	466	0.470	219	0.9	0.9	14.723	B
B-A	88	22	0.00	177	0.499	88	0.9	1.0	40.772	E
C-AB	388	97	0.00	699	0.554	387	1.5	1.5	12.119	B
C-A	597	149	0.00			597				
A-B	89	22	0.00			89				
A-C	508	127	0.00			508				

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	179	45	0.00	562	0.319	180	0.9	0.5	9.579	A
B-A	72	18	0.00	251	0.287	74	1.0	0.4	20.814	C
C-AB	281	70	0.00	655	0.430	284	1.5	0.9	10.232	B
C-A	522	131	0.00			522				
A-B	73	18	0.00			73				
A-C	414	104	0.00			414				

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	37	0.00	607	0.247	150	0.5	0.3	7.981	A
B-A	60	15	0.00	303	0.199	61	0.4	0.3	15.089	C
C-AB	226	56	0.00	652	0.347	227	0.9	0.6	8.911	A
C-A	447	112	0.00			447				
A-B	61	15	0.00			61				
A-C	347	87	0.00			347				

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.1.2424
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Filename: Junction 4 - Wrotham Road_Huntingfield Road.j11

Path: C:\Users\MatthewJohnson\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T25526 Longfield Road, Meopham\Modelling\Picady

Report generation date: 20/04/2026 11:34:10

»D1 - 2032 | Reference Case | AM
»D2 - 2032 | Reference Case | PM
»D5 - 2032 | Reference Case + Site 2 | AM
»D6 - 2032 | Reference Case + Site 2 | PM
»D7 - 2032 | Reference Case + Site 1 + Site 2 | AM
»D8 - 2032 | Reference Case + Site 1 + Site 2 | PM
»D9 - 2042 | Local Plan | AM
»D10 - 2042 | Local Plan | PM
»D13 - 2042 | Local Plan + Site 2 | AM
»D14 - 2042 | Local Plan + Site 2 | PM
»D15 - 2042 | Local Plan + Site 1 + Site 2 | AM
»D16 - 2042 | Local Plan + Site 1 + Site 2 | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
	2032 - Reference Case							
Stream B-AC	D1	0.3	11.74	0.25	D2	0.3	13.15	0.20
Stream C-AB		0.1	7.59	0.09		0.1	7.46	0.08
	2032 - Reference Case + Site 2							
Stream B-AC	D5	0.3	11.67	0.25	D6	0.3	13.31	0.21
Stream C-AB		0.1	7.56	0.09		0.1	7.45	0.08
	2032 - Reference Case + Site 1 + Site 2							
Stream B-AC	D7	0.4	12.28	0.27	D8	0.3	14.53	0.24
Stream C-AB		0.1	7.74	0.09		0.1	7.61	0.08
	2042 - Local Plan							
Stream B-AC	D9	0.6	15.89	0.37	D10	0.5	16.98	0.32
Stream C-AB		0.1	8.50	0.11		0.1	7.89	0.09
	2042 - Local Plan + Site 2							
Stream B-AC	D13	0.6	15.50	0.36	D14	0.5	17.23	0.33
Stream C-AB		0.1	8.45	0.11		0.1	7.90	0.09
	2042 - Local Plan + Site 1 + Site 2							
Stream B-AC	D15	0.6	16.28	0.37	D16	0.5	18.45	0.35
Stream C-AB		0.1	8.61	0.11		0.1	8.03	0.09

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

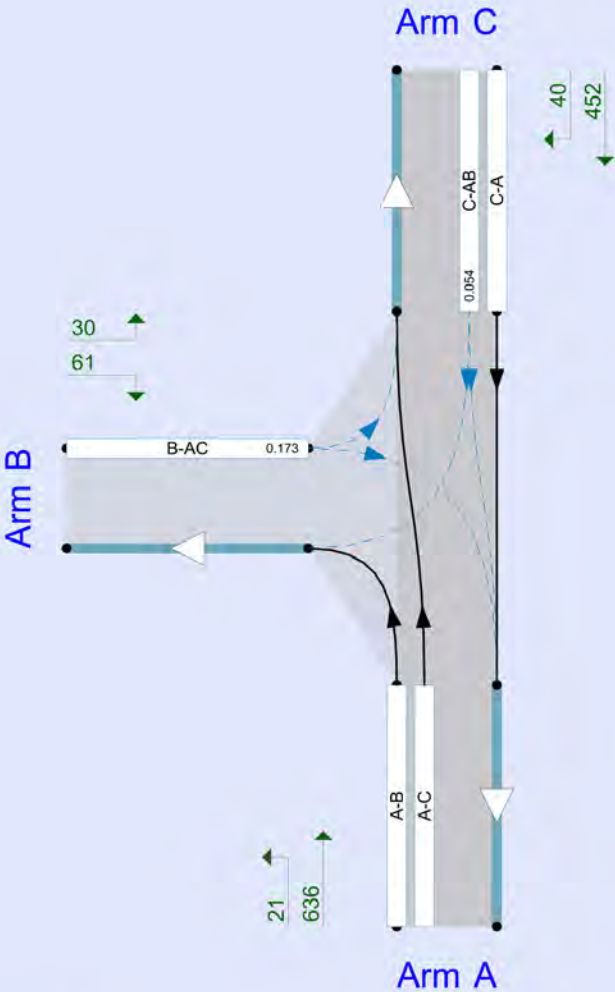
File summary

File Description

Title	
Location	Wrotham Road/Huntingfield Road
Site number	4
Date	08/04/2026
Version	
Status	(new file)
Identifier	MJ
Client	Richborough
Jobnumber	T25512
Enumerator	AzureAD\MatthewJohnson
Description	

Units

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



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

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2032	Reference Case	AM	ONE HOUR	07:45	09:15	15	✓
D2	2032	Reference Case	PM	ONE HOUR	16:45	18:15	15	✓
D3	2032	Reference Case + Site 1	AM	ONE HOUR	07:45	09:15	15	✓
D4	2032	Reference Case + Site 1	PM	ONE HOUR	16:45	18:15	15	✓
D5	2032	Reference Case + Site 2	AM	ONE HOUR	07:45	09:15	15	✓
D6	2032	Reference Case + Site 2	PM	ONE HOUR	16:45	18:15	15	✓
D7	2032	Reference Case + Site 1 + Site 2	AM	ONE HOUR	07:45	09:15	15	✓
D8	2032	Reference Case + Site 1 + Site 2	PM	ONE HOUR	16:45	18:15	15	✓
D9	2042	Local Plan	AM	ONE HOUR	07:45	09:15	15	✓
D10	2042	Local Plan	PM	ONE HOUR	16:45	18:15	15	✓
D11	2042	Local Plan + Site 1	AM	ONE HOUR	07:45	09:15	15	✓
D12	2042	Local Plan + Site 1	PM	ONE HOUR	16:45	18:15	15	✓
D13	2042	Local Plan + Site 2	AM	ONE HOUR	07:45	09:15	15	✓
D14	2042	Local Plan + Site 2	PM	ONE HOUR	16:45	18:15	15	✓
D15	2042	Local Plan + Site 1 + Site 2	AM	ONE HOUR	07:45	09:15	15	✓
D16	2042	Local Plan + Site 1 + Site 2	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D1,D2,D5,D6,D7,D8,D9,D10,D13,D14,D15,D16	100.000	100.000

D1 - 2032 | Reference Case | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.28	A

Arms

Arms

Arm	Name	Description	Arm type
A	Wrotham Road S		Major
B	Huntingfield Road		Minor
C	Wrotham Road N		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	6.40		✓	3.10	94.7	✓	5.00

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	3.36	62	20

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	526	0.094	0.238	0.150	0.340
B-C	660	0.099	0.251	-	-
C-B	690	0.263	0.263	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2032	Reference Case	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	567	100.000
B		ONE HOUR	✓	97	100.000
C		ONE HOUR	✓	479	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	25	542
	B	28	0	69
	C	436	43	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A	B	C
	A	0	2	3
	B	4	0	1
	C	3	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	0.25	11.74	0.3	B	89	134
C-AB	0.09	7.59	0.1	A	39	59
C-A					400	600
A-B					23	34
A-C					497	746

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	73	18	0.00	484	0.151	72	0.0	0.2	8.898	A
C-AB	32	8	0.00	578	0.056	32	0.0	0.1	6.655	A
C-A	328	82	0.00			328				
A-B	19	5	0.00			19				
A-C	408	102	0.00			408				

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	87	22	0.00	457	0.191	87	0.2	0.2	9.903	A
C-AB	39	10	0.00	556	0.069	39	0.1	0.1	7.021	A
C-A	392	98	0.00			392				
A-B	22	6	0.00			22				
A-C	487	122	0.00			487				

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	107	27	0.00	419	0.255	106	0.2	0.3	11.712	B
C-AB	47	12	0.00	526	0.090	47	0.1	0.1	7.587	A
C-A	480	120	0.00			480				
A-B	28	7	0.00			28				
A-C	597	149	0.00			597				

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	107	27	0.00	419	0.255	107	0.3	0.3	11.745	B
C-AB	47	12	0.00	526	0.090	47	0.1	0.1	7.590	A
C-A	480	120	0.00			480				
A-B	28	7	0.00			28				
A-C	597	149	0.00			597				

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	87	22	0.00	457	0.191	88	0.3	0.2	9.940	A
C-AB	39	10	0.00	556	0.069	39	0.1	0.1	7.026	A
C-A	392	98	0.00			392				
A-B	22	6	0.00			22				
A-C	487	122	0.00			487				

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	73	18	0.00	484	0.151	73	0.2	0.2	8.941	A
C-AB	32	8	0.00	578	0.056	32	0.1	0.1	6.664	A
C-A	328	82	0.00			328				
A-B	19	5	0.00			19				
A-C	408	102	0.00			408				

D2 - 2032 | Reference Case | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.06	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2032	Reference Case	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	560	100.000
B		ONE HOUR	✓	66	100.000
C		ONE HOUR	✓	450	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	17	543
	B	39	0	27
	C	413	37	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A	B	C
	A	0	7	2
	B	8	0	1
	C	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-AC	0.20	13.15	0.3	B	61	91
C-AB	0.08	7.46	0.1	A	34	51
C-A					379	568
A-B					16	23
A-C					498	747

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	12	0.00	430	0.116	49	0.0	0.1	9.919	A
C-AB	28	7	0.00	580	0.048	28	0.0	0.1	6.586	A
C-A	311	78	0.00			311				
A-B	13	3	0.00			13				
A-C	409	102	0.00			409				

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	59	15	0.00	401	0.148	59	0.1	0.2	11.058	B
C-AB	33	8	0.00	558	0.060	33	0.1	0.1	6.927	A
C-A	371	93	0.00			371				
A-B	15	4	0.00			15				
A-C	488	122	0.00			488				

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	73	18	0.00	360	0.202	72	0.2	0.3	13.117	B
C-AB	41	10	0.00	528	0.077	41	0.1	0.1	7.455	A
C-A	455	114	0.00			455				
A-B	19	5	0.00			19				
A-C	598	149	0.00			598				

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	73	18	0.00	360	0.202	73	0.3	0.3	13.146	B
C-AB	41	10	0.00	528	0.077	41	0.1	0.1	7.455	A
C-A	455	114	0.00			455				
A-B	19	5	0.00			19				
A-C	598	149	0.00			598				

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	59	15	0.00	401	0.148	60	0.3	0.2	11.090	B
C-AB	33	8	0.00	558	0.060	33	0.1	0.1	6.929	A
C-A	371	93	0.00			371				
A-B	15	4	0.00			15				
A-C	488	122	0.00			488				

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	50	12	0.00	430	0.116	50	0.2	0.1	9.960	A
C-AB	28	7	0.00	580	0.048	28	0.1	0.1	6.593	A
C-A	311	78	0.00			311				
A-B	13	3	0.00			13				
A-C	409	102	0.00			409				

D5 - 2032 | Reference Case + Site 2 | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.28	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	2032	Reference Case + Site 2	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	561	100.000
B		ONE HOUR	✓	97	100.000
C		ONE HOUR	✓	477	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	25	536
	B	28	0	69
	C	434	43	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A	B	C
	A	0	2	3
	B	4	0	1
	C	3	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	0.25	11.67	0.3	B	89	134
C-AB	0.09	7.56	0.1	A	39	59
C-A					398	597
A-B					23	34
A-C					492	738

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	73	18	0.00	485	0.151	72	0.0	0.2	8.871	A
C-AB	32	8	0.00	579	0.056	32	0.0	0.1	6.641	A
C-A	327	82	0.00			327				
A-B	19	5	0.00			19				
A-C	404	101	0.00			404				

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	87	22	0.00	458	0.190	87	0.2	0.2	9.862	A
C-AB	39	10	0.00	558	0.069	39	0.1	0.1	7.002	A
C-A	390	98	0.00			390				
A-B	22	6	0.00			22				
A-C	482	120	0.00			482				

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	107	27	0.00	421	0.254	106	0.2	0.3	11.642	B
C-AB	47	12	0.00	528	0.090	47	0.1	0.1	7.559	A
C-A	478	119	0.00			478				
A-B	28	7	0.00			28				
A-C	590	148	0.00			590				

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	107	27	0.00	421	0.254	107	0.3	0.3	11.673	B
C-AB	47	12	0.00	528	0.090	47	0.1	0.1	7.562	A
C-A	478	119	0.00			478				
A-B	28	7	0.00			28				
A-C	590	148	0.00			590				

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	87	22	0.00	458	0.190	88	0.3	0.2	9.896	A
C-AB	39	10	0.00	558	0.069	39	0.1	0.1	7.004	A
C-A	390	98	0.00			390				
A-B	22	6	0.00			22				
A-C	482	120	0.00			482				

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	73	18	0.00	485	0.151	73	0.2	0.2	8.912	A
C-AB	32	8	0.00	579	0.056	32	0.1	0.1	6.647	A
C-A	327	82	0.00			327				
A-B	19	5	0.00			19				
A-C	404	101	0.00			404				

D6 - 2032 | Reference Case + Site 2 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.11	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	2032	Reference Case + Site 2	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	556	100.000
B		ONE HOUR	✓	68	100.000
C		ONE HOUR	✓	449	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A	B	C
	A	0	17	539
	B	41	0	27
	C	411	38	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A	B	C
	A	0	7	2
	B	8	0	1
	C	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-AC	0.21	13.31	0.3	B	62	94
C-AB	0.08	7.45	0.1	A	35	52
C-A					377	566
A-B					16	23
A-C					495	742

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	13	0.00	429	0.119	51	0.0	0.1	9.997	A
C-AB	29	7	0.00	580	0.049	28	0.0	0.1	6.586	A
C-A	309	77	0.00			309				
A-B	13	3	0.00			13				
A-C	406	101	0.00			406				

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	61	15	0.00	400	0.153	61	0.1	0.2	11.164	B
C-AB	34	9	0.00	559	0.061	34	0.1	0.1	6.926	A
C-A	369	92	0.00			369				
A-B	15	4	0.00			15				
A-C	485	121	0.00			485				

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	75	19	0.00	359	0.208	75	0.2	0.3	13.274	B
C-AB	42	10	0.00	529	0.079	42	0.1	0.1	7.455	A
C-A	453	113	0.00			453				
A-B	19	5	0.00			19				
A-C	593	148	0.00			593				

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	75	19	0.00	359	0.208	75	0.3	0.3	13.307	B
C-AB	42	10	0.00	529	0.079	42	0.1	0.1	7.455	A
C-A	453	113	0.00			453				
A-B	19	5	0.00			19				
A-C	593	148	0.00			593				

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	61	15	0.00	400	0.153	61	0.3	0.2	11.200	B
C-AB	34	9	0.00	559	0.061	34	0.1	0.1	6.931	A
C-A	369	92	0.00			369				
A-B	15	4	0.00			15				
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-AC	51	13	0.00	428	0.119	51	0.2	0.1	10.039	B
C-AB	29	7	0.00	580	0.049	29	0.1	0.1	6.592	A
C-A	309	77	0.00			309				
A-B	13	3	0.00			13				
A-C	406	101	0.00			406				

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

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.29	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	2032	Reference Case + Site 1 + Site 2	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	599	100.000
B		ONE HOUR	✓	98	100.000
C		ONE HOUR	✓	495	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	26	573
	B	29	0	69
	C	452	43	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A	B	C
	A	0	2	2
	B	4	0	1
	C	3	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	0.27	12.28	0.4	B	90	135
C-AB	0.09	7.74	0.1	A	39	59
C-A					415	622
A-B					24	36
A-C					526	789

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	74	18	0.00	475	0.155	73	0.0	0.2	9.104	A
C-AB	32	8	0.00	572	0.057	32	0.0	0.1	6.733	A
C-A	340	85	0.00			340				
A-B	20	5	0.00			20				
A-C	431	108	0.00			431				

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	88	22	0.00	447	0.197	88	0.2	0.2	10.208	B
C-AB	39	10	0.00	549	0.070	39	0.1	0.1	7.125	A
C-A	406	102	0.00			406				
A-B	23	6	0.00			23				
A-C	515	129	0.00			515				

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	108	27	0.00	406	0.265	107	0.2	0.4	12.225	B
C-AB	47	12	0.00	517	0.092	47	0.1	0.1	7.737	A
C-A	498	124	0.00			498				
A-B	29	7	0.00			29				
A-C	631	158	0.00			631				

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	108	27	0.00	406	0.265	108	0.4	0.4	12.282	B
C-AB	47	12	0.00	517	0.092	47	0.1	0.1	7.740	A
C-A	498	124	0.00			498				
A-B	29	7	0.00			29				
A-C	631	158	0.00			631				

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	88	22	0.00	447	0.197	89	0.4	0.3	10.250	B
C-AB	39	10	0.00	549	0.070	39	0.1	0.1	7.131	A
C-A	406	102	0.00			406				
A-B	23	6	0.00			23				
A-C	515	129	0.00			515				

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	74	18	0.00	475	0.155	74	0.3	0.2	9.149	A
C-AB	32	8	0.00	572	0.057	32	0.1	0.1	6.743	A
C-A	340	85	0.00			340				
A-B	20	5	0.00			20				
A-C	431	108	0.00			431				

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

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.14	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2032	Reference Case + Site 1 + Site 2	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	595	100.000
B		ONE HOUR	✓	72	100.000
C		ONE HOUR	✓	500	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	18	577
	B	47	0	25
	C	463	37	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A	B	C
	A	0	7	2
	B	3	0	1
	C	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-AC	0.24	14.53	0.3	B	66	99
C-AB	0.08	7.61	0.1	A	34	51
C-A					425	637
A-B					17	25
A-C					529	794

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	14	0.00	409	0.133	54	0.0	0.2	10.354	B
C-AB	28	7	0.00	573	0.049	28	0.0	0.1	6.670	A
C-A	349	87	0.00			349				
A-B	14	3	0.00			14				
A-C	434	109	0.00			434				

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	65	16	0.00	377	0.172	65	0.2	0.2	11.773	B
C-AB	33	8	0.00	550	0.061	33	0.1	0.1	7.038	A
C-A	416	104	0.00			416				
A-B	16	4	0.00			16				
A-C	519	130	0.00			519				

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	79	20	0.00	333	0.238	79	0.2	0.3	14.484	B
C-AB	41	10	0.00	518	0.079	41	0.1	0.1	7.614	A
C-A	510	127	0.00			510				
A-B	20	5	0.00			20				
A-C	635	159	0.00			635				

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	79	20	0.00	333	0.238	79	0.3	0.3	14.531	B
C-AB	41	10	0.00	518	0.079	41	0.1	0.1	7.614	A
C-A	510	127	0.00			510				
A-B	20	5	0.00			20				
A-C	635	159	0.00			635				

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	65	16	0.00	377	0.172	65	0.3	0.2	11.824	B
C-AB	33	8	0.00	550	0.061	33	0.1	0.1	7.043	A
C-A	416	104	0.00			416				
A-B	16	4	0.00			16				
A-C	519	130	0.00			519				

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	54	14	0.00	409	0.133	54	0.2	0.2	10.406	B
C-AB	28	7	0.00	573	0.049	28	0.1	0.1	6.674	A
C-A	349	87	0.00			349				
A-B	14	3	0.00			14				
A-C	434	109	0.00			434				

D9 - 2042 | Local Plan | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.67	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
D9	2042	Local Plan	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	722	100.000
B		ONE HOUR	✓	121	100.000
C		ONE HOUR	✓	559	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	32	690
	B	36	0	85
	C	510	49	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A	B	C
	A	0	2	2
	B	3	0	1
	C	3	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	0.37	15.89	0.6	C	111	167
C-AB	0.11	8.50	0.1	A	45	67
C-A					468	702
A-B					29	44
A-C					633	950

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	91	23	0.00	447	0.204	90	0.0	0.3	10.204	B
C-AB	37	9	0.00	548	0.067	37	0.0	0.1	7.114	A
C-A	384	96	0.00			384				
A-B	24	6	0.00			24				
A-C	519	130	0.00			519				

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	109	27	0.00	413	0.263	108	0.3	0.4	11.987	B
C-AB	44	11	0.00	520	0.085	44	0.1	0.1	7.641	A
C-A	458	115	0.00			458				
A-B	29	7	0.00			29				
A-C	620	155	0.00			620				

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	133	33	0.00	363	0.367	132	0.4	0.6	15.772	C
C-AB	54	13	0.00	481	0.112	54	0.1	0.1	8.499	A
C-A	562	140	0.00			562				
A-B	35	9	0.00			35				
A-C	760	190	0.00			760				

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	133	33	0.00	363	0.367	133	0.6	0.6	15.886	C
C-AB	54	13	0.00	481	0.112	54	0.1	0.1	8.504	A
C-A	562	140	0.00			562				
A-B	35	9	0.00			35				
A-C	760	190	0.00			760				

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	109	27	0.00	413	0.263	110	0.6	0.4	12.088	B
C-AB	44	11	0.00	520	0.085	44	0.1	0.1	7.648	A
C-A	458	115	0.00			458				
A-B	29	7	0.00			29				
A-C	620	155	0.00			620				

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	91	23	0.00	447	0.204	92	0.4	0.3	10.289	B
C-AB	37	9	0.00	548	0.067	37	0.1	0.1	7.121	A
C-A	384	96	0.00			384				
A-B	24	6	0.00			24				
A-C	519	130	0.00			519				

D10 - 2042 | Local Plan | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.50	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.50	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2042	Local Plan	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	657	100.000
B		ONE HOUR	✓	91	100.000
C		ONE HOUR	✓	492	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	21	636
	B	61	0	30
	C	452	40	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A	B	C
	A	0	4	2
	B	1	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.32	16.98	0.5	C	84	125
C-AB	0.09	7.89	0.1	A	37	55
C-A					415	622
A-B					19	29
A-C					584	875

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	0.00	395	0.173	68	0.0	0.2	11.044	B
C-AB	30	8	0.00	560	0.054	30	0.0	0.1	6.782	A
C-A	340	85	0.00			340				
A-B	16	4	0.00			16				
A-C	479	120	0.00			479				

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	82	20	0.00	361	0.227	81	0.2	0.3	12.942	B
C-AB	36	9	0.00	535	0.067	36	0.1	0.1	7.210	A
C-A	406	102	0.00			406				
A-B	19	5	0.00			19				
A-C	572	143	0.00			572				

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	100	25	0.00	314	0.320	100	0.3	0.5	16.876	C
C-AB	44	11	0.00	500	0.088	44	0.1	0.1	7.887	A
C-A	498	124	0.00			498				
A-B	23	6	0.00			23				
A-C	700	175	0.00			700				

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	100	25	0.00	314	0.320	100	0.5	0.5	16.982	C
C-AB	44	11	0.00	500	0.088	44	0.1	0.1	7.890	A
C-A	498	124	0.00			498				
A-B	23	6	0.00			23				
A-C	700	175	0.00			700				

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	82	20	0.00	361	0.227	82	0.5	0.3	13.039	B
C-AB	36	9	0.00	535	0.067	36	0.1	0.1	7.213	A
C-A	406	102	0.00			406				
A-B	19	5	0.00			19				
A-C	572	143	0.00			572				

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	69	17	0.00	395	0.173	69	0.3	0.2	11.127	B
C-AB	30	8	0.00	560	0.054	30	0.1	0.1	6.792	A
C-A	340	85	0.00			340				
A-B	16	4	0.00			16				
A-C	479	120	0.00			479				

D13 - 2042 | Local Plan + Site 2 | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.64	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
D13	2042	Local Plan + Site 2	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	712	100.000
B		ONE HOUR	✓	120	100.000
C		ONE HOUR	✓	558	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	32	680
	B	35	0	85
	C	509	49	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A	B	C
	A	0	2	2
	B	3	0	1
	C	3	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	0.36	15.50	0.6	C	110	165
C-AB	0.11	8.45	0.1	A	45	67
C-A					467	701
A-B					29	44
A-C					624	936

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	90	23	0.00	451	0.200	89	0.0	0.3	10.092	B
C-AB	37	9	0.00	550	0.067	37	0.0	0.1	7.086	A
C-A	383	96	0.00			383				
A-B	24	6	0.00			24				
A-C	512	128	0.00			512				

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	108	27	0.00	417	0.259	107	0.3	0.3	11.801	B
C-AB	44	11	0.00	522	0.084	44	0.1	0.1	7.603	A
C-A	458	114	0.00			458				
A-B	29	7	0.00			29				
A-C	611	153	0.00			611				

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	132	33	0.00	368	0.359	131	0.3	0.6	15.393	C
C-AB	54	13	0.00	484	0.111	54	0.1	0.1	8.442	A
C-A	560	140	0.00			560				
A-B	35	9	0.00			35				
A-C	749	187	0.00			749				

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	132	33	0.00	368	0.359	132	0.6	0.6	15.498	C
C-AB	54	13	0.00	484	0.111	54	0.1	0.1	8.447	A
C-A	560	140	0.00			560				
A-B	35	9	0.00			35				
A-C	749	187	0.00			749				

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	108	27	0.00	417	0.259	109	0.6	0.4	11.894	B
C-AB	44	11	0.00	522	0.084	44	0.1	0.1	7.608	A
C-A	458	114	0.00			458				
A-B	29	7	0.00			29				
A-C	611	153	0.00			611				

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	90	23	0.00	451	0.200	91	0.4	0.3	10.170	B
C-AB	37	9	0.00	550	0.067	37	0.1	0.1	7.094	A
C-A	383	96	0.00			383				
A-B	24	6	0.00			24				
A-C	512	128	0.00			512				

D14 - 2042 | Local Plan + Site 2 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.56	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
D14	2042	Local Plan + Site 2	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	658	100.000
B		ONE HOUR	✓	94	100.000
C		ONE HOUR	✓	489	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	21	637
	B	63	0	31
	C	449	40	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A	B	C
	A	0	4	2
	B	1	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.33	17.23	0.5	C	86	129
C-AB	0.09	7.90	0.1	A	37	55
C-A					412	618
A-B					19	29
A-C					585	877

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	71	18	0.00	395	0.179	70	0.0	0.2	11.115	B
C-AB	30	8	0.00	560	0.054	30	0.0	0.1	6.785	A
C-A	338	85	0.00			338				
A-B	16	4	0.00			16				
A-C	480	120	0.00			480				

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	85	21	0.00	361	0.234	84	0.2	0.3	13.061	B
C-AB	36	9	0.00	535	0.067	36	0.1	0.1	7.214	A
C-A	404	101	0.00			404				
A-B	19	5	0.00			19				
A-C	573	143	0.00			573				

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	103	26	0.00	314	0.330	103	0.3	0.5	17.119	C
C-AB	44	11	0.00	500	0.088	44	0.1	0.1	7.892	A
C-A	494	124	0.00			494				
A-B	23	6	0.00			23				
A-C	701	175	0.00			701				

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	103	26	0.00	314	0.330	103	0.5	0.5	17.233	C
C-AB	44	11	0.00	500	0.088	44	0.1	0.1	7.895	A
C-A	494	124	0.00			494				
A-B	23	6	0.00			23				
A-C	701	175	0.00			701				

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	85	21	0.00	361	0.234	85	0.5	0.3	13.163	B
C-AB	36	9	0.00	535	0.067	36	0.1	0.1	7.216	A
C-A	404	101	0.00			404				
A-B	19	5	0.00			19				
A-C	573	143	0.00			573				

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	71	18	0.00	395	0.179	71	0.3	0.2	11.202	B
C-AB	30	8	0.00	560	0.054	30	0.1	0.1	6.792	A
C-A	338	85	0.00			338				
A-B	16	4	0.00			16				
A-C	480	120	0.00			480				

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

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.66	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2042	Local Plan + Site 1 + Site 2	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	744	100.000
B		ONE HOUR	✓	121	100.000
C		ONE HOUR	✓	573	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	33	711
	B	35	0	86
	C	525	48	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A	B	C
	A	0	2	2
	B	3	0	1
	C	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-AC	0.37	16.28	0.6	C	111	167
C-AB	0.11	8.61	0.1	A	44	66
C-A					482	723
A-B					30	45
A-C					652	979

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	91	23	0.00	444	0.205	90	0.0	0.3	10.288	B
C-AB	36	9	0.00	543	0.067	36	0.0	0.1	7.164	A
C-A	395	99	0.00			395				
A-B	25	6	0.00			25				
A-C	535	134	0.00			535				

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	109	27	0.00	409	0.266	108	0.3	0.4	12.143	B
C-AB	43	11	0.00	515	0.084	43	0.1	0.1	7.710	A
C-A	472	118	0.00			472				
A-B	30	7	0.00			30				
A-C	639	160	0.00			639				

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	133	33	0.00	358	0.372	132	0.4	0.6	16.155	C
C-AB	53	13	0.00	475	0.111	53	0.1	0.1	8.605	A
C-A	578	145	0.00			578				
A-B	36	9	0.00			36				
A-C	783	196	0.00			783				

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	133	33	0.00	358	0.372	133	0.6	0.6	16.280	C
C-AB	53	13	0.00	475	0.111	53	0.1	0.1	8.610	A
C-A	578	145	0.00			578				
A-B	36	9	0.00			36				
A-C	783	196	0.00			783				

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	109	27	0.00	409	0.266	110	0.6	0.4	12.252	B
C-AB	43	11	0.00	515	0.084	43	0.1	0.1	7.716	A
C-A	472	118	0.00			472				
A-B	30	7	0.00			30				
A-C	639	160	0.00			639				

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	91	23	0.00	444	0.205	92	0.4	0.3	10.375	B
C-AB	36	9	0.00	543	0.067	36	0.1	0.1	7.175	A
C-A	395	99	0.00			395				
A-B	25	6	0.00			25				
A-C	535	134	0.00			535				

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

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.58	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2042	Local Plan + Site 1 + Site 2	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	685	100.000
B		ONE HOUR	✓	94	100.000
C		ONE HOUR	✓	519	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	21	664
	B	64	0	30
	C	479	40	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A	B	C
	A	0	4	2
	B	1	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.35	18.45	0.5	C	86	129
C-AB	0.09	8.03	0.1	A	37	55
C-A					440	659
A-B					19	29
A-C					609	914

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	71	18	0.00	386	0.184	70	0.0	0.2	11.452	B
C-AB	30	8	0.00	555	0.054	30	0.0	0.1	6.854	A
C-A	361	90	0.00			361				
A-B	16	4	0.00			16				
A-C	500	125	0.00			500				

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	85	21	0.00	350	0.241	84	0.2	0.3	13.616	B
C-AB	36	9	0.00	529	0.068	36	0.1	0.1	7.307	A
C-A	431	108	0.00			431				
A-B	19	5	0.00			19				
A-C	597	149	0.00			597				

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	103	26	0.00	300	0.345	103	0.3	0.5	18.305	C
C-AB	44	11	0.00	492	0.089	44	0.1	0.1	8.030	A
C-A	527	132	0.00			527				
A-B	23	6	0.00			23				
A-C	731	183	0.00			731				

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	103	26	0.00	300	0.345	103	0.5	0.5	18.448	C
C-AB	44	11	0.00	492	0.089	44	0.1	0.1	8.033	A
C-A	527	132	0.00			527				
A-B	23	6	0.00			23				
A-C	731	183	0.00			731				

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	85	21	0.00	350	0.242	85	0.5	0.3	13.737	B
C-AB	36	9	0.00	529	0.068	36	0.1	0.1	7.310	A
C-A	431	108	0.00			431				
A-B	19	5	0.00			19				
A-C	597	149	0.00			597				

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	71	18	0.00	385	0.184	71	0.3	0.2	11.549	B
C-AB	30	8	0.00	555	0.054	30	0.1	0.1	6.864	A
C-A	361	90	0.00			361				
A-B	16	4	0.00			16				
A-C	500	125	0.00			500				