Project Name:	Land at Tess Square & Butts Close, Marnhull
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Revision Record				
Rev	Date	By	Summary of Changes	Aprvd
2	October 2024	GLH	Client Comments	HLC
3	October 2024	GLH	Client Comments	HLC

1. INTRODUCTION

1.1 This Highways Response Technical Note (HRTN) has been prepared by Paul Basham Associates on behalf of Chapman Lily Planning to support an appeal (Public Inquiry) working on reasons for refusal relating to a Hybrid Planning Application (ref: P/OUT/2023/02644) comprising the following:

- A full planning application for a mixed-use development comprising a food store, office space, café, and mixed-use space for E class uses (e.g. estate agents, hairdresser, funeral care, dentist, vet), and 2 x 2-bed flats. Plus, a new parking area with 30 parking spaces for St. Gregory's Church and St Gregory's Primary School, landscaping and associated engineering operations, access arrangements, on land west of Church Hill, Marnhull.

- Outline planning application with all matters reserved except for access for up to 120 dwellings on land off Butts Close and Schoolhouse Lane, Marnhull.

1.2 The above application was refused on 16th July 2024 with 5 reasons for refusal, and this TN will aim to address the highways reasons contained within the decision notice, as well as the comments issued by Dorset Council Highways (both attached in **Appendix A**). Reason for Refusal 3 relates to highways, and is as follows:

3. Insufficient details of the proposed development have been submitted to enable the Highway Authority to fully assess the highway safety and sustainable transport implications

of the proposal and, consequently, it is not clear whether the proposal would be likely to endanger road safety or result in other transport problems contrary to Objective 6 – Improving the Quality of Life, and Policies 2 and 13 of the adopted North Dorset Local Plan Part 1, and paragraphs 108 criteria d) and e), and paragraph 117 of the National Planning Policy Framework.

1.3 In order to address this reason for refusal, Paul Basham Associates have engaged in discussions with Dorset Council (DC) Highway Authority since the refusal was issued, which have informed the following revised assessments and justifications.

1.4 This HRTN has been informed by conversations held with DC Highway Authority in August 2024 and subsequent discussions. In particular, this report will provide further detail in relation to the proposed parking provision, delivery vehicle access, pedestrian access and a revised modelling assessment to include additional committed development and the impact of the school pick up and drop off car park.

2. SCHOOL PICK UP AND DROP OFF ACCESS

2.1 Dorset Council (DC) Highway Authority raised concerns regarding the location of the proposed access serving the 30-space school car park with the comments specifically stating:

'The Planning Statement mentions that the new 30 space car parking area provided for school dropoff and collection and for church use from Church Hill is to be accessed from the primary school via a gated access. Allowing for its position in close proximity to the private access to the south and the Phillips Road junction, I would suggest that it would be preferable that the parking area be provided to the south of the 99 space Tess Square car park and that the new access be deleted from the application.'

2.2 As per discussions with DC Highway Authority, the proposals have been amended to demonstrate access to the school drop-off/overflow car park will now be taken via the commercial car park to the north, with a link through to the overflow car park (see Appendix B). The separate access previously provided to the south has been removed from the proposals, and any comment with regards to this access is now considered to be addressed.

3. TESS SQUARE PARKING PROVISION

3.1 DC Highway Authority also raised concerns regarding the proposed parking provision for the commercial elements at Tess Square.

'Paragraph 4.15 confirms that the proposed commercial development does not comply with the Authority's car parking guidance, identifying a shortfall of 48 spaces. I do appreciate that demand for spaces will vary and that a proportion of trips will be linked. I'm not sure that the suggestion of using the proposed school car park as an overflow is a sensible suggestion, allowing for its location some distance from the commercial units and the likelihood of conflict at school opening and closing. The applicant should submit further evidence backing up their view regarding link trips so that a proper justification for a reduction in parking numbers can be considered.

Again, as the applicant suggests that linked-trips provide a rationale for not complying with the guidance then supporting data should be submitted to evidence that approach.'

3.2 The local parking standards are within the 'Bournemouth, Poole and Dorset Car Parking Study; Residential Car Parking Provision; Local Guidance for Dorset – Non-Residential Parking Guidance' (May 2011) which is based on zones of accessibility, Table 1.

Use	Size (sqm)	Closest use-class (Dorset Non-Residential and Residential Parking Standards)	Parking Standard (Vehicle)	Parking Space Required
Supermarket	1455	A1b (Ea)	1 space per 14sqm + 1 space per 2 full-time staff + 1 HGV space per 1000sqm	117 (based on 26 staff) 1 HGV
Café	222	A3/A4/A5 (Eb)	1 space per 15sqm 1 space per 2 full time staff	17 (based on 4 staff)
Vet	100	D1b (Ecii or SG)	2 per consulting room +1 per full-time staff	10
Hairdresser	100	A2 (Ea)	1 per 30sqm	3
Dentist	100	D1b (Ee)	2 per consulting room +1 per full-time staff	10
Estate Agent	99	A2 (Ecii/iii)	1 per 30sqm	3
Funeral Care	100	A2 (Ea)	1 per 30sqm	3
Office	181	B1 (Egi)	1 per 30sqm	6
2 x 2 bed flats	144 (71 + 73)	Residential Flats (C3 or ancillary to shop)	1.5 unallocated spaces per 2-bed unit if no allocated spaces provided. If 2 allocated spaces provided per unit then 0.2 unallocated spaces required	3
Total E	2357	-	-	172 1 HGV space
Total C3	144	-	-	3
Total				175 1 HGV space

Table 1: Commercial Parking Standards

3.3 The proposals include 167 spaces across the proposed development which includes the school drop off/overflow car park and excludes the surgery car park (37 spaces) for

robustness. Excluding the school drop-off/overflow car park, there are 131 parking spaces across the proposed development.

3.4 A parking accumulation assessment using the TRICS database for each of the proposed uses has been undertaken to demonstrate the proposed parking provision is capable of accommodating the anticipated parking demand at Tess Square.

3.5 The TRICS database (v.7.11.3) has been interrogated using the same parameters included within the submitted Transport Assessment (TA), with the outputs attached in **Appendix C**. The results of the parking accumulation assessment for this period are presented within **Table 2**.

	Proposed Vets (100sqm)	Proposed Café (222sqm)	Proposed Convenience Store (1455sqm)	Proposed Dentist (100sqm)	Proposed Local Centre (299sqm)	Proposed Office (181 sqm)	Proposed Residential Flats (2 x flats)	Total
00:00 – 01:00	0	0	0	0	0	0	0	0
01:00 – 02:00	0	0	0	0	0	0	0	0
02:00 – 03:00	0	0	0	0	0	0	0	0
03:00 – 04:00	0	0	0	0	0	0	0	0
04:00 – 05:00	0	0	0	0	0	0	0	0
05:00 – 06:00	0	0	0	0	0	0	0	0
06:00 – 07:00	0	0	0	0	0	0	0	0
07:00 – 08:00	0	0	3	0	-1	2	0	4
08:00 – 09:00	1	3	12	1	4	8	0	29
09:00 – 10:00	1	5	25	2	3	10	0	46
10:00 – 11:00	1	15	40	1	4	11	0	72
11:00 – 12:00	1	13	45	1	6	11	0	77
12:00 – 13:00	1	20	52	1	7	12	0	93
13:00 – 14:00	0	26	44	1	7	10	0	88
14:00 – 15:00	1	26	38	2	9	10	0	86
15:00 – 16:00	0	18	27	2	10	9	0	66
16:00 – 17:00	1	13	36	1	6	5	0	62
17:00 – 18:00	1	13	36	0	6	1	0	57
18:00 – 19:00	0	13	21	0	6	0	0	40
19:00 – 20:00	0	13	8	0	3	0	0	24
20:00 – 21:00	0	13	-1	0	1	0	0	13
21:00 – 22:00	0	13	-6	0	1	0	0	8
22:00 – 23:00	0	13	-6	0	0	0	0	7
23:00 – 24:00	0	13	-6	0	0	0	0	7

Table 2: Parking Accumulation using TRICS (v.7.11.3)

3.6 Across a 24-hour period, the highest level of parking occurs between 12:00 – 13:00 with 93 vehicles parked. This would result in 38 available parking spaces without relying on the use of the overflow/school drop-off car park to the south. Therefore, there is sufficient capacity within the car park without relying on the surgery or school drop-off/overflow car park.

3.7 It should be noted that parking measures will be put in place to restrict overnight parking. Furthermore, as demonstrated within the results, there were no cars parked associated with the residential flats use. However, it is likely there will be a few cars associated with this use in reality. Given there are 38 spaces available at the highest level of parking this is sufficient to serve demand generated by the proposed 2 x 2-bed flats.

3.8 The school drop-off/overflow car park will serve St Gregory's Primary school along New Street (300m south of the car park). Currently, vehicles park along New Street creating overspill on the local road network which has been raised as a concern by residents of the village. The school drop-off/overflow car park will provide 30 spaces with a dedicated pedestrian link to the rear of the school, which will provide an improvement to the existing local road network along New Street.

3.9 The school drop-off is between 08:35 – 08:40 with school pick-up from 15:15 Monday – Friday. The peak times of operation for the school are therefore anticipated to be between 8:00 – 9:00 and 15:00 – 16:00, although more concentrated across a 30-minute period. Outside of the school peaks a small number of parking spaces may be used by teachers but this is anticipated to be minimal with only 3 classes at the school.

3.10 The parking accumulation assessment demonstrates there is anticipated to be 29 and 66 parked vehicles across the AM and PM school peaks respectively. This leaves 102 spaces and 65 spaces available (when excluding the school drop-off/overflow car park) respectively during the school peak periods. Even in a scenario where the parking demand is greater than that shown in the parking accumulation assessment and is in between the anticipated parking demand (93 spaces) and the parking requirements (175 parking spaces) then the maximum demand between 12:00-13:00 could still largely be accommodated without significantly relying on the school car park.

3.11 It should also be noted, the parking accumulation is based on the number of individual trips to each use. Considering the uses are all within close proximity of each other, it is assumed a number of trips will be linked with future users visiting more than one use in a single trip. The existing surgery car park (30 existing spaces, 7 proposed additional spaces) may also result in linked trips to the other commercial uses which would increase the level of available parking at the commercial site.

3.12 Furthermore, some Marnhull residents are likely to use active travel modes (walking/cycling) to the commercial development. It is also assumed a number of staff at the commercial site will be residents of Marnhull and are therefore likely to live within reasonable walking/cycling distance of the site which will reduce the parking demand at the site.

3.13 In summary, the parking accumulation assessment demonstrated the proposed parking provision is sufficient to accommodate the anticipated parking demand even when excluding the school drop-off/overflow car park. The peak periods for the school and commercial site differ and therefore can be used as an overflow car park for the commercial site outside of school drop-off/pick-up times in the unlikely event this is required. Moreover, the parking accumulation does not account for linked trips which will reduce parking demand with the proposed parking provision considered to provide an overall betterment with 7 additional spaces for the surgery car park and the reduction in vehicles on New Street during school pick-up and drop-off times.

4. PROPOSED DELIVERY ARRANGEMENT

4.1 DC Highway Authority raised concerns regarding the proposed delivery arrangement at the commercial site with the comments stating:

'Survey data should be submitted confirming the width of available carriageway and associated verges from the Phillips Road junction north to the site access. This will allow an accurate assessment to be made of the suitability of the road to cater for the additional traffic associated with the commercial development (allowing for the fact that the development site will be accessed by large service vehicles).'

4.2 Delivery vehicle tracking has been undertaken to demonstrate a 16.5 articulated vehicle accessing and departing the site along Church Hill whilst passing a private car (tracking attached in Appendix D).

4.3 As demonstrated in Appendix D, there is a 23m extent of which an articulated vehicle is unable to pass a private car without the use of the layby (when parked vehicles are present). However, the likelihood of an articulated vehicle and a car passing is low and therefore would not occur often. Furthermore, there is adequate forward visibility due to the straight alignment of Church Hill, therefore vehicles would also be capable seeing oncoming traffic and waiting for it to pass.

4.4 It should also be highlighted that deliveries would not be being carried out during peak periods to further reduce the chance of conflict. Further detail will be provided within a Delivery and Servicing Plan (DSP) for the commercial scheme which is suggested to be conditioned as part of this application in order to minimise and control the chance of conflict along the main roads to/from the site.

5. PEDESTRIAN ACCESS AND CONNECTIVITY

Pedestrian Access to Residential Site

5.1 DC Highway Authority raised concerns over the pedestrian access arrangements along Butts Close to the residential site.

'The proposed vehicular access onto the B3092 (Schoolhouse Lane) suggests that 2m footways will be provided on either side of the carriageway. However, there are no pedestrian footways in the vicinity of this junction. I am concerned that residents will use the desire line from this new access to walk north along the main road to the church and the nearby pub.'

5.2 The previously proposed 2m footways either side of the vehicular access onto B3092/Schoolhouse Lane have been removed to discourage site users travelling to and from the site via the proposed access on Schoolhouse Lane.

Pedestrian Connectivity

5.3 DC Highway Authority raised concerns regarding pedestrian connectivity of the commercial site due to the conditions of existing Public Rights of Way (PROW) which connect to the internal footways within the site. The comments specifically state:

'The internal footpaths to be provided either link onto existing unsurfaced public rights-of way or there is a singular pedestrian access via the access onto Church Hill, where there is no available footway to cross onto.'

5.4 The existing PROW N47/31 (see **Figure 1**) runs through the proposed site. It is confirmed that the applicant is willing to upgrade the surfacing of this PROW's to all weather surfacing, and suggest that this is secured via condition. This will improve pedestrian links to the proposed development, and also improve connections between the north and south of Marnhull respectively, avoiding the requirement to walk along the full extent of Sackmore Lane as well as across the entirety of Church Hill. This can be considered a significant improvement to the current arrangement. In addition, it is proposed the PROW will be diverted as shown by the dashed red line in **Figure 1** in order to facilitate more convenient access to the internal pedestrian routes via Church Hill.

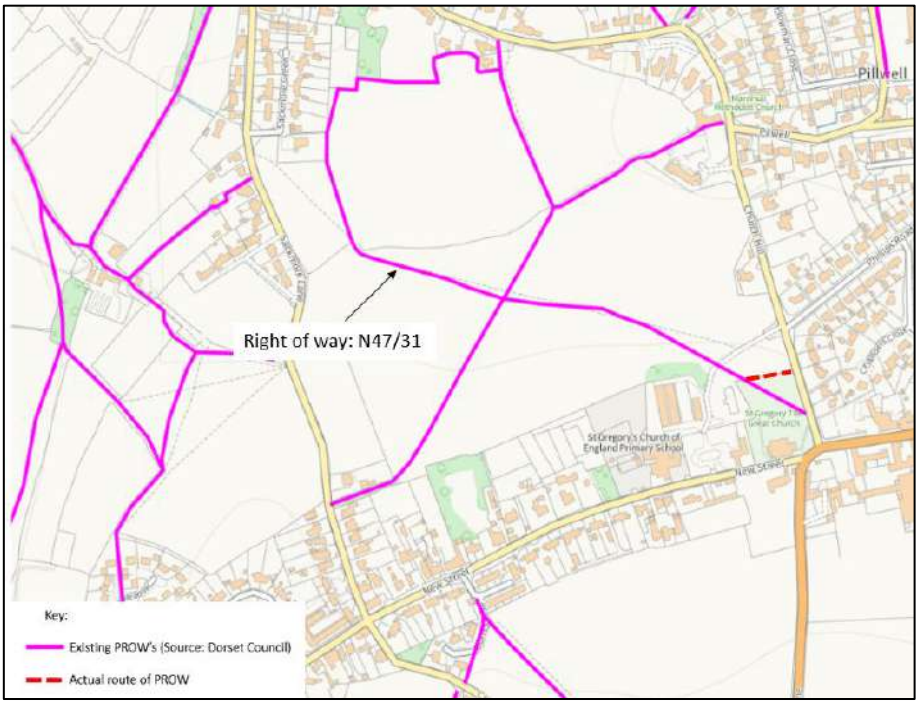


Figure 1: PROWs in vicinity of site (Source of Map: Dorset Council)

6. REVISED MODELLING ASSESSMENT

Trip Generation

6.1 DC Highway Authority raised concerns regarding the trip generation assessment contained within the submitted Transport Assessment.

'*The figures shown in paragraph 4.3 for the proposed mixed-use development are different to those shown on Table 4 of paragraph 4.4. This will alter the figures quoted in paragraph 5.12.*

I note that trip rates have been obtained from the TRICS (V.7.9.4) database but would comment that the latest version of TRICS is 7.10.3.

For the results of the TRICS assessment demonstrated in Table 10, for the shopping centre the total should be 264.155, not 227.921, which equates to 789 two-way movements per 12 hour period.'

6.2 The figures in paragraph 4.3 are a discrepancy and the correct proposed GFA is given within **Table 4** of the TS and subsequent parking and trip generation assessments.

6.3 The latest version of TRICS (v.7.11.3) has been utilised to calculate the anticipated trip generation at the proposed development. Identical parameters have been utilised as those in the TS, however, for 'Local Shops' there were insufficient options using the same

parameters as within the TS. Therefore 'Suburban Area' locations have been selected rather than 'Neighbourhood Centre' which demonstrates a worst-case scenario. The following parameters were therefore used for 'Local Shops'. The results are demonstrated in **Table 3** and **4** with the full results attached in **Appendix C**.

- Under land-use class 'Retail', and sub-category 'Shopping Centre – Local Shops';
- Sites in England and Wales (excluding Greater London);
- Weekday Surveys only;
- Sites in 'Suburban Area' locations (with 'Residential Zone' highlighted); and
- Parameter of 210-1000 sqm

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			12hr (07:00-19:00)
	Arr	Dep	Tot	Arr	Dep	Tot	Tot
Food Store – 1455 sqm							
Trip Rate (per 100sqm)	2.134	1.527	3.661	4.728	4.707	9.435	99.584
Trip Generation	31	22	53	69	68	137	1449
Cafe – 222 sqm							
Trip Rate (per 100sqm)	5.387	4.04	9.427	6.667	7.143	13.810	235.132
Trip Generation	12	9	21	15	16	31	522
Veterinary Surgery – 100 sqm							
Trip Rate (per 100sqm)	2.016	1.613	3.629	2.218	2.823	5.041	50.405
Trip Generation	2	2	4	2	3	5	50
Dental Surgery – 100 sqm							
Trip Rate (per 100sqm)	1.626	0.407	2.033	0	1.220	1.220	30.085
Trip Generation	2	0	2	0	1	1	30
Office – 181 sqm							
Trip Rate (per 100sqm)	4	0.6	4.6	0	1.8	1.8	20.8
Trip Generation	7	1	8	0	3	3	37
2 x 2 bed flats – 71.2 sqm & 72.5 sqm							
Trip Rates (per 1 unit)	0	0.111	0.111	0.444	0.444	0.888	3.665
Trip Generation	0	0	0	1	1	2	7
Shopping Centre - Local Shops							
Trip Rate (per 100sqm)	15.467	15.733	31.200	32.000	32.800	64.800	591.731
Trip Generation (299sqm)	46	47	93	96	98	194	1,769
TOTAL							
Total	**100**	**81**	**181**	**183**	**190**	**373**	**3864**

Table 3: Proposed Commercial Trip Generation (TRICS V.7.11.3)

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			12hr (07:00-19:00)
	Arr	Dep	Tot	Arr	Dep	Tot	Tot
Affordable Houses – 48 Dwellings							
Trip Rates (Per 1 Dwelling)	0.188	0.306	0.494	0.326	0.278	0.604	4.794
Trip Generation	9	15	24	16	13	29	231
Private Houses – 72 Dwellings							
Trip Rates (Per 1 Dwelling)	0.065	0.108	0.173	0.301	0.151	0.452	3.593
Trip Generation	5	8	12	22	11	33	259
Total Trip Generation– 120 Dwellings	14	23	36	38	24	62	490

Table 4: Proposed Residential Trip Generation (TRICS V.7.11.3)

6.4 As per **Table 3**, the proposed commercial site as a worst-case scenario is likely to generate in the order of 181 trips in the AM peak, 373 trips in the PM peak and 3864 trips generated across a 12-hour period.

6.5 As per **Table 4**, the proposed residential site is likely to generate in the order of 36 trips in the AM peak, 62 trips in the PM peak and 490 trips across the day.

Trip Distribution

6.6 DC Highway Authority have requested the modelling assessment to include for a further committed development located along Burton Street and to account for the 30-space school drop-off/overflow car park.

'In paragraph 6.9 it is mentioned that P/RES/2022/05524) has yet to be determined. This application was approved on 16 May 2023 so it does need to be included within the trip generation assessment.

Paragraph 6.11 confirms that Church Hill / Burton Street / Pilwell Street and Walton Elm Hill / B3092 / Eastwell Lane have been included within the trip distribution assessment study area but neither appear to have been included within the diagram of the results in Appendix H.

The proposal will provide a new 30 space car park for school use. It would appear that this element of the proposal has not been included within the trip assessment.'

6.7 The committed development (application reference: P/RES/2022/05524) for 61 residential units along Burton Street has been included within the trip distributions, which are attached in **Appendix E** with the modelling results attached as **Appendix F**.

6.8 In addition to updating the modelling for the linked junction along Church Hill, the following proposed site accesses have also been included within the revised modelling assessment for the purpose of robustness:

- Church Hill / Tess Square Access (Commercial Site Access onto Church Hill)
- Butts Close / New Street (Residential Site Access onto Butts Close)
- Butts Close / Schoolhouse Lane (Residential Site Access onto Schoolhouse Lane)

6.9 As the Walton Elm Hill junction is located south of Schoolhouse Lane site access (and the modelling results show this will operate safely), the junction has not been included within the modelling results.

6.10 The school drop-off/overflow car park has been included within the modelling assessment. It has been assumed that due to school drop-off time (15:00 – 16:00), the PM peak will differ to the typical PM peak period (17:00- 18:00), therefore the car park has only been included within the AM peak. As a worst case, it has been assumed that all 30 spaces would be occupied resulting in 15 arrivals/15 departures.

Tempro Growth Factors

6.11 For robustness the baseline year has been revised to 2024 with this being the current baseline year. Growth rates were determined using TemPro software for the periods 2022-2024 and 2022-2028 with the latter reflecting the future year of assessment. The methodology as included within the TA was utilised with the subsequent growth factors presented in Table 5.

Period	Growth Rate	
	AM Peak	PM Peak
2022 – 2024	1.0299	1.0295
2022 – 2028	1.0625	1.062

Table 5: TEMPro Growth Factors

Junction Modelling

6.12 As per the TS, junctions 9 software was used to update the modelling assessment to include the revised trip rates, additional committed development, revised baseline year and assessment of the school car park to take into account the highways comments raised at the application stage. Existing dwellings at Butts Close have also been accounted for within the trip generation and modelling assessment.

Crown Road/Schoolhouse Lane/New Street/Church Hill

6.13 The results of the capacity modelling at the Crown Road/Schoolhouse Lane/New Street/Church Hill linked junction are presented in **Table 6** with the full Junction 9 modelling outputs attached as **Appendix F**.

Crown Road/Schoolhouse Lane/New Street/Church Hill			AM		PM	
			Max Q	Delay (s)	Max Q	Delay (s)
Baseline 2024	J1	Schoolhouse Lane	0.0	0.00	0.0	0.00
		New Street	0.3	9.51	0.1	7.99
		Crown Road	0.2	3.13	0.2	3.67
	J2	Crown Road	0.0	0.00	0.0	0.00
		Church Hill	0.1	11.38	0.1	9.69
		Crown Road	0.1	0.84	0.1	0.99
Baseline 2028	J1	Schoolhouse Lane	0.0	0.00	0.0	0.00
		New Street	0.3	10.17	0.2	8.33
		Crown Road	0.2	3.24	0.2	4.08
	J2	Crown Road	0.0	0.00	0.0	0.00
		Church Hill	0.2	11.45	0.3	10.95
		Crown Road	0.1	1.03	0.0	0.65
Baseline 2024 + Proposed Development	J1	Schoolhouse Lane	0.0	0.00	0.0	0.00
		New Street	0.3	9.68	0.2	8.15
		Crown Road	0.3	3.37	0.2	4.11
	J2	Crown Road	0.0	0.00	0.0	0.00
		Church Hill	0.4	12.26	0.6	12.89
		Crown Road	0.2	2.63	0.2	3.67
Baseline 2028 + Proposed Development	J1	Schoolhouse Lane	0.0	0.00	0.0	0.00
		New Street	0.3	10.32	0.2	8.12
		Crown Road	0.3	3.41	0.3	4.25
	J2	Crown Road	0.0	0.00	0.0	0.00
		Church Hill	0.4	12.99	0.7	12.94
		Crown Road	0.1	2.46	0.2	3.67
Baseline 2028 + Proposed Development + Sensitivity Test	J1	Schoolhouse Lane	0.0	0.00	0.0	0.00
		New Street	0.3	10.30	0.1	8.62
		Crown Road	0.3	4.04	0.3	4.07
	J2	Crown Road	0.0	0.00	0.0	0.00
		Church Hill	0.5	13.63	0.6	13.86
		Crown Road	0.4	3.68	0.2	4.22

Table 6: Crown Road/Schoolhouse Lane/New Street/Church Hill Junction Modelling Results

6.14 The modelling results demonstrated in **Table 6** show that the Crown Road/Schoolhouse Lane/New Street/Church Hill junction will operate with minimal delay on all arms of the junction in all scenarios assessed. All scenarios show delays of below 14 seconds. All queue values remain less than 1 vehicle. The highest PM queue value of 0.7 was recorded on Church Hill in the Baseline 2028 + Proposed Development + Sensitivity Test scenario (0.7). The longest delay seen in any scenario is 13.86 on Church Hill in the AM peak in the final Baseline 2028 with Proposed Development and Sensitivity Test scenario and 13.63 on Church Hill in

the AM, in the Baseline 2028 + Proposed Development scenario. In any case, neither of these scenarios are considered severe.

Church Hill / Commercial Site Access

6.15 The results of the capacity modelling at the Church Hill / Site Access junction are presented in **Table 7** with the full Junction 9 modelling outputs attached as **Appendix F**.

Church Hill / Commercial Site Access		AM			PM		
		Max Q	Delay (s)	RFC	Max Q	Delay (s)	RFC
Baseline 2028 + Proposed Development	Site Access	0.4	10.64	0.25	0.8	13.89	0.42
	Church Hill North	0.2	6.79	0.13	0.3	7.60	0.18
Baseline 2028 + Proposed Development + Sensitivity Test	Site Access	0.4	10.91	0.25	0.8	14.30	0.43
	Church Hill North	0.2	6.69	0.13	0.3	7.53	0.18

Table 7: Church Hill / Commercial Site Access Junction Modelling Results

6.16 The modelling results are demonstrated in **Table 7** and show that the Church Hill / Commercial Site Access junction will operate with minimal delay on all arms. The maximum delay was recorded in the Baseline 2028 + Proposed Development + Sensitivity Test scenario with a delay of 10.91 seconds in the AM peak and 14.30 seconds in the PM peak for the same scenario at the site access. All queue values are less than 1 with the highest queue being 0.8 in the PM peak for both scenarios at the site access. All RFC values remain below 0.85 for both scenarios across the AM and PM peaks with the highest being 0.43 in the PM peak for the Baseline 2028 + Proposed Development + Sensitivity Test scenario.

Butts Close Site Access / New Street

6.17 The results of the capacity modelling at the Butts Close Site Access / New Street junction are presented in **Table 8** with the full Junction 9 modelling outputs attached as **Appendix F**.

Butts Close Site Access / New Street		AM			PM		
		Max Q	Delay (s)	RFC	Max Q	Delay (s)	RFC
Baseline 2028 + Proposed Development	Butts Close	0.0	7.55	0.03	0.0	7.12	0.03
	New Street West	0.0	5.98	0.01	0.0	6.08	0.02
Baseline 2028 + Proposed Development + Sensitivity Test	Butts Close	0.0	7.64	0.03	0.0	7.17	0.03
	New Street West	0.0	5.97	0.01	0.0	6.01	0.02

Table 8: Butts Close Site Access / New Street Junction Modelling Results

6.18 **Table 8** demonstrates that the Butts Close Site Access / New Street junction will operate with minimal queues and delays. All queue values for both scenarios are 0.0 with the highest delay being 7.64 in the AM peak for the Baseline 2028 + Proposed Development + Sensitivity Test scenario with 7.17 in the PM peak. All RFCs are below 0.05 with the highest being 0.3 in the AM peak of the Baseline 2028 + Proposed Development and within the AM and PM peaks for Baseline 2028 + Proposed Development + Sensitivity Test scenario for Butts Close.

Eastern Site Access / Schoolhouse Lane

6.19 The results of the capacity modelling at the Eastern Site Access / Schoolhouse Lane junction are presented in **Table 9** with the full Junction 9 modelling outputs attached as **Appendix F**.

Eastern Site Access / Schoolhouse Lane		AM			PM		
		Max Q	Delay (s)	RFC	Max Q	Delay (s)	RFC
Baseline 2028 + Proposed Development	Site Access	0.0	7.69	0.03	0.0	7.53	0.03
	Schoolhouse Lane North	0.0	5.32	0.01	0.0	5.55	0.02
Baseline 2028 + Proposed Development + Sensitivity Test	Site Access	0.0	7.81	0.03	0.0	7.69	0.03
	Schoolhouse Lane North	0.0	5.25	0.01	0.0	5.57	0.02

Table 9: Eastern Site Access / Schoolhouse Lane Junction Modelling Results

6.20 The modelling results demonstrate that the Butts Close / Schoolhouse Lane junction will operate with minimal delays across all arms and all scenarios with no queues. The longest delay seen in any scenario is 7.81 at the site access in the AM peak in the Baseline 2028 + Proposed Development + Sensitivity Test scenario. The highest RFCs of 0.03 was recorded at the site access in both scenarios and in the AM and PM peak.

Summary of Modelling Results

6.21 The modelling results for all 4 junctions demonstrate that they would operate with minimal queues when applying the impact of the proposed development across all scenarios. The proposed development is therefore not anticipated to have a detrimental impact to the existing safety or operation of the local road network.

7. SUMMARY AND CONCLUSIONS

7.1 This Highways Response Technical Note (HRTN) has been prepared by Paul Basham Associates on behalf of Chapman Lily Planning to support an appeal (Public Inquiry) working on reasons for refusal relating to a Hybrid Planning Application (ref: P/OUT/2023/02644) for a mixed-use commercial development and residential dwellings at Land at Butts Close & Land at Burton Street, Marnhull. This TN has been informed by ongoing discussions with Dorset Council since August 2024, and seeks to address their concerns and comments within the refused planning application decision notice issued in July 2024. There were 5 reasons for refusal, and specifically this note seeks to address Reason for Refusal 3, which is as follows:

3. Insufficient details of the proposed development have been submitted to enable the Highway Authority to fully assess the highway safety and sustainable transport implications of the proposal and, consequently, it is not clear whether the proposal would be likely to endanger road safety or result in other transport problems contrary to Objective 6 – Improving the Quality of Life, and Policies 2 and 13 of the adopted North Dorset Local Plan Part 1, and paragraphs 108 criteria d) and e), and paragraph 117 of the National Planning Policy Framework.

7.2 Additional information has been provided to show that the proposed parking provision at the commercial site is sufficient through the use of a parking accumulation assessment which shows there is adequate provision to accommodate the anticipated demand.

7.3 Delivery vehicle tracking has been undertaken to demonstrate a 16.5 articulated vehicle accessing the site along Church Hill. Delivery vehicle tracking has been undertaken along the extent of Church Hill both arriving and departing from the site whilst passing a private vehicle. The existing layby can be utilised for a private vehicle to pass an articulated vehicle with adequate forward visibility to wait for the oncoming vehicle to pass when the layby is occupied. A Delivery and Servicing Management Plan can be provided at a later date to further manage this element of the proposals, which can be secured via condition.

7.4 The previously proposed 2m footways either side of the vehicular access onto B3092/Schoolhouse Lane have been removed to discourage site users travelling to and from the site via the proposed access.

7.5 The existing Public Right of Way (PROW) N47/31 runs through the proposed site and as part of the proposals will be upgraded to all weather surfacing which is proposed to be secured via condition.

7.6 A revised modelling assessment has been undertaken and presented to include for a further committed development located along Burton Street, the 30-space school drop-off/overflow car park and whilst utilising the latest version of TRICS. The results of the modelling assessment demonstrate all 4 junctions will operate with minimal delays and queues.

7.7 This TN along with the previously submitted TA, demonstrate the proposed development will not result in a severe impact to the local highway network. Following discussions with the local highway authority, a number of elements within this TN have been agreed within the most recent 2 month period, and therefore we hope that the council remove Reason for Refusal 3 in the forthcoming appeal.

Appendix A

Planning Services
County Hall, Colliton Park
Dorchester, Dorset, DT1 1XJ
01305 838336- **Development Management**
01305 224289- **Minerals & Waste**
www.dorsetcouncil.gov.uk

Ms Clare Spiller
Chapman Lily Planning Ltd
Unit 5 Designer House
Sandford Lane
Wareham
BH20 4DY

Date: 16 July 2024
Ref: P/OUT/2023/02644
Case Officer: Robert Lennis
Team: Northern
01258 484365
robert.lennis@dorsetcouncil.gov.uk

Planning Decision Notice

Outline Planning Permission

Town and Country Planning Act 1990
Town and Country Planning
(Development Management Procedure) (England) Order 2015

Application Number:	P/OUT/2023/02644
Location:	Land west of Church Hill, and Land off Butts Close and Schoolhouse Lane, Marnhull
Description:	Hybrid planning application consisting of: Full planning permission for a mixed-use development to erect a food store with cafe, plus office space and 2 No. flats above. Erect building for mixed commercial, business and service uses (Class E), (e.g. estate agents, hairdresser, funeral care, dentist, vet). Form vehicular and pedestrian accesses and parking. Form parking area for St. Gregory's Church and St Gregory's Primary School. Carry out landscaping works and associated engineering operations. (Demolish redundant agricultural buildings). Land west of Church Hill. Outline planning permission (to determine access) to erect up to 120 dwellings. Land off Butts Close and Schoolhouse Lane.

Dorset Council **refuses** planning permission for this development as detailed in the application. In making this decision the Council considered whether the application could be approved with or without conditions or should be refused.

This planning permission is refused for the following reasons:

1. The proposed development by reason of its location outside of the settlement boundary of Marnhull would be contrary to Policies 2, 6, and 20 of the adopted North Dorset Local Plan Part 1 (January 2016).

2. The proposed development includes main town centre uses (use class E) measuring 2,356 sqm which is not considered to be small scale rural development contrary to Policies 2, 11 and 12 of the adopted North Dorset Local Plan Part 1, and paragraphs 90 and 91 of the National Planning Policy Framework.

3. Insufficient details of the proposed development have been submitted to enable the Highway Authority to fully assess the highway safety and sustainable transport implications of the proposal and, consequently, it is not clear whether the proposal would be likely to endanger road safety or result in other transport problems contrary to Objective 6 – Improving the Quality of Life, and Policies 2 and 13 of the adopted North Dorset Local Plan Part 1, and paragraphs 108 criteria d) and e), and paragraph 117 of the National Planning Policy Framework.

4. The proposed development by reason of its siting, scale (in terms of mass and quantum), and appearance would have a less than substantial harm on grade I listed Church of St Gregory, grade II* listed Senior's Farmhouse and Attached Barn, and Marnhull Conservation Area. It is considered that the harm identified would not be outweighed by the public benefits of the proposal contrary to Policies 2 and 5 of the adopted North Dorset Local Plan Part 1, and paragraphs 199, 200, and 202 of the National Planning Policy Framework.

5. The proposed development would require financial contributions towards off-site improvements and possibly on-going maintenance, ecology, and affordable housing, that must be secured by a Section 106 legal agreement. The applicant has not submitted such an agreement, contrary to policies 4, 8, 13, 14, and 15 of the North Dorset Local Plan Part 1 (January 2016).

National Planning Policy Framework

In accordance with paragraph 38 of the NPPF the council, as local planning authority, takes a positive approach to development proposals and is focused on providing sustainable development. The council works with applicants/agents in a positive and proactive manner by: - offering a pre-application advice service, and - as appropriate updating applications/agents of any issues that may arise in the processing of their application and where possible suggesting solutions.

In this case:

-The applicant/ agent did not take the opportunity to enter into pre-application discussions.

-The applicant was advised that the proposal did not accord with the development plan and that there were no material planning considerations to outweigh these concerns.

-The applicant was offered the opportunity to submit amended plans to overcome concerns identified by the case officer but chose not to do so.

Decision Date: 16 July 2024

Mike Garrity
Head of Planning
Economic Growth and Infrastructure

Planning Decision Notes

Power to refuse planning permission

This decision is issued by Dorset Council as the local planning authority set out by the Town and Country Planning Act 1990 (as amended) and the Town and Country (Development Management Procedure) (England) Order 2015 .

Site Notice

If you have not already done so I would be grateful if you could take down and dispose of this application's site notice if it is still being displayed outside the property.

Appeals

If you disagree with our planning decision or the attached conditions, then you can appeal to the Secretary of State (Planning Inspectorate) under section 78 (1) of the Town and Country Planning Act 1990.

If you want to appeal, then you must do so within Six Months of the date of this notice.

If an enforcement notice is served relating to the same or substantially the same land and development as in your application and you want to appeal against our enforcement notice, then you must do so within 28 days of the date of service of the enforcement notice.

If you intend to submit an appeal that you would like examined by inquiry, then you must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal. Further details are on GOV.UK.

An appeal must be made by the applicant. Forms are available on-line at Appeals - Appeals - Planning Portal

The Planning Inspectorate can allow a longer period for giving notice of an appeal, but they will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Planning Inspectorate need not consider an appeal if it seems that we could not have granted planning permission for the proposed development or could not have granted it without the conditions imposed, having regard to the statutory requirements, to the provisions of the development order and to any directions given under the order.

The Planning Inspectorate does not normally refuse to consider appeals solely because we based our decision on a direction given by them.

For further information about making can be found at www.planningportal.co.uk.

Southern Gas Networks – Overbuild Advisory

There are several risks created by building over gas mains and services. If you plan to dig, or carry out building work to a property, site or public highway you should check your proposal against the information held at https://www.linesearchbeforeudig.co.uk/ for any underground services.

Purchase Notices

If either the Council or the Planning Inspectorate refuses permission to develop land or grants it subject to conditions, the owner, in exceptional circumstances, may claim that neither the land can be put to a reasonably beneficial use in its existing state, nor can the land be rendered capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

If this happens, the owner may serve a purchase notice on the Council. This notice will require the Council to purchase their interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990 (as amended).

HIGHWAY AUTHORITY RECOMMENDATION

P/OUT/2023/02644
Land west of Church Hill and Land off Butts Close and Schoolhouse Lane, Marnhull

I refer to the above planning application received on 6 November 2023.

There are a number of matters that need further consideration and amendment before the Highway Authority is in a position to provide a positive recommendation for this development proposal, as detailed below. I have split the response into three pertinent sections for clarity's sake.

Full Application - Tess Square

The Planning Statement mentions that the new 30 space car parking area provided for school drop-off and collection and for church use from Church Hill is to be accessed from the primary school via a gated access. Allowing for its position in close proximity to the private access to the south and the Phillips Road junction, I would suggest that it would be preferable that the parking area be provided to the south of the 99 space Tess Square car park and that the new access be deleted from the application. If this is not acceptable to the applicant, then I require full details of the new access to be submitted confirming the width, construction, lighting, etc, to ensure that it will be fit for purpose. As a starting point for the new access serving the community parking area, I would except the visibility splays to accord with the guidance provided by Manual for Streets (MfS). It would appear that due to land ownership constraints offsets are required in both directions along the road to provide the necessary distance of 43m. I also note that a reduced x distance is applied to the northern sight line. Before I am prepared to accept these reduced dimensions I need to see the sight lines accurately shown on a survey base, which takes into account the geometry of the highway in the immediate vicinity of the site.

Can the site plan be amended to clearly show the proposed public visitor cycle parking hoops to be provided. I appreciate that they are on the submitted site plan but they are very difficult to see.

Paragraph 4.15 confirms that the proposed commercial development does not comply with the Authority's car parking guidance, identifying a shortfall of 48 spaces. I do appreciate that demand for spaces will vary and that a proportion of trips will be linked. I'm not sure that the suggestion of using the proposed school car park as an overflow is a sensible suggestion, allowing for its location some distance from the commercial units and the likelihood of conflict at school opening and closing. The applicant should submit further evidence backing up their view regarding link trips so that a proper justification for a reduction in parking numbers can be considered.

Again, as the applicant suggests that linked-trips provide a rationale for not complying with the guidance then supporting data should be submitted to evidence that approach.

It is noted that there does not appear to be a direct pedestrian link provided from the community car park (if it is to be provided) to the church.

Survey data should be submitted confirming the width of available carriageway and associated verges from the Phillips Road junction north to the site access. This will allow an accurate assessment to be made of the suitability of the road to cater for the additional traffic associated with the commercial development (allowing for the fact that the development site will be accessed by large service vehicles).

Outline Application - Butts Close

The application is seeking approval for the means of access into the site. It must be noted that there are elements of the illustrative estate road layout that do not meet with the Authority's requirements and will need resolution at the reserved matters stage should this application be approved.

The new access from Butts Close should reflect the design that was previously agreed for P/OUT/2021/03030. This provides access to the development site from Butts Close, which will be extended through a change in priority to provide an entrance into the site. The existing cul-de-sac to the west will form a side junction with the proposed extension resulting in a new cul-de-sac serving the terraced housing. The agreed arrangement is shown on Dwg No D20117-MA-XX-XX-SK-C-0004 P06, referred to in Condition 14 of the decision notice for that application.

The proposed vehicular access onto the B3092 (Schoolhouse Lane) suggests that 2m footways will be provided on either side of the carriageway. However, there are no pedestrian footways in the vicinity of this junction. I am concerned that residents will use the desire line from this new access to walk north along the main road to the church and the nearby pub. I suggest, therefore, that this new vehicular access be deleted from the proposal and that the site is solely accessed from Butts Close. This will, of course, necessitate the amendment of the traffic flow predictions provided within the TA.

If the applicant does not wish to pursue this option, then they should provide a safe pedestrian facility from the Schoolhouse Lane access north into the settlement.

For the new access, should it be retained within the scheme, I note that the highway consultants have used the guidance provided by DMRB to establish the stopping distances needed. I am content that MfS2 is worked to at this location and the y distance can be reduced to 79m, if desired

TRANSPORT STATEMENT

Paragraph 3.8 states that the eastern footway along Church Hill ends 30m north of the existing site access. It actually ends 30m north of the Phillips Road junction. This error should be corrected.

It also then calls into question the pedestrian connectivity of the commercial site to the village as a whole. The internal footpaths to be provided either link onto existing unsurfaced public rights-of-way or there is a singular pedestrian access via the access onto Church Hill, where there is no available footway to cross onto. I would suggest that pedestrian links need to be given further consideration. Perhaps a partial solution could be to provide a new 2m wide footway on the western side of Church Hill? This could include a narrowing of the carriageway with some form of priority give-way arrangement which would also act as a traffic calming feature?

The figures shown in paragraph 4.3 for the proposed mixed-use development are different to those shown on Table 4 of paragraph 4.4. This will alter the figures quoted in paragraph 5.12.

I note that trip rates have been obtained from the TRICS (V.7.9.4) database but would comment that the latest version of TRICS is 7.10.3.

For the results of the TRICS assessment demonstrated in Table 10, for the shopping centre the total should be 264.155, not 227.921, which equates to 789 two-way movements per 12 hour period.

In paragraph 6.9 it is mentioned that P/RES/2022/05524) has yet to be determined. This application was approved on 16 May 2023 so it does need to be included within the trip generation assessment.

Paragraph 6.11 confirms that Church Hill / Burton Street / Pilwell Street and Walton Elm Hill / B3092 / Eastwell Lane have been included within the trip distribution assessment study area but neither appear to have been included within the diagram of the results in Appendix H.

The proposal will provide a new 30 space car park for school use. It would appear that this element of the proposal has not been included within the trip assessment.

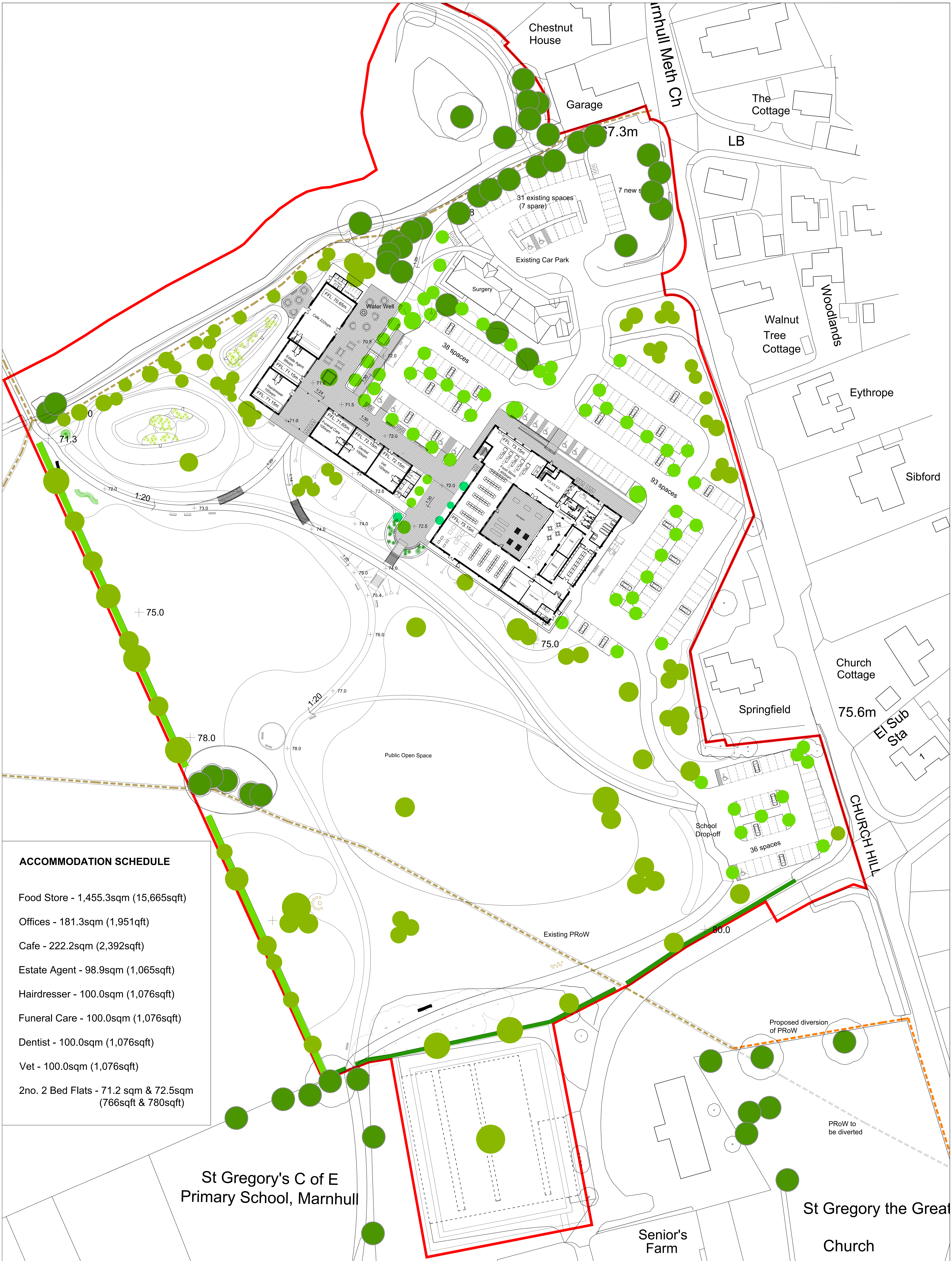
DEFER

Steve K Savage
Transport Development Manager
Highways
Dorset Council

01305 224157
dorsetcouncil.gov.uk

Dorset Council

Appendix B



ACCOMMODATION SCHEDULE

Food Store - 1,455.3sqm (15,665sqft)

Offices - 181.3sqm (1,951qft)

Cafe - 222.2sqm (2,392sqft)

Estate Agent - 98.9sqm (1,065sqft)

Hairdresser - 100.0sqm (1,076sqft)

Funeral Care - 100.0sqm (1,076sqft)

Dentist - 100.0sqm (1,076sqft)

Vet - 100.0sqm (1,076sqft)

2no. 2 Bed Flats - 71.2 sqm & 72.5sqm
(766sqft & 780sqft)

Notes:

- All drawings are subject to Planning and Building Control consent.
- The details shown are for design intent purposes only and are subject to further design development with suppliers and sub-contracters
- Proposals subject to consultation and approval from Local Authority Building Control or an Approved Inspector
- All setting out dimensions should be checked on-site prior to construction and any discrepancies and/or omissions should be reported to the Architect immediately

0 5 10 15 20 25m
Scale 1:500

Rev.	Date	Details	Drawn	Chckd
P3	17/06/24	Small car park access relocated, parking and PROW amended.	JT	JT
P2	25/04/23	PROW line amended	JT	JT
P1	11/04/23	Issued for Planning	JT	JT
C	10/03/23	Revisions to; car park for tracking, redline and drainage.	JT	JT
B	06/02/23	Minor amendments	LH	DE
A	03/02/23	Proposed contours added, site boundary amended	LH	JT

Drawn By:	Date:	Checked By:	Date:
LH	06/02/23	DE	06/02/23

Issued for: PLANNING

Drawing: Proposed Site Layout

Project No: 22039

Scale: 1:500 @A1

Project/Client: Tess Square Marnhull Village Centre

Dwg No: 101

Rev: P3

BrightSPACE architects

27 Glasshouse Studios, Fryern Court Road, Fordingbridge, Hampshire, SP6 1QX
T: (01425) 655806 www.brightspacearchitects.com

SUMMARY

Site Area 7.99ha

N. of dwellings 120 units

HOUSING MIX

- 2 Bedroom units 79m2 (33no.)
- 3 Bedroom units 93m2 (31no.)
- 3 Bedroom units 97m2 (6no.)
- 3 Bedroom units 102m2 (13no.)
- 4 Bedroom units 106m2 (2no.)
- 4 Bedroom units 116m2 (6no.)
- 4 Bedroom units 135m2 (5no.)

Total of 96 housing units

60% Open market (72 units)
40% Affordable housing (48 units)
(AR) 17% Affordable Rent = 8 units
(FH) 52% First Home = 25 units
(SO) 31% Shared Ownership = 15 units

PARKING

- 192 allocated parking spaces
- 27 garages
- 15 visitors parking

BUNGALOW MIX

- 2 Bed Bungalow 76m2 (4no.)
- 2 Bed Bungalow 77m2 (11no.)
- 2 Bed Bungalow 95m2 (3no.)
- 3 Bed Chalet Bungalow 115m2 (6no.)

Total of 24 bungalow units

PARKING

- 48 allocated parking spaces
- 24 garages
- 4 visitors parking
- Proposed vehicular access
- Red line boundary
- Soft buffer
- Right of way (N47/28)
- Possible alternative ROW
- Indicative diverted public sewer (to be confirmed by specialist)

Notes:

- All drawings are subject to Planning and Building Control consent.
- The details shown are for design intent purposes only and are subject to further design development with suppliers and sub-contracters
- Proposals subject to consultation and approval from Local Authority Building Control or an Approved Inspector
- All setting out dimensions should be checked on-site prior to construction and any discrepancies and/or omissions should be reported to the Architect immediately

0 5 10 15 20 25m
Scale 1:500

Rev.	Date	Details	Drawn	Chckd
P3	15.03.24	Easement line added. ROW.Gates.	MBC	MBC
P2	01.03.24	Indicative drainage, right of way. Gates added. Footpath omitted.		
P1	30.06.23	Scale bar amended	MBC	JT
*	06.04.23	Issued for planning.	MBC	JT

Drawn By: MBC Date: 14.02.23
Checked By: JT Date: 14.02.23

Issued for:

PLANNING

Drawing: Indicative Proposed Site Layout Butts Close, Marnhull
Project No: 22039
Scale: 1:500 @A0
Project/Client: Marnhull Commercial Centre & Residential Sites
Dwg No: P201
Rev: P3

BrightSPACE architects
27 Glasshouse Studios, Fryern Court Road, Fordingbridge, Hampshire, SP6 1QX
T: (01425) 655806
www.brightspacearchitects.com

Appendix C

Paul Basham Associates Hamble Lane Southampton Licence No: 247601

Calculation Reference: AUDIT-247601-241008-1003

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : A - FOOD SUPERSTORE
TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	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: Gross floor area
Actual Range: 4780 to 4780 (units: sqm)
Range Selected by User: 800 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 17/05/23

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

Selected survey days:
Friday 1 days

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

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:
Neighbourhood Centre (PPS6 Local Centre) 1

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 1

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 1 days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:
E(a) 1 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
Population within 1 mile:
25,001 to 50,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

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	1 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.

Petrol filling station:

PFS is present at the site and is included in the count	0 days
PFS is present at the site but is excluded from the count	0 days
There is no PFS at the site	1 days

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

Travel Plan:

No	1 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	1 days

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

LIST OF SITES relevant to selection parameters

1 WO-01-A-02 WAITROSE WORCESTERSHIRE
LONDON ROAD
WORCESTER
RED HILL
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 4780 sqm
Survey date: FRIDAY *27/09/19* *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
GM-01-A-26	covid

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	4780	1.067	1	4780	0.858	1	4780	1.925
08:00 - 09:00	1	4780	2.134	1	4780	1.527	1	4780	3.661
09:00 - 10:00	1	4780	3.180	1	4780	2.280	1	4780	5.460
10:00 - 11:00	1	4780	4.331	1	4780	3.264	1	4780	7.595
11:00 - 12:00	1	4780	4.289	1	4780	3.975	1	4780	8.264
12:00 - 13:00	1	4780	5.293	1	4780	4.812	1	4780	10.105
13:00 - 14:00	1	4780	5.063	1	4780	5.607	1	4780	10.670
14:00 - 15:00	1	4780	3.912	1	4780	4.331	1	4780	8.243
15:00 - 16:00	1	4780	3.828	1	4780	4.603	1	4780	8.431
16:00 - 17:00	1	4780	4.582	1	4780	3.975	1	4780	8.557
17:00 - 18:00	1	4780	4.728	1	4780	4.707	1	4780	9.435
18:00 - 19:00	1	4780	3.724	1	4780	4.728	1	4780	8.452
19:00 - 20:00	1	4780	2.280	1	4780	3.180	1	4780	5.460
20:00 - 21:00	1	4780	1.109	1	4780	1.736	1	4780	2.845
21:00 - 22:00	1	4780	0.063	1	4780	0.418	1	4780	0.481
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			49.583			50.001			99.584

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

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

Parameter summary

Trip rate parameter range selected:	4780 - 4780 (units: sqm)
Survey date date range:	01/01/16 - 17/05/23
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : K - CAFE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	1 days
09	NORTH		
	NB	NORTHUMBERLAND	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:	Gross floor area
Actual Range:	87 to 210 (units: sqm)
Range Selected by User:	82 to 210 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 19/09/23

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:

Wednesday	1 days
Saturday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	2

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:

Village	1
High Street	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

E(b)	2 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
Population within 1 mile:

1,000 or Less	1 days
20,001 to 25,000	1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	1 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	2 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:

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	2 days

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

LIST OF SITES relevant to selection parameters

1	NB-06-K-01	STARBUCKS		NORTHUMBERLAND
	A69			
	REDBURN			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Gross floor area:		210 sqm	
	Survey date: SATURDAY		*16/10/21*	*Survey Type: MANUAL*
2	WS-06-K-01	CAFÉ		WEST SUSSEX
	GORING ROAD			
	WORTHING			
	GORING-BY-SEA			
	Neighbourhood Centre (PPS6 Local Centre)			
	High Street			
	Total Gross floor area:		87 sqm	
	Survey date: WEDNESDAY		*11/05/22*	*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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	210	0.952	1	210	0.000	1	210	0.952
07:00 - 08:00	1	210	1.429	1	210	0.952	1	210	2.381
08:00 - 09:00	2	149	5.387	2	149	4.040	2	149	9.427
09:00 - 10:00	2	149	9.091	2	149	8.418	2	149	17.509
10:00 - 11:00	2	149	19.529	2	149	13.468	2	149	32.997
11:00 - 12:00	2	149	12.795	2	149	14.815	2	149	27.610
12:00 - 13:00	2	149	13.468	2	149	12.458	2	149	25.926
13:00 - 14:00	2	149	14.141	2	149	15.488	2	149	29.629
14:00 - 15:00	2	149	12.458	2	149	14.478	2	149	26.936
15:00 - 16:00	2	149	9.764	2	149	9.428	2	149	19.192
16:00 - 17:00	2	149	6.397	2	149	8.081	2	149	14.478
17:00 - 18:00	1	210	6.667	1	210	7.143	1	210	13.810
18:00 - 19:00	1	210	3.333	1	210	4.762	1	210	8.095
19:00 - 20:00	1	210	2.857	1	210	2.857	1	210	5.714
20:00 - 21:00	1	210	0.000	1	210	0.476	1	210	0.476
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			118.268			116.864			235.132

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

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

Parameter summary

Trip rate parameter range selected:	87 - 210 (units: sqm)
Survey date date range:	01/01/16 - 19/09/23
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Paul Basham Associates Hamble Lane Southampton Licence No: 247601

Calculation Reference: AUDIT-247601-241008-1028

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : M - VETERINARY SURGERY
TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS		
	WK	WARWICKSHIRE	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: Gross floor area
Actual Range: 496 to 496 (units: sqm)
Range Selected by User: 201 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 19/11/21

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

Selected survey days:
Friday 1 days

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

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:
Edge of Town Centre 1

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 1

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:
E(e) 1 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
Population within 1 mile:
20,001 to 25,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:
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 1 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:
No 1 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 1 days

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

LIST OF SITES relevant to selection parameters

1 WK-05-M-01 VETERINARY SURGERY WARWICKSHIRE
EDWARD STREET
NUNEATON

Edge of Town Centre
Residential Zone
Total Gross floor area: 496 sqm
Survey date: FRIDAY *19/11/21* *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.

TRIP RATE for Land Use 05 - HEALTH/M - VETERINARY SURGERY
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	496	0.605	1	496	0.403	1	496	1.008
08:00 - 09:00	1	496	2.016	1	496	1.613	1	496	3.629
09:00 - 10:00	1	496	2.218	1	496	1.815	1	496	4.033
10:00 - 11:00	1	496	2.218	1	496	2.621	1	496	4.839
11:00 - 12:00	1	496	2.823	1	496	2.016	1	496	4.839
12:00 - 13:00	1	496	2.016	1	496	2.823	1	496	4.839
13:00 - 14:00	1	496	2.016	1	496	2.419	1	496	4.435
14:00 - 15:00	1	496	3.024	1	496	2.419	1	496	5.443
15:00 - 16:00	1	496	2.419	1	496	2.823	1	496	5.242
16:00 - 17:00	1	496	3.226	1	496	2.218	1	496	5.444
17:00 - 18:00	1	496	2.218	1	496	2.823	1	496	5.041
18:00 - 19:00	1	496	0.403	1	496	1.210	1	496	1.613
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			25.202			25.203			50.405

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

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

Parameter summary

Trip rate parameter range selected:	496 - 496 (units: sqm)
Survey date date range:	01/01/16 - 19/11/21
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Paul Basham Associates Hamble Lane Southampton Licence No: 247601

Calculation Reference: AUDIT-247601-241008-1023

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : J - DENTAL SURGERY
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	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: Gross floor area
Actual Range: 246 to 246 (units: sqm)
Range Selected by User: 60 to 250 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 27/11/23

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:
Thursday 1 days

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

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:
Neighbourhood Centre (PPS6 Local Centre) 1

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 1

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 1 days - Selected
Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:
E(e) 1 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
Population within 1 mile:
25,001 to 50,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:
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:
0.6 to 1.0 1 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:
No 1 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 1 days

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

LIST OF SITES relevant to selection parameters

1 CA-05-J-01 DENTAL SURGERY CAMBRIDGESHIRE
HURST PARK AVENUE
CAMBRIDGE
CHESTERTON
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 246 sqm
Survey date: THURSDAY *22/06/23* *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.

TRIP RATE for Land Use 05 - HEALTH/J - DENTAL SURGERY
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00	1	246	1.626	1	246	0.407	1	246	2.033
09:00 - 10:00	1	246	2.439	1	246	1.220	1	246	3.659
10:00 - 11:00	1	246	1.626	1	246	2.846	1	246	4.472
11:00 - 12:00	1	246	2.033	1	246	2.439	1	246	4.472
12:00 - 13:00	1	246	2.033	1	246	1.626	1	246	3.659
13:00 - 14:00	1	246	1.626	1	246	1.626	1	246	3.252
14:00 - 15:00	1	246	2.439	1	246	2.033	1	246	4.472
15:00 - 16:00	1	246	0.813	1	246	0.813	1	246	1.626
16:00 - 17:00	1	246	0.407	1	246	0.813	1	246	1.220
17:00 - 18:00	1	246	0.000	1	246	1.220	1	246	1.220
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			15.042			15.043			30.085

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

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

Parameter summary

Trip rate parameter range selected:	246 - 246 (units: sqm)
Survey date date range:	01/01/16 - 27/11/23
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Paul Basham Associates Hamble Lane Southampton Licence No: 247601

Calculation Reference: AUDIT-247601-241008-1002

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
TOTAL VEHICLES

Selected regions and areas:

08	NORTH WEST		
	GM	GREATER MANCHESTER	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: Gross floor area
Actual Range: 500 to 500 (units: sqm)
Range Selected by User: 118 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 15/11/21

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

Selected survey days:
Monday 1 days

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

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:
Suburban Area (PPS6 Out of Centre) 1

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 1

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 1 days - Selected
Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:
Not Known 1 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®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:
25,001 to 50,000 1 days

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

Population within 5 miles:
250,001 to 500,000 1 days

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

Car ownership within 5 miles:
0.6 to 1.0 1 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:
No 1 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 1 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1	GM-02-A-10	ACCOUNTANTS	GREATER MANCHESTER
	CHORLEY NEW ROAD		
	BOLTON		
	HEATON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	500 sqm	
	Survey date: MONDAY	*19/04/21*	*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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	1	500	0.400	1	500	0.000	1	500	0.400
07:30 - 08:00	1	500	0.600	1	500	0.000	1	500	0.600
08:00 - 08:30	1	500	1.800	1	500	0.400	1	500	2.200
08:30 - 09:00	1	500	2.200	1	500	0.200	1	500	2.400
09:00 - 09:30	1	500	0.800	1	500	0.200	1	500	1.000
09:30 - 10:00	1	500	0.800	1	500	0.000	1	500	0.800
10:00 - 10:30	1	500	0.600	1	500	0.200	1	500	0.800
10:30 - 11:00	1	500	0.000	1	500	0.200	1	500	0.200
11:00 - 11:30	1	500	0.000	1	500	0.000	1	500	0.000
11:30 - 12:00	1	500	0.400	1	500	0.200	1	500	0.600
12:00 - 12:30	1	500	0.000	1	500	0.800	1	500	0.800
12:30 - 13:00	1	500	1.400	1	500	0.400	1	500	1.800
13:00 - 13:30	1	500	0.200	1	500	0.400	1	500	0.600
13:30 - 14:00	1	500	0.000	1	500	0.400	1	500	0.400
14:00 - 14:30	1	500	0.400	1	500	0.200	1	500	0.600
14:30 - 15:00	1	500	0.000	1	500	0.600	1	500	0.600
15:00 - 15:30	1	500	0.000	1	500	0.200	1	500	0.200
15:30 - 16:00	1	500	0.200	1	500	0.400	1	500	0.600
16:00 - 16:30	1	500	0.400	1	500	1.000	1	500	1.400
16:30 - 17:00	1	500	0.200	1	500	2.000	1	500	2.200
17:00 - 17:30	1	500	0.000	1	500	1.200	1	500	1.200
17:30 - 18:00	1	500	0.000	1	500	0.600	1	500	0.600
18:00 - 18:30	1	500	0.000	1	500	0.600	1	500	0.600
18:30 - 19:00	1	500	0.000	1	500	0.200	1	500	0.200
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			10.400			10.400			20.800

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

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

Parameter summary

Trip rate parameter range selected:	500 - 500 (units: sqm)
Survey date date range:	01/01/16 - 15/11/21
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Paul Basham Associates Hamble Lane Southampton Licence No: 247601

Calculation Reference: AUDIT-247601-241008-1058

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

08	NORTH WEST	
MS	MERSEYSIDE	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: 9 to 9 (units:)
Range Selected by User: 6 to 10 (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 13/11/18

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 1 days

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

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:
Suburban Area (PPS6 Out of Centre) 1

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:
Development Zone 1

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 1 days - Selected
Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:
C3 1 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:
20,001 to 25,000 1 days

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

Population within 5 miles:
500,001 or More 1 days

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

Car ownership within 5 miles:
0.6 to 1.0 1 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:
No 1 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 1 days

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

LIST OF SITES relevant to selection parameters

1 MS-03-C-03 BLOCK OF FLATS MERSEYSIDE
MARINERS WHARF
LIVERPOOL
QUEENS DOCK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 9
Survey date: TUESDAY *13/11/18* *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.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	9	0.222	1	9	0.222	1	9	0.444
08:00 - 09:00	1	9	0.000	1	9	0.111	1	9	0.111
09:00 - 10:00	1	9	0.222	1	9	0.222	1	9	0.444
10:00 - 11:00	1	9	0.000	1	9	0.000	1	9	0.000
11:00 - 12:00	1	9	0.000	1	9	0.000	1	9	0.000
12:00 - 13:00	1	9	0.000	1	9	0.000	1	9	0.000
13:00 - 14:00	1	9	0.222	1	9	0.222	1	9	0.444
14:00 - 15:00	1	9	0.000	1	9	0.000	1	9	0.000
15:00 - 16:00	1	9	0.000	1	9	0.000	1	9	0.000
16:00 - 17:00	1	9	0.556	1	9	0.556	1	9	1.112
17:00 - 18:00	1	9	0.444	1	9	0.444	1	9	0.888
18:00 - 19:00	1	9	0.111	1	9	0.111	1	9	0.222
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.777			1.888			3.665

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

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

Parameter summary

Trip rate parameter range selected:	9 - 9 (units:)
Survey date date range:	01/01/16 - 13/11/18
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : I - SHOPPING CENTRE - LOCAL SHOPS
TOTAL VEHICLES

Selected regions and areas:

02 SOUTH EAST
EX ESSEX 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: Gross floor area
Actual Range: 375 to 375 (units: sqm)
Range Selected by User: 200 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 22/06/23

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

Selected survey days:
Friday 1 days

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

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:
Suburban Area (PPS6 Out of Centre) 1

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 1

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:
n/a 1 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
Population within 1 mile:
20,001 to 25,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

75,001 to 100,000	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	1 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	1 days

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

Travel Plan:

No	1 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	1 days

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

LIST OF SITES relevant to selection parameters

1 EX-01-I-02 LOCAL SHOPS ESSEX
QUEENS ROAD
BRAINTREE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 375 sqm
Survey date: FRIDAY *08/07/16* *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.

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	375	14.667	1	375	16.000	1	375	30.667
08:00 - 09:00	1	375	15.467	1	375	15.733	1	375	31.200
09:00 - 10:00	1	375	16.000	1	375	15.200	1	375	31.200
10:00 - 11:00	1	375	18.133	1	375	16.800	1	375	34.933
11:00 - 12:00	1	375	14.933	1	375	15.733	1	375	30.666
12:00 - 13:00	1	375	17.867	1	375	16.800	1	375	34.667
13:00 - 14:00	1	375	18.133	1	375	18.933	1	375	37.066
14:00 - 15:00	1	375	17.333	1	375	17.333	1	375	34.666
15:00 - 16:00	1	375	20.533	1	375	21.600	1	375	42.133
16:00 - 17:00	1	375	26.400	1	375	24.533	1	375	50.933
17:00 - 18:00	1	375	32.000	1	375	32.800	1	375	64.800
18:00 - 19:00	1	375	32.267	1	375	31.467	1	375	63.734
19:00 - 20:00	1	375	26.933	1	375	27.733	1	375	54.666
20:00 - 21:00	1	375	17.067	1	375	18.933	1	375	36.000
21:00 - 22:00	1	375	6.933	1	375	7.467	1	375	14.400
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			294.666			297.065			591.731

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

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

Parameter summary

Trip rate parameter range selected:	375 - 375 (units: sqm)
Survey date date range:	01/01/16 - 22/06/23
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-247601-241008-1036

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	WL	WILTSHIRE	1 days
05	EAST MIDLANDS		
	LR	LEICESTER	1 days
	NN	NORTH NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	KS	KIRKLEES	1 days
08	NORTH WEST		
	MS	MERSEYSIDE	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: 14 to 54 (units:)
Range Selected by User: 14 to 280 (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 06/09/23

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	1 days
Wednesday	2 days
Friday	2 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	1

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	5

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	5 days - Selected

Secondary Filtering selection:

Use Class:

C3	5 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:

5,001 to 10,000	2 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	4 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:

No	5 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	5 days

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

LIST OF SITES relevant to selection parameters

1 KS-03-B-02 TERRACED HOUSES KIRKLEES
SYKES CLOSE
BATLEY

Edge of Town
Residential Zone
Total No of Dwellings: 17
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

2 LR-03-B-01 SEMI-DETACHED & TERRACED LEICESTER
COLEMAN ROAD
LEICESTER

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 38
Survey date: FRIDAY *22/10/21* *Survey Type: MANUAL*

3 MS-03-B-02 SEMI DETACHED/TERRACED MERSEYSIDE
ST MARY'S GROVE
BOOTLE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 14
Survey date: WEDNESDAY *06/09/23* *Survey Type: MANUAL*

4 NN-03-B-01 SEMI-DETACHED HOUSES NORTH NORTHAMPTONSHIRE
OCCUPATION ROAD
CORBY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 21
Survey date: WEDNESDAY *13/10/21* *Survey Type: MANUAL*

5 WL-03-B-01 TERRACED HOUSES WILTSHIRE
BUTTERFIELD DRIVE
AMESBURY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 54
Survey date: TUESDAY *18/09/18* *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.

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	29	0.035	5	29	0.222	5	29	0.257
08:00 - 09:00	5	29	0.188	5	29	0.306	5	29	0.494
09:00 - 10:00	5	29	0.188	5	29	0.271	5	29	0.459
10:00 - 11:00	5	29	0.160	5	29	0.215	5	29	0.375
11:00 - 12:00	5	29	0.153	5	29	0.125	5	29	0.278
12:00 - 13:00	5	29	0.125	5	29	0.111	5	29	0.236
13:00 - 14:00	5	29	0.208	5	29	0.181	5	29	0.389
14:00 - 15:00	5	29	0.153	5	29	0.208	5	29	0.361
15:00 - 16:00	5	29	0.347	5	29	0.160	5	29	0.507
16:00 - 17:00	5	29	0.278	5	29	0.146	5	29	0.424
17:00 - 18:00	5	29	0.326	5	29	0.278	5	29	0.604
18:00 - 19:00	5	29	0.229	5	29	0.181	5	29	0.410
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.390			2.404			4.794

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.

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Parameter summary

Trip rate parameter range selected:	14 - 54 (units:)
Survey date date range:	01/01/16 - 06/09/23
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-247601-241008-1046

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	2 days
09	NORTH		
	TW	TYNE & WEAR	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: 22 to 45 (units:)
Range Selected by User: 6 to 80 (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 02/10/23

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	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	3

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	3

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	5 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

C3	3 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:

20,001 to 25,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

125,001 to 250,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 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	2 days
No	1 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	3 days

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

LIST OF SITES relevant to selection parameters

1 HF-03-C-06 BLOCKS OF FLATS HERTFORDSHIRE
FERNDOWN ROAD
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: THURSDAY *08/06/23* *Survey Type: MANUAL*

2 HF-03-C-08 BLOCKS OF FLATS HERTFORDSHIRE
HAYLING ROAD
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 22
Survey date: TUESDAY *06/06/23* *Survey Type: MANUAL*

3 TW-03-C-01 BLOCKS OF FLATS TYNE & WEAR
CAULDWELL AVENUE
WHITLEY BAY
MONKESEATON
Edge of Town
Residential Zone
Total No of Dwellings: 45
Survey date: FRIDAY *15/10/21* *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.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	31	0.022	3	31	0.226	3	31	0.248
08:00 - 09:00	3	31	0.065	3	31	0.108	3	31	0.173
09:00 - 10:00	3	31	0.108	3	31	0.108	3	31	0.216
10:00 - 11:00	3	31	0.140	3	31	0.204	3	31	0.344
11:00 - 12:00	3	31	0.129	3	31	0.172	3	31	0.301
12:00 - 13:00	3	31	0.204	3	31	0.172	3	31	0.376
13:00 - 14:00	3	31	0.194	3	31	0.204	3	31	0.398
14:00 - 15:00	3	31	0.129	3	31	0.129	3	31	0.258
15:00 - 16:00	3	31	0.194	3	31	0.118	3	31	0.312
16:00 - 17:00	3	31	0.161	3	31	0.161	3	31	0.322
17:00 - 18:00	3	31	0.301	3	31	0.151	3	31	0.452
18:00 - 19:00	3	31	0.118	3	31	0.075	3	31	0.193
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.765			1.828			3.593

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.

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Parameter summary

Trip rate parameter range selected:	22 - 45 (units:)
Survey date date range:	01/01/16 - 02/10/23
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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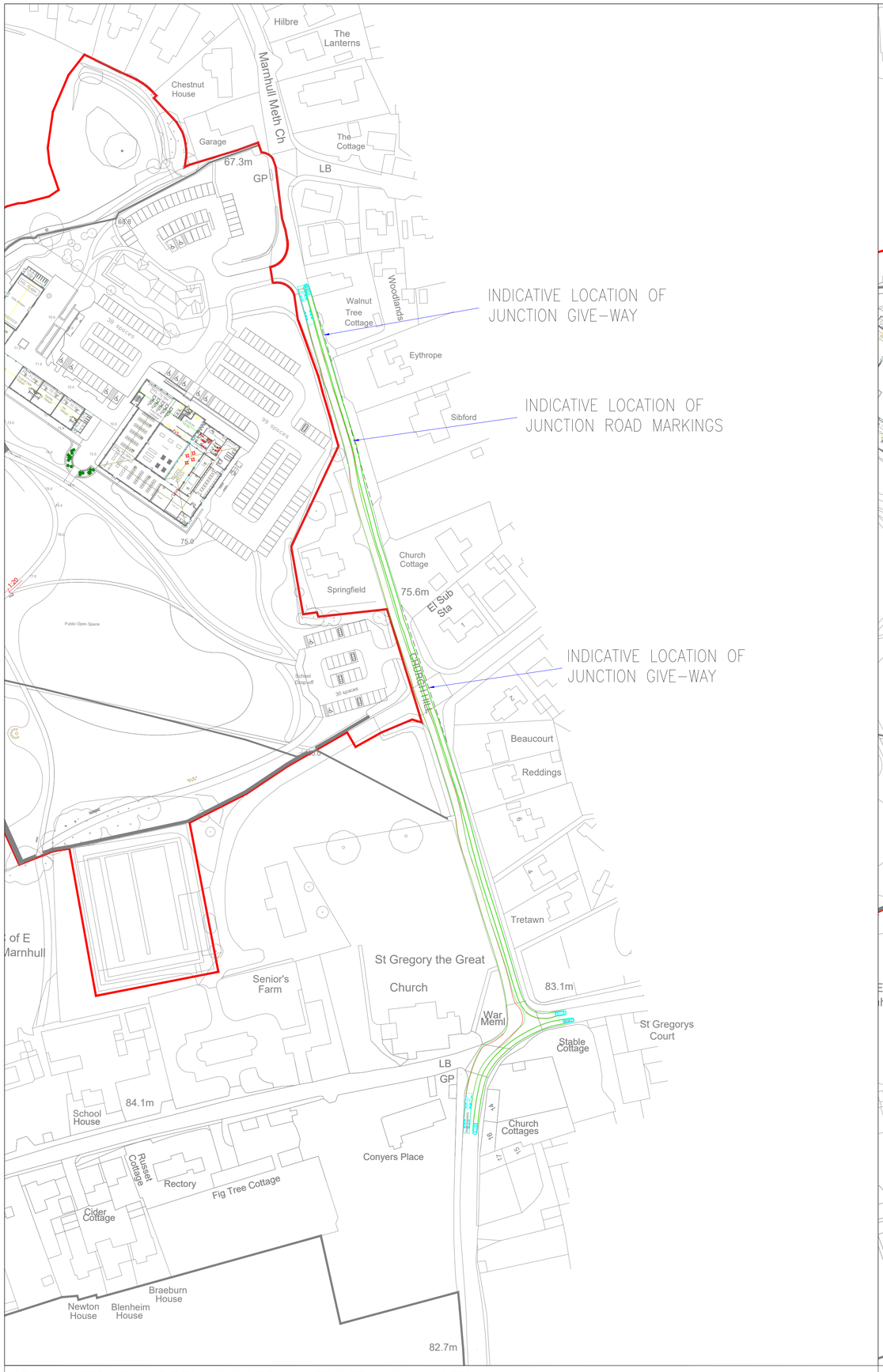
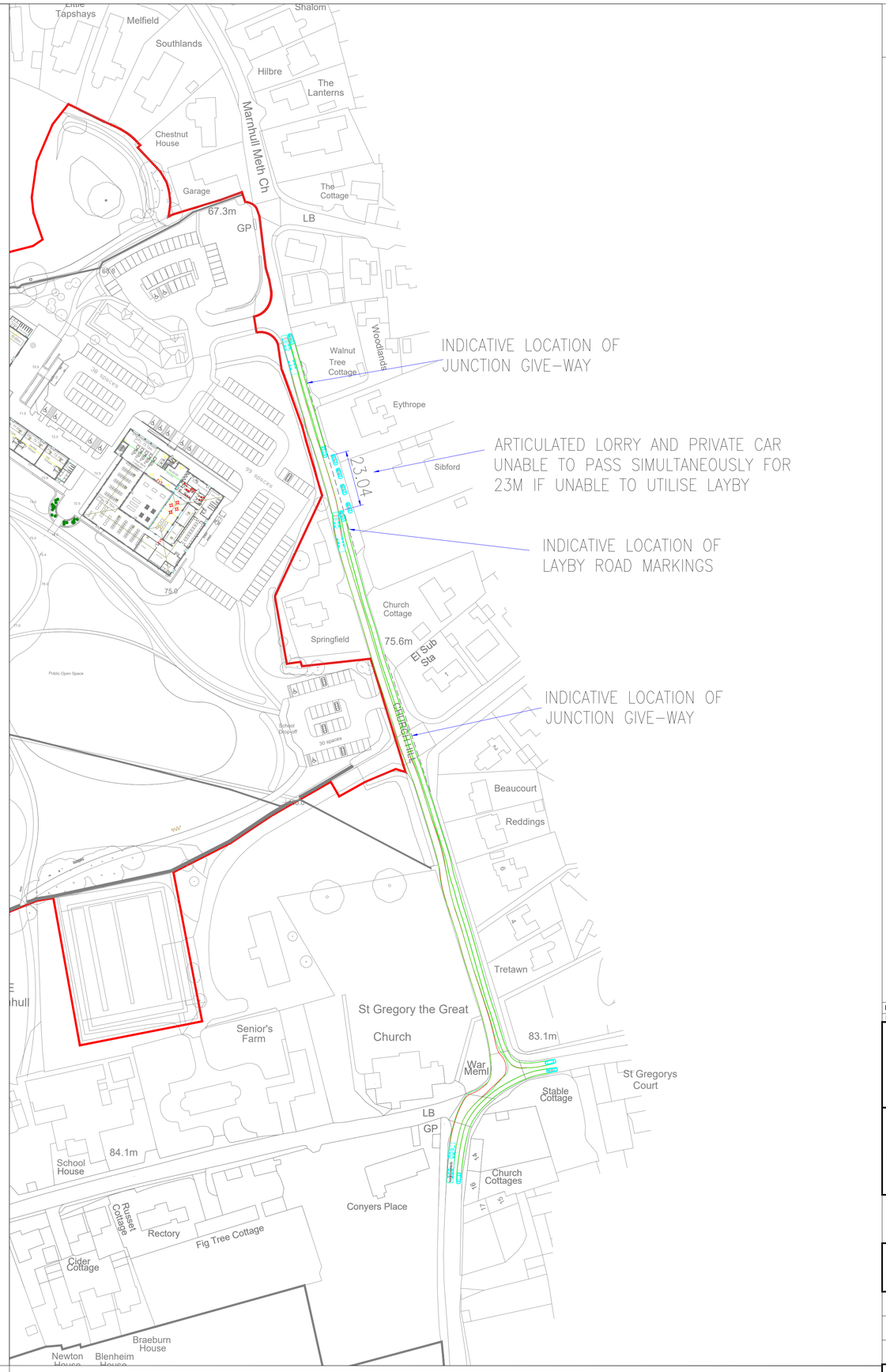
Appendix D



ARTICULATED VEHICLE TRACKING ARRIVING TO SITE - USING LAYBY



ARTICULATED VEHICLE TRACKING ARRIVING TO SITE - AVOIDING LAYBY

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.
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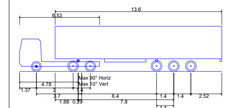
VEHICLE PROFILE



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

Skoda Octavia

Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

NORTH

Rev	Description	Date	By	Apprd
P01	FIRST ISSUE	20.08.24	LEJ	HLC

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Paul Basham Associates Ltd
The Lambourn, Wyndyke Furlong, Abingdon, Oxfordshire, OX14 1UJ
01235 352150
info@paulbashamassociates.com www.paulbashamassociates.com

Client: L Planning

Project Name: BUTTS CLOSE, MARNHULL

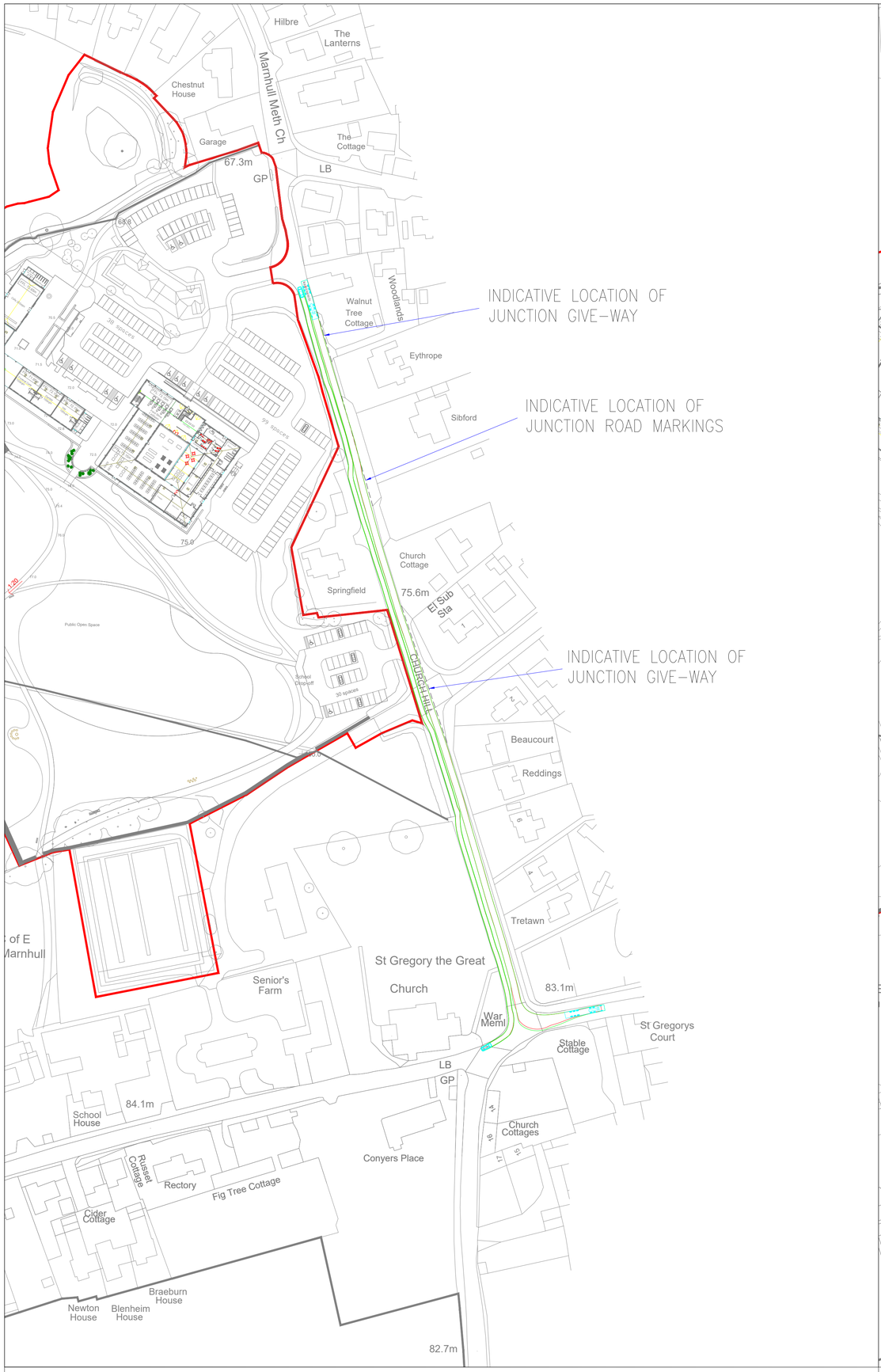
Title: ARTICULATED LORRY TRACKING ON CHURCH HILL ARRIVING TO SITE

Project Phase: PRELIMINARY

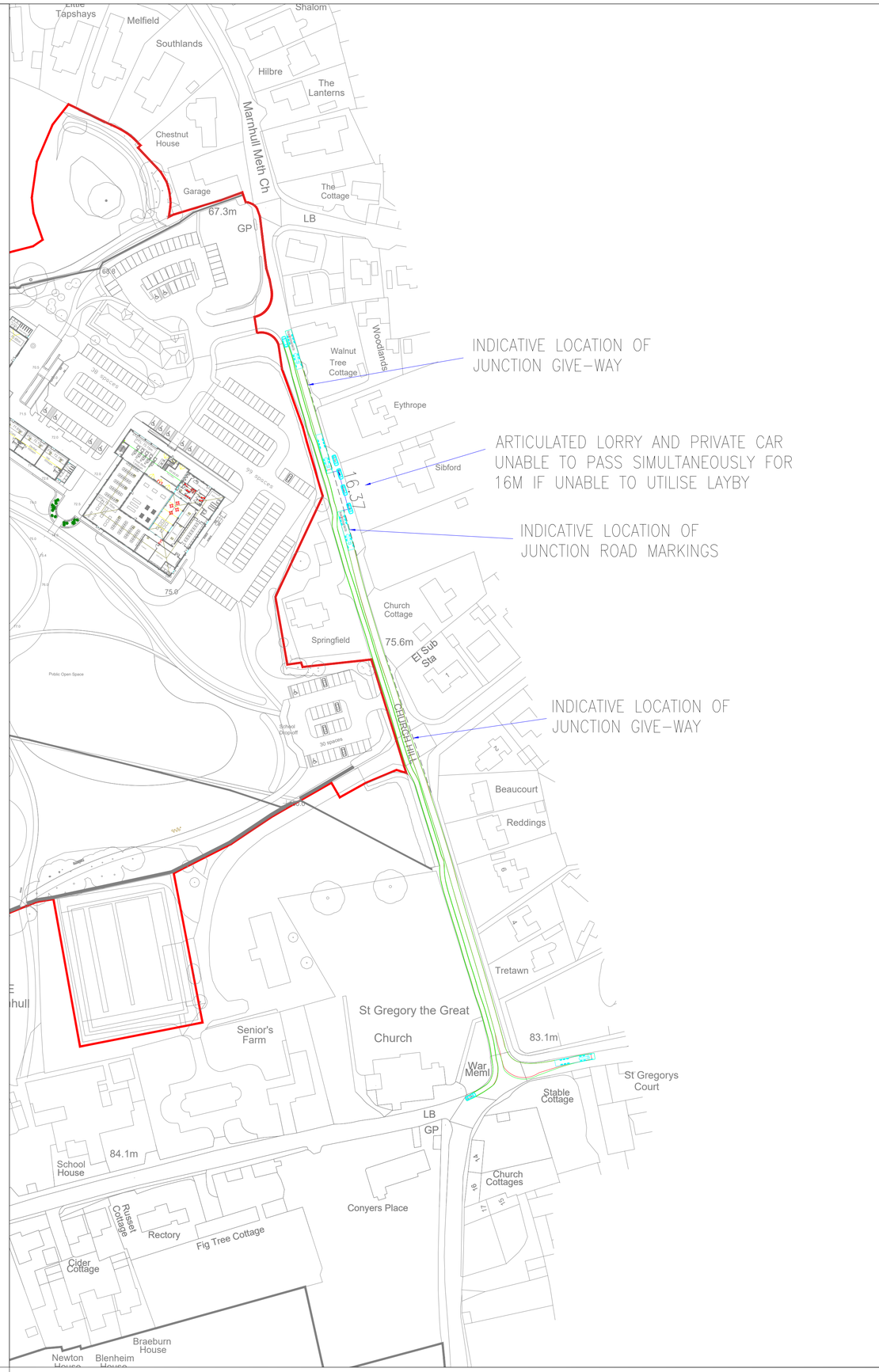
Date Created	Drawn By	Approved By	Suitability Code
20.08.24	LEJ	HLC	-

PBA Project Number	Scale	
106.0026	1:1000	(AT A1)

PBA Drawing No:	Revision
106.0026-0011	P01



ARTICULATED VEHICLE TRACKING DEPARTING THE SITE - USING LAYBY



ARTICULATED VEHICLE TRACKING DEPARTING THE SITE - AVOIDING LAYBY

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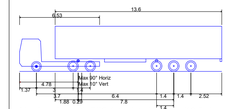
VEHICLE PROFILE



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Max Track Width	2.500m
Lock to lock time	6.00s
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Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

NORTH

Rev	Description	Date	By	Appd
P01	FIRST ISSUE	20.08.24	LEJ	HLC

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Client: L Planning

Project Name: BUTTS CLOSE, MARNHULL

Title: ARTICULATED LORRY TRACKING ON CHURCH HILL DEPARTING THE SITE

Project Phase: PRELIMINARY

Date Created	Drawn By	Approved By	Suitability Code
20.08.24	LEJ	HLC	-

PBA Project Number	Scale	
106.0026	1:1000	(AT A1)

PBA Drawing No:	Revision
106.0026-0012	P01

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NORTH

Rev	Description	Date	By	Appd
P01	FIRST ISSUE	20.08.24	LEJ	HLC

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The Lambourn, Wyndyke Furlong, Abingdon, Oxfordshire, OX14 1UJ
01235.352150
info@paulbashamassociates.com www.paulbashamassociates.com

Client: L Planning

Project Name: BUTTS CLOSE, MARNHULL

Title: EXISTING CARRIAGEWAY GEOMETRIES OF CHURCH HILL

Project Phase: PRELIMINARY

Date Created	Drawn By	Approved By	Suitability Code
20.08.24	LEJ	HLC	-

PBA Project Number	Scale	
106.0026	1:1000	(AT A1)

PBA Drawing No.	Revision
106.0026-0013	P01

QMS2010/v8/310723/JM

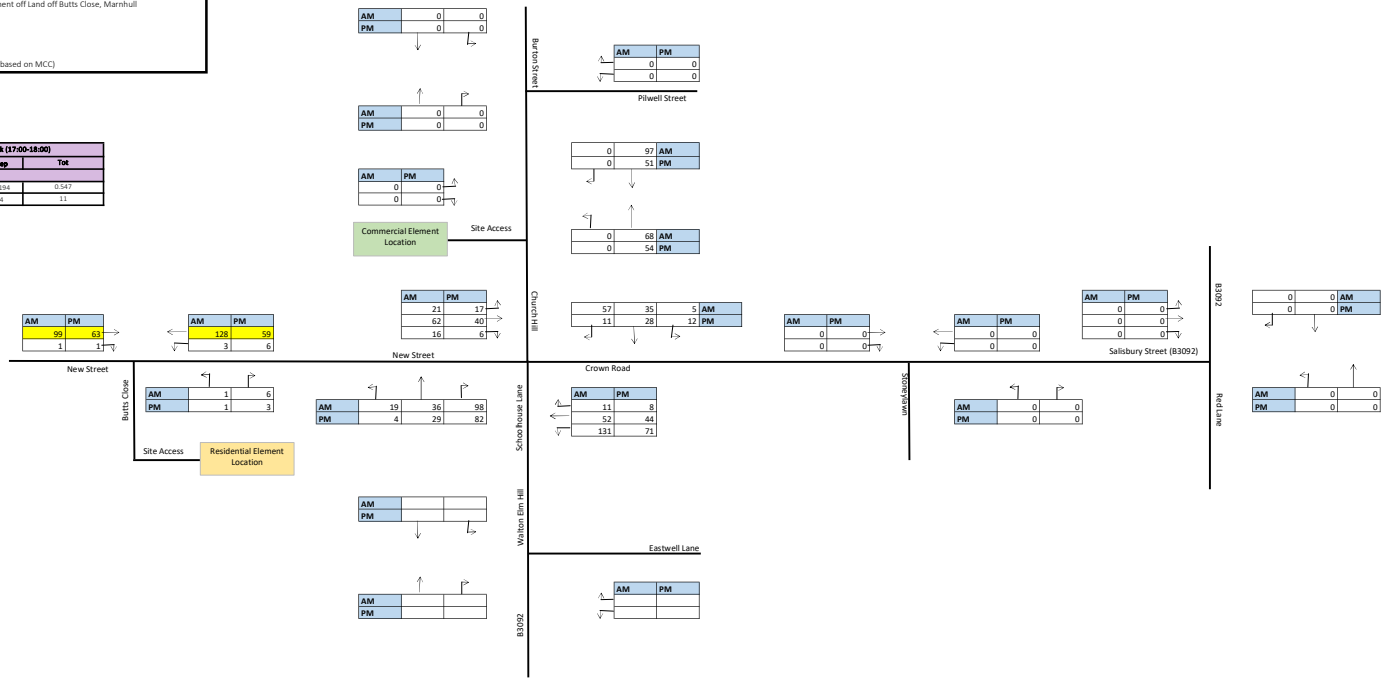
Appendix E

Project Name: Mixed Development off Land off Butts Close, Marnhull
Project Number: 106.0026
Drawn By: JH
Approved By:

Scenario: 2022 Network Flows (based on MCC)

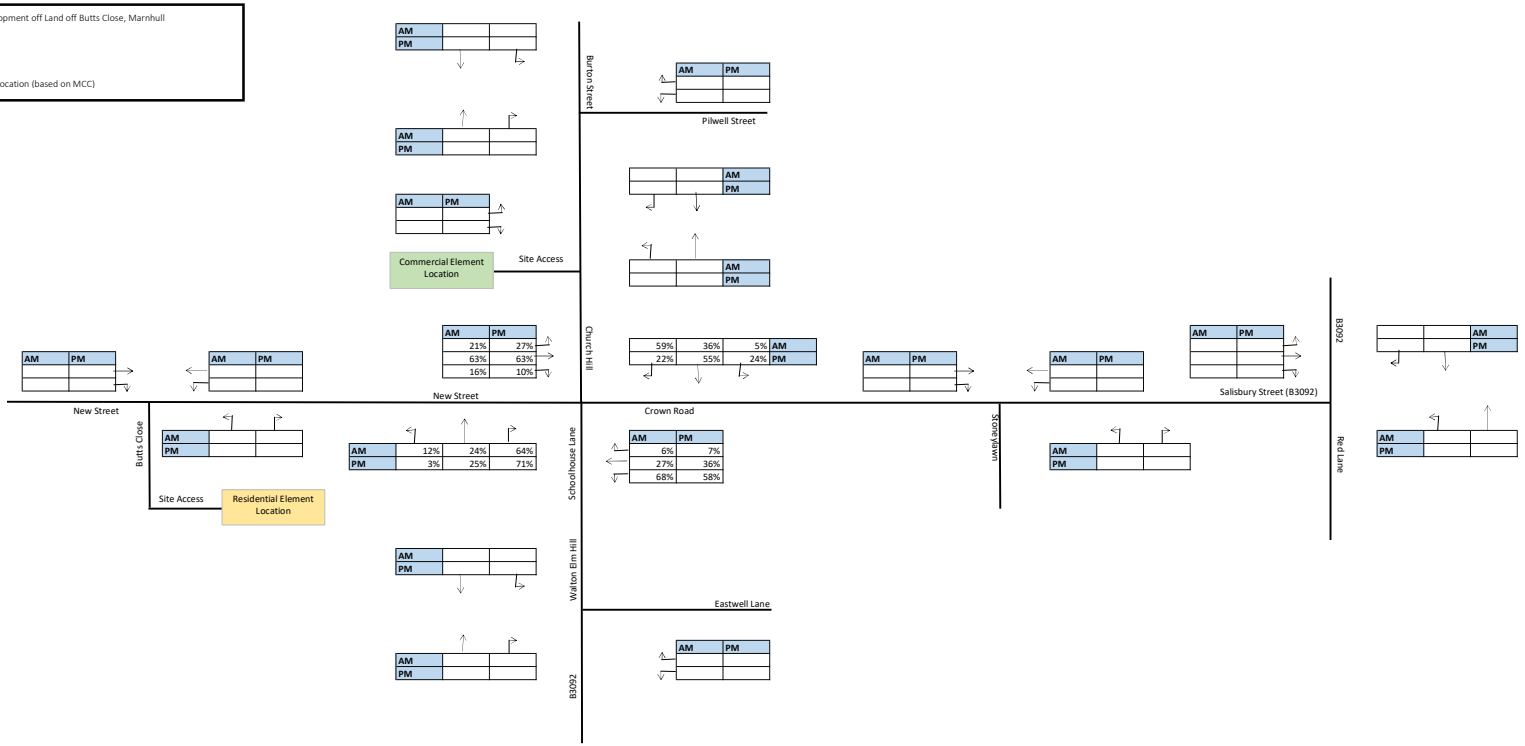
Existing Dwellings on Butts Close (20 units)

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr	Dep	Tot	Arr	Dep	Tot
Private Houses – 20 Dwellings						
Trip Rates (Per 1 Dwelling)	0.188	0.354	0.542	0.353	0.194	0.547
Trip Generation (20 Dwellings)	4	7	11	7	4	11



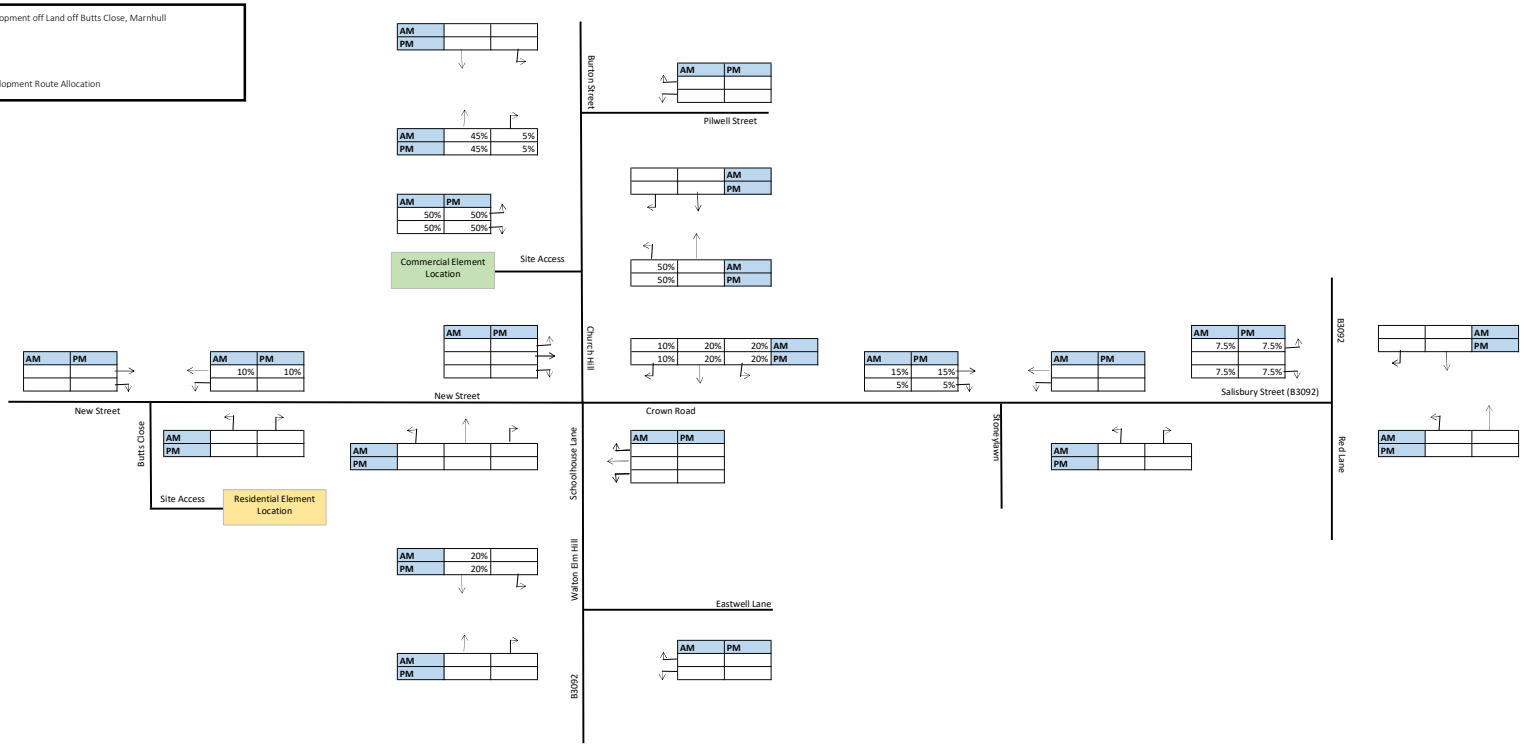
Project Name: Mixed Development off Land off Butts Close, Marnhull
Project Number: 106.0026
Drawn By: LJ
Approved By: HC

Scenario: Network Route Allocation (based on MCC)



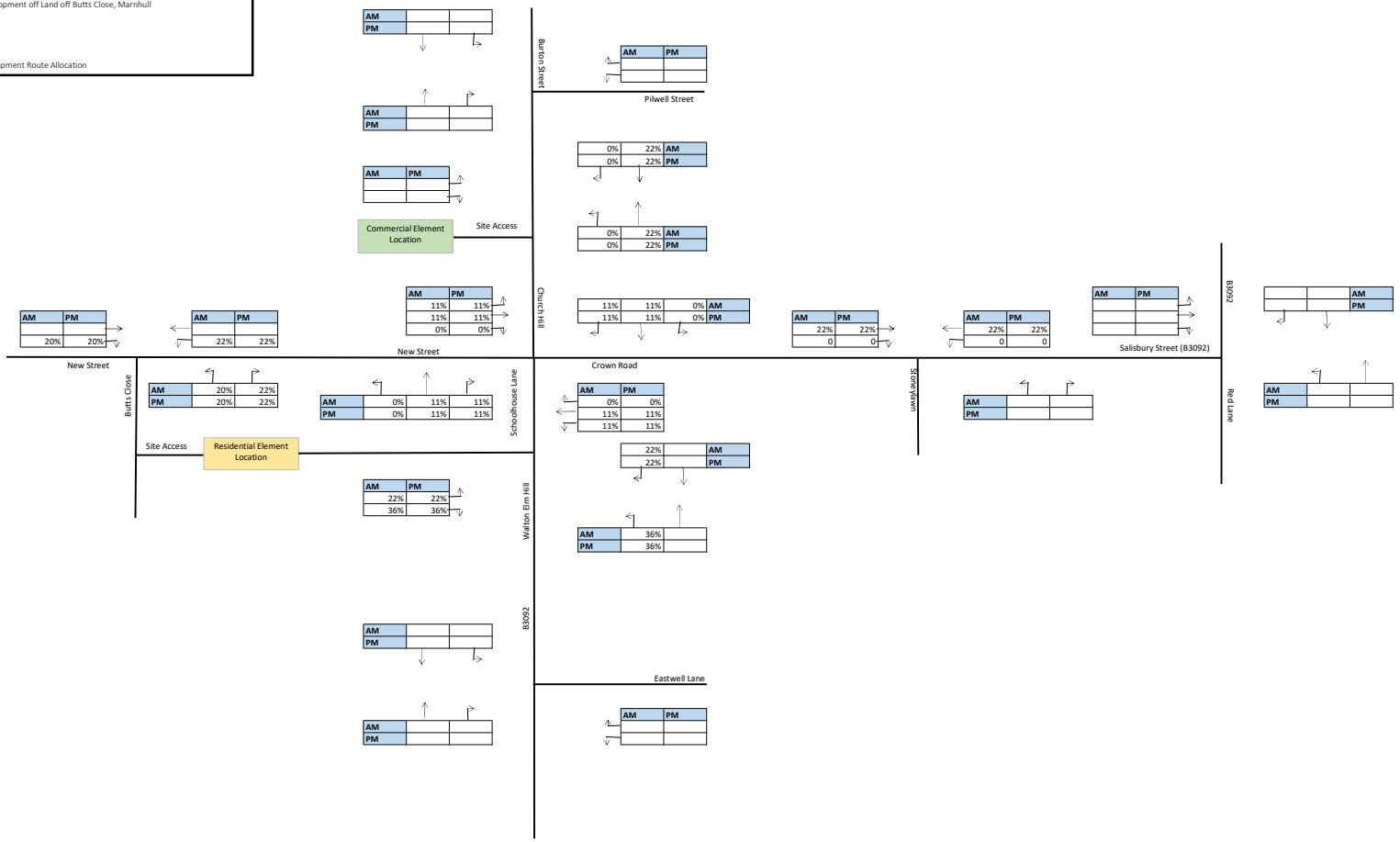
Project Name: Mixed Development off Land off Butts Close, Marnhull
Project Number: 106.0026
Drawn By: LJ
Approved By: HC

Scenario: Commercial Development Route Allocation



Project Name: Mixed Development off Land off Butts Close, Marnhull
Project Number: 106.0026
Drawn By: LJ
Approved By: HC

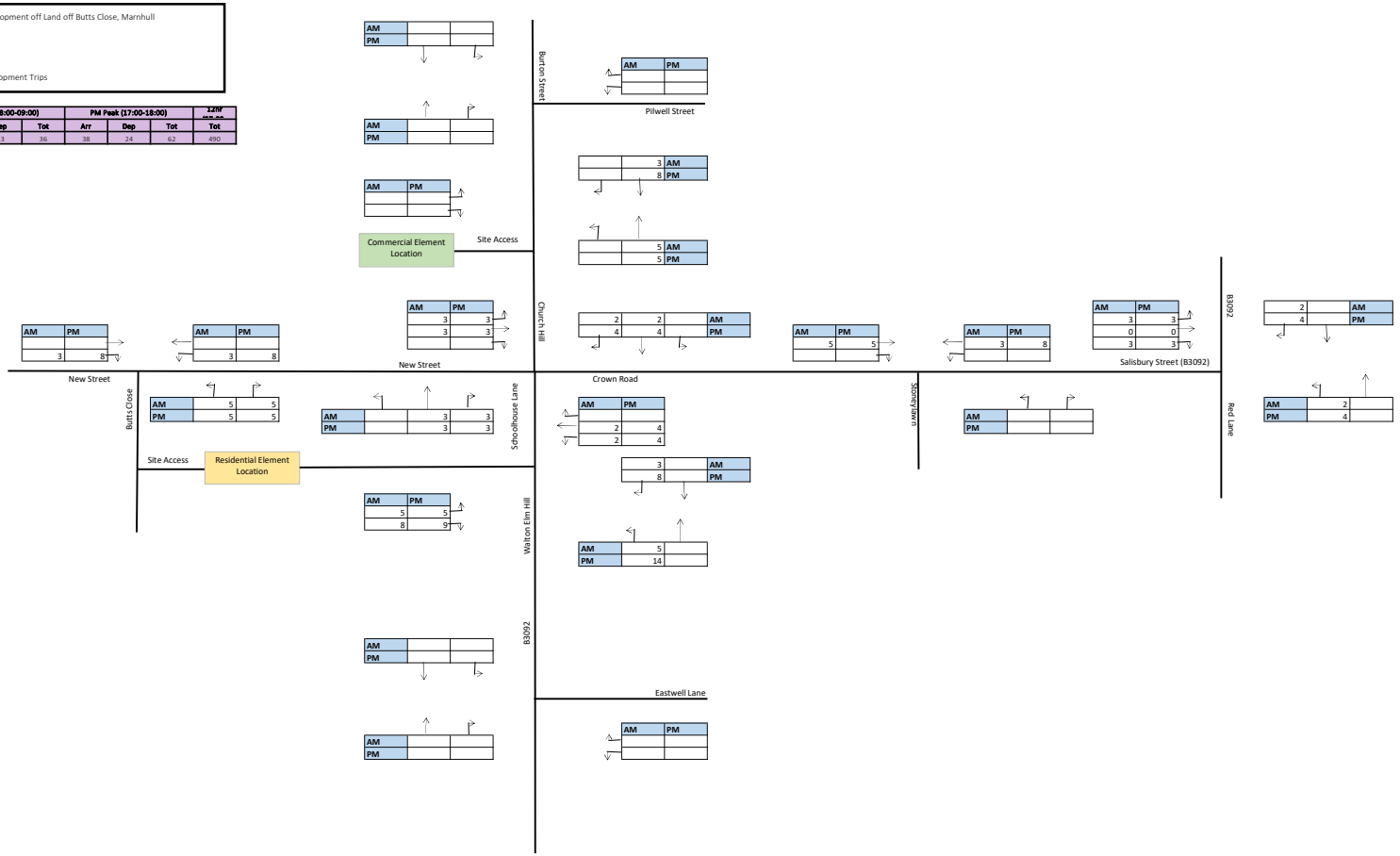
Scenario: Residential Development Route Allocation



Project Name: Mixed Development off Land off Butts Close, Marnhull
Project Number: 106.0026
Drawn By: LJ
Approved By: HC

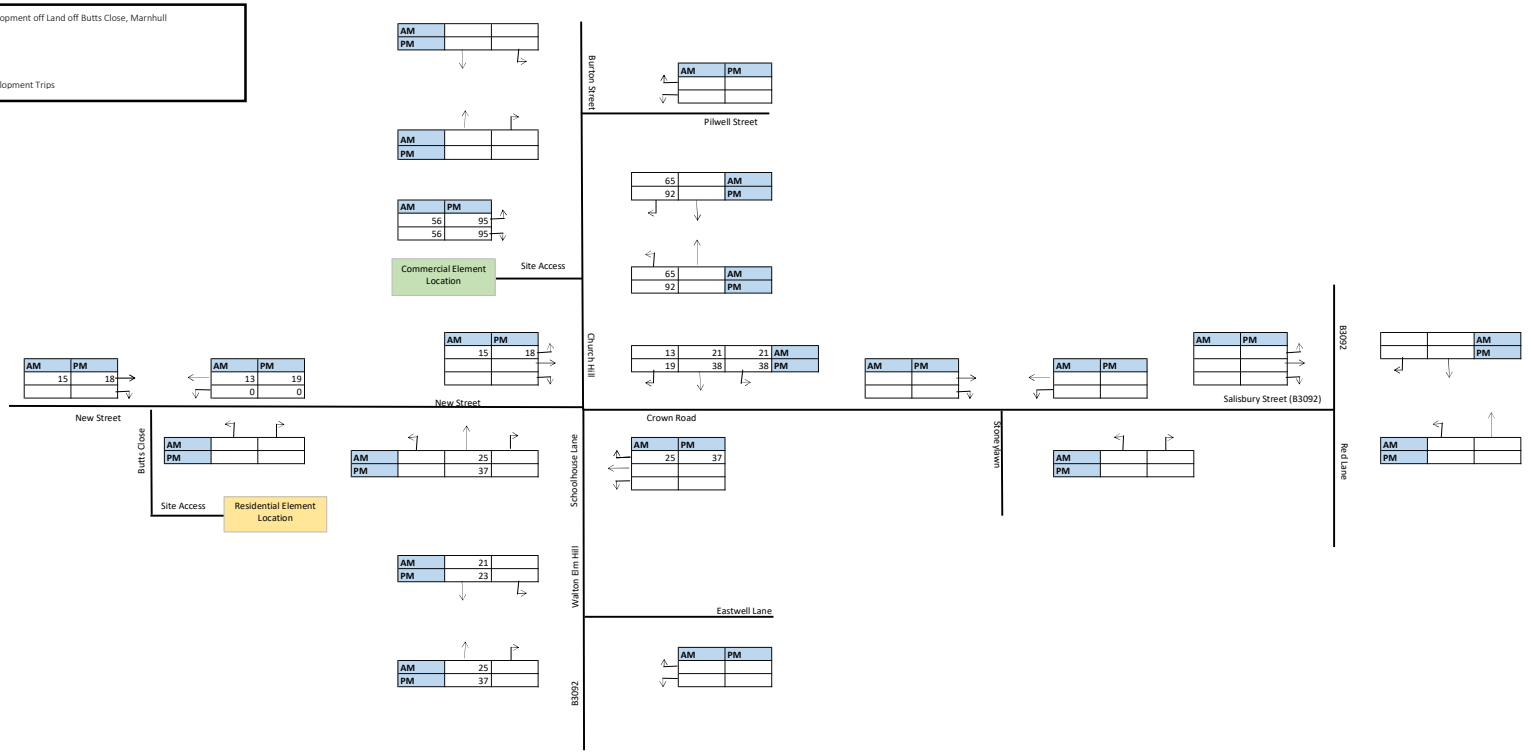
Scenario: Residential Development Trips

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			12hr
	Arr	Dep	Tot	Arr	Dep	Tot	Tot
Total Trip Generation	14	23	36	38	24	62	490



Project Name: Mixed Development off Land off Butts Close, Marnhull
Project Number: 106.0026
Drawn By: LJ
Approved By: HC

Scenario: Commercial Development Trips

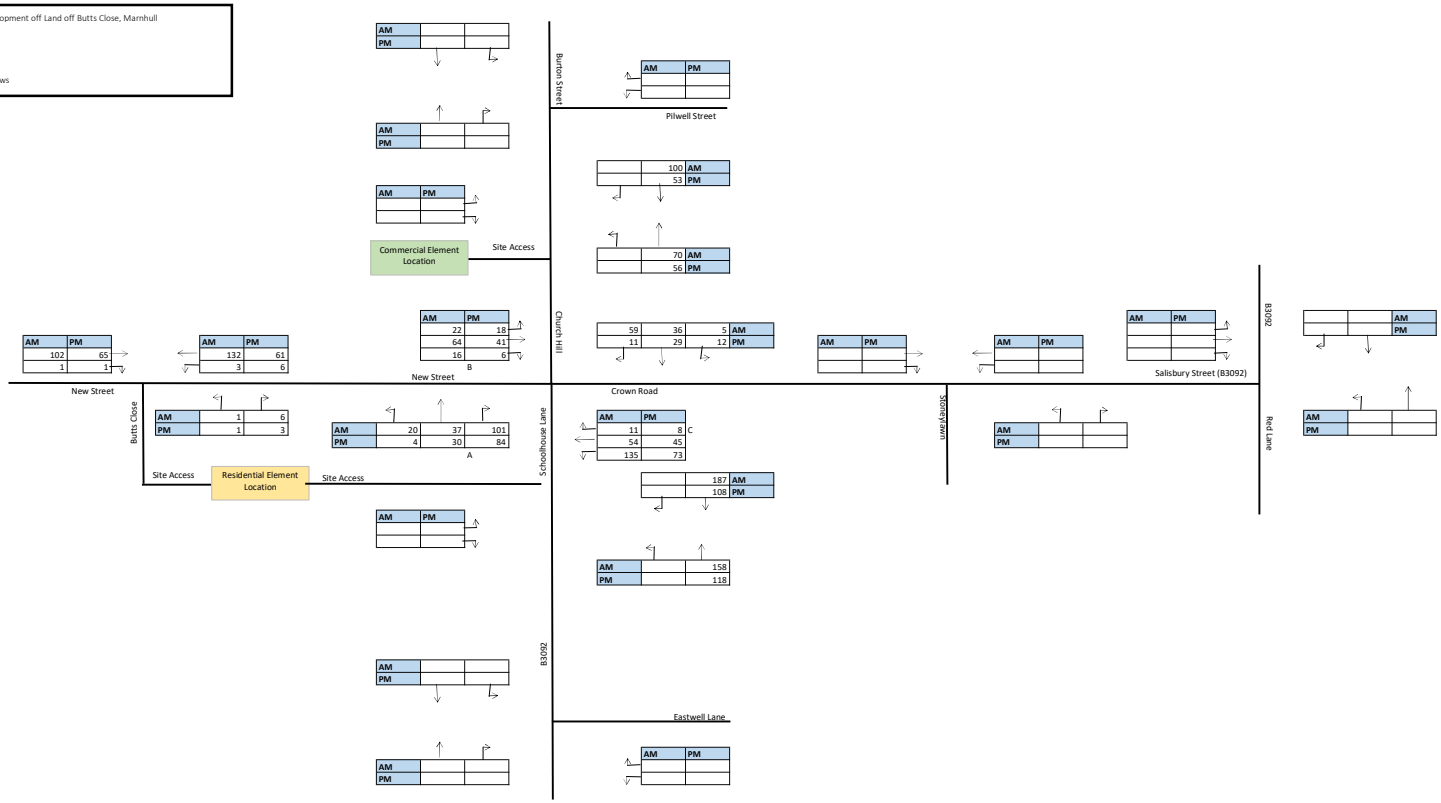


Project Name: Mixed Development off Land off Butts Close, Marnhull
Project Number: 106.0026
Drawn By: LJ
Approved By: HC

Scenario: 2024 Network Flows

TEMPRO

	AM	PM
2022-2024	1.0299	1.0295
2022-2028	1.0625	1.062

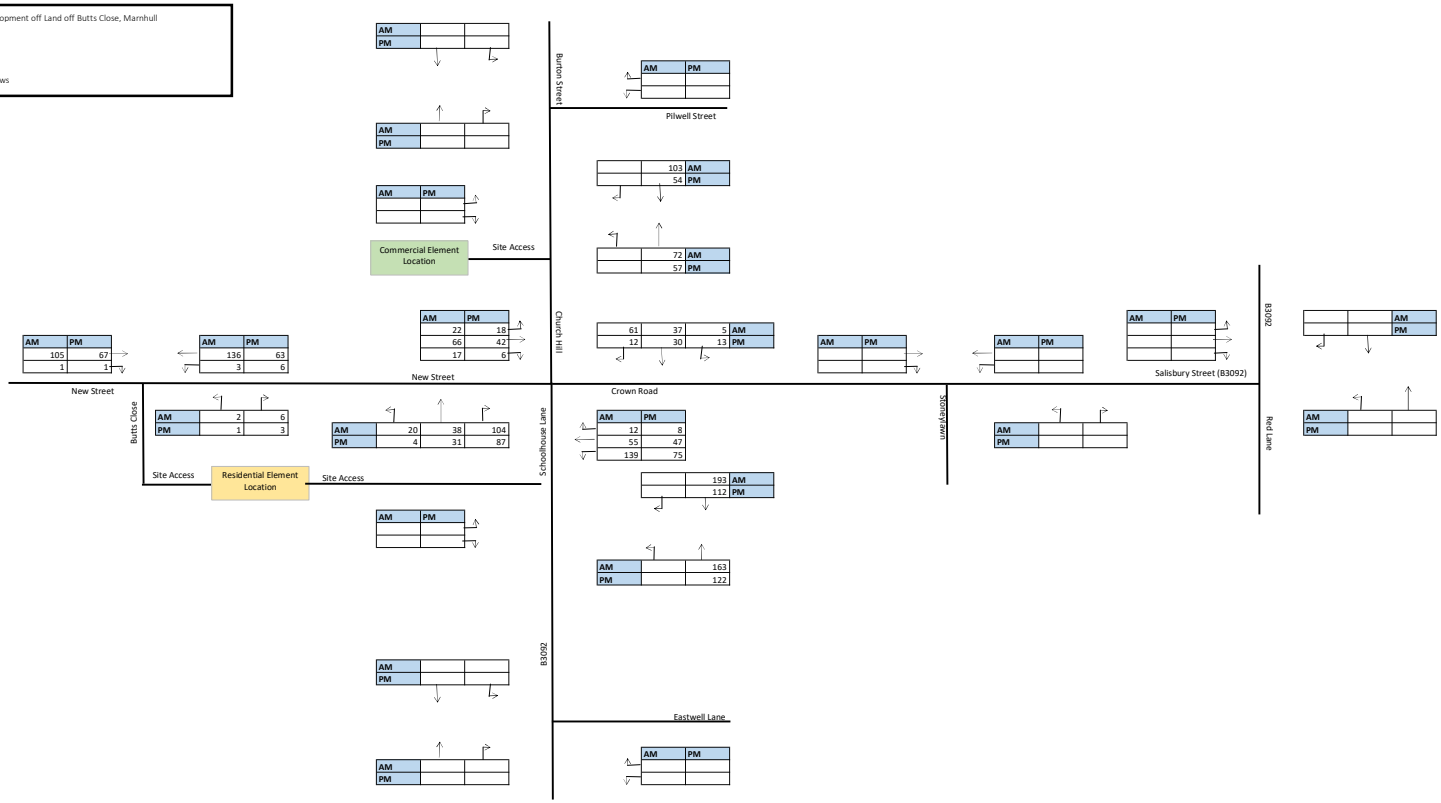


Project Name: Mixed Development off Land off Butts Close, Marnhull
Project Number: 106.0026
Drawn By: LJ
Approved By: HC

Scenario: 2024 Network Flows

TEMPRO

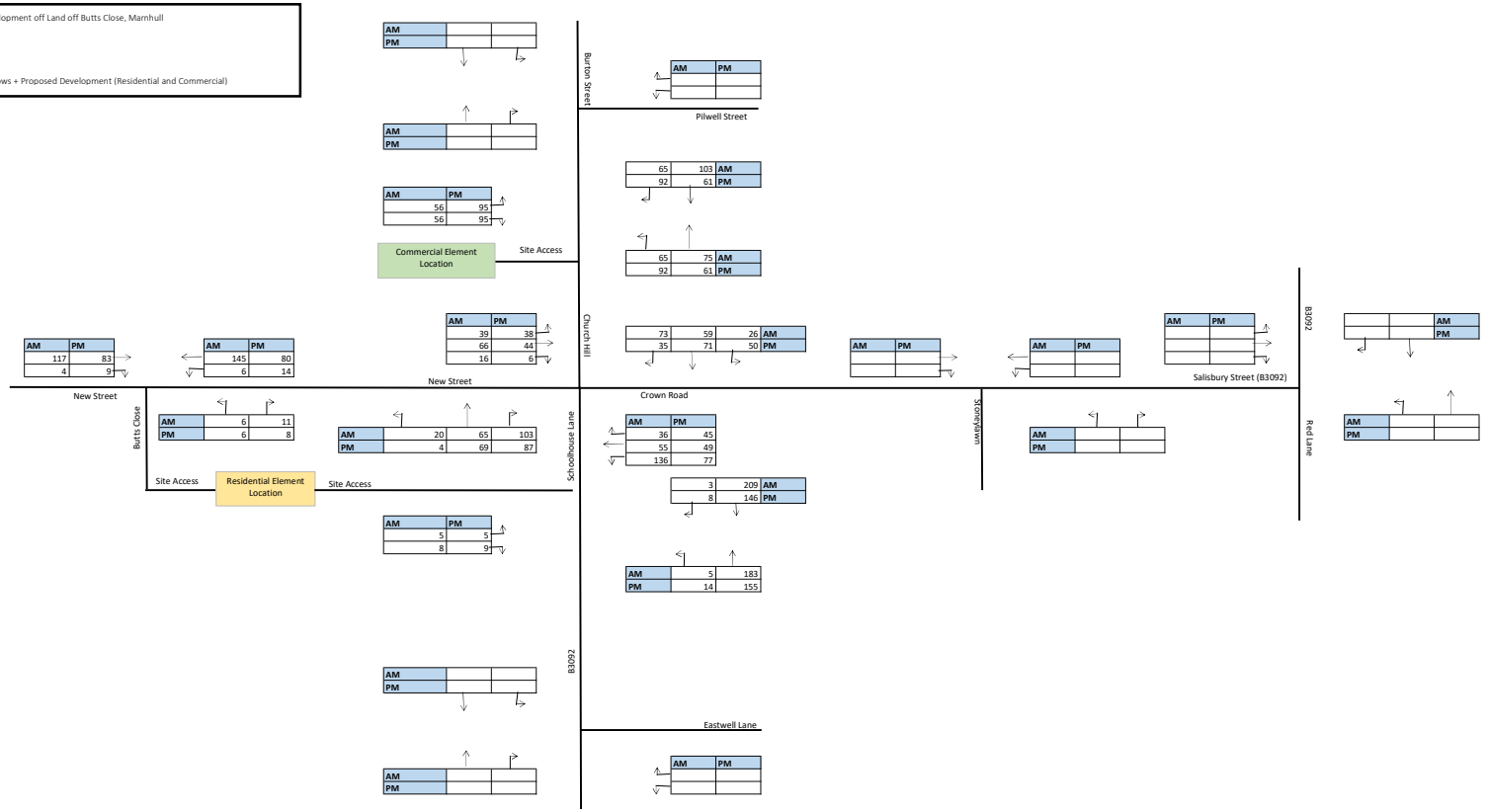
	AM	PM
2022-2024	1.0299	1.0295
2022-2028	1.0625	1.062



paulbasham associates

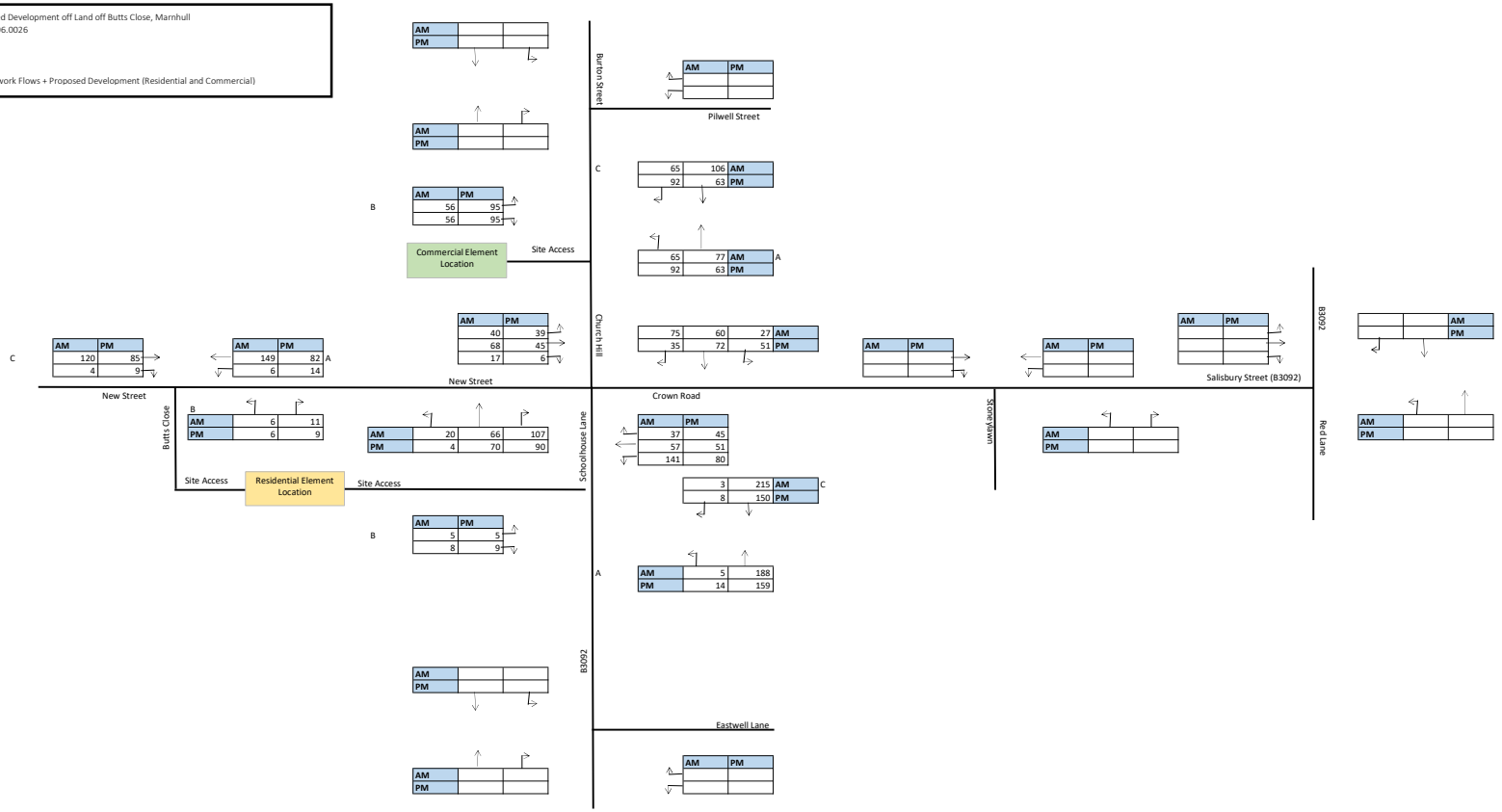
Project Name: Mixed Development off Land off Butts Close, Marnhull
Project Number: 106.0026
Drawn By: LJ
Approved By: HC

Scenario: 2024 Network Flows + Proposed Development (Residential and Commercial)



Project Name: Mixed Development off Land off Butts Close, Marnhull
Project Number: 106.0026
Drawn By: LJ
Approved By: HC

Scenario: 2028 Network Flows + Proposed Development (Residential and Commercial)

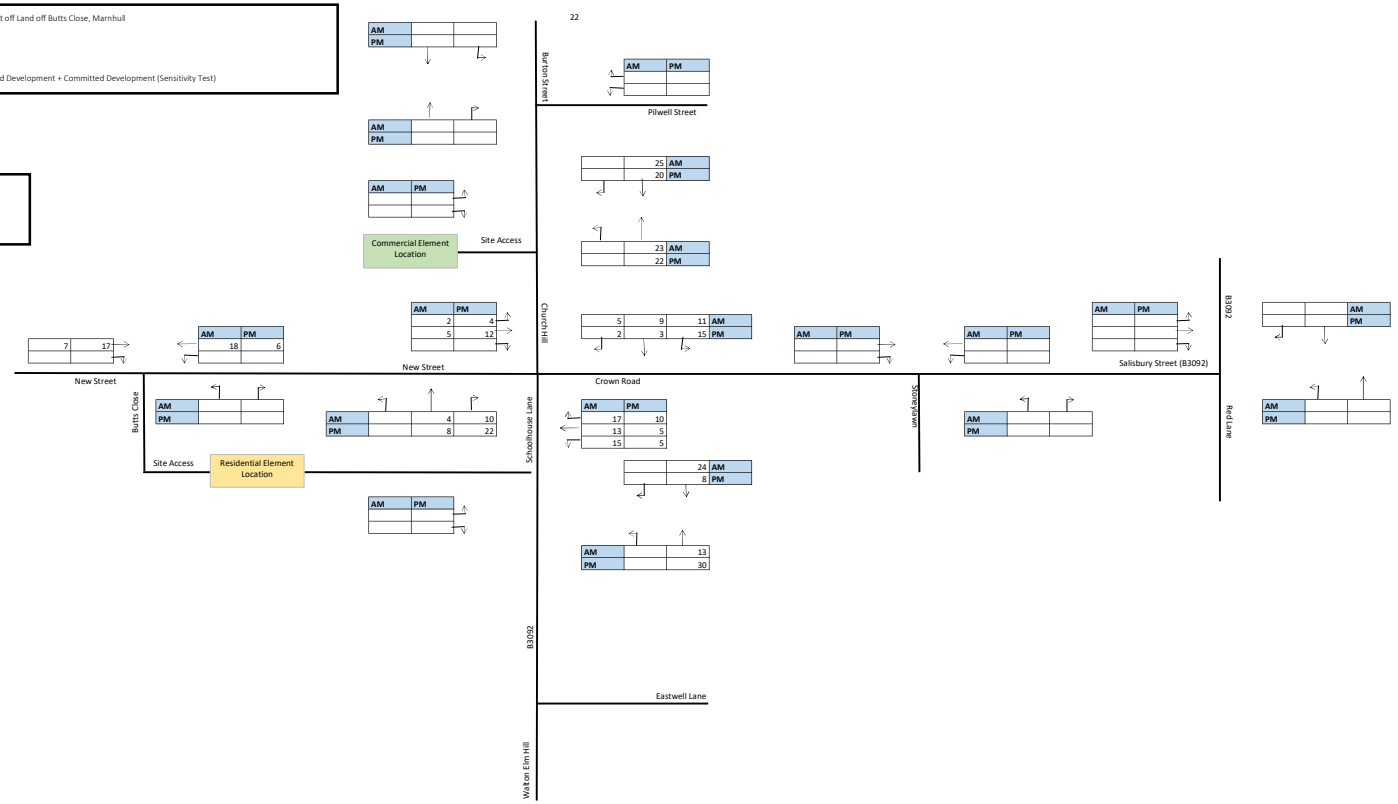


Project Name: Mixed Development off Land off Butts Close, Marnhull
Project Number: 106.0026
Drawn By: LJ
Approved By: HC

Scenario: 2028 Forecast + Proposed Development + Committed Development (Sensitivity Test)

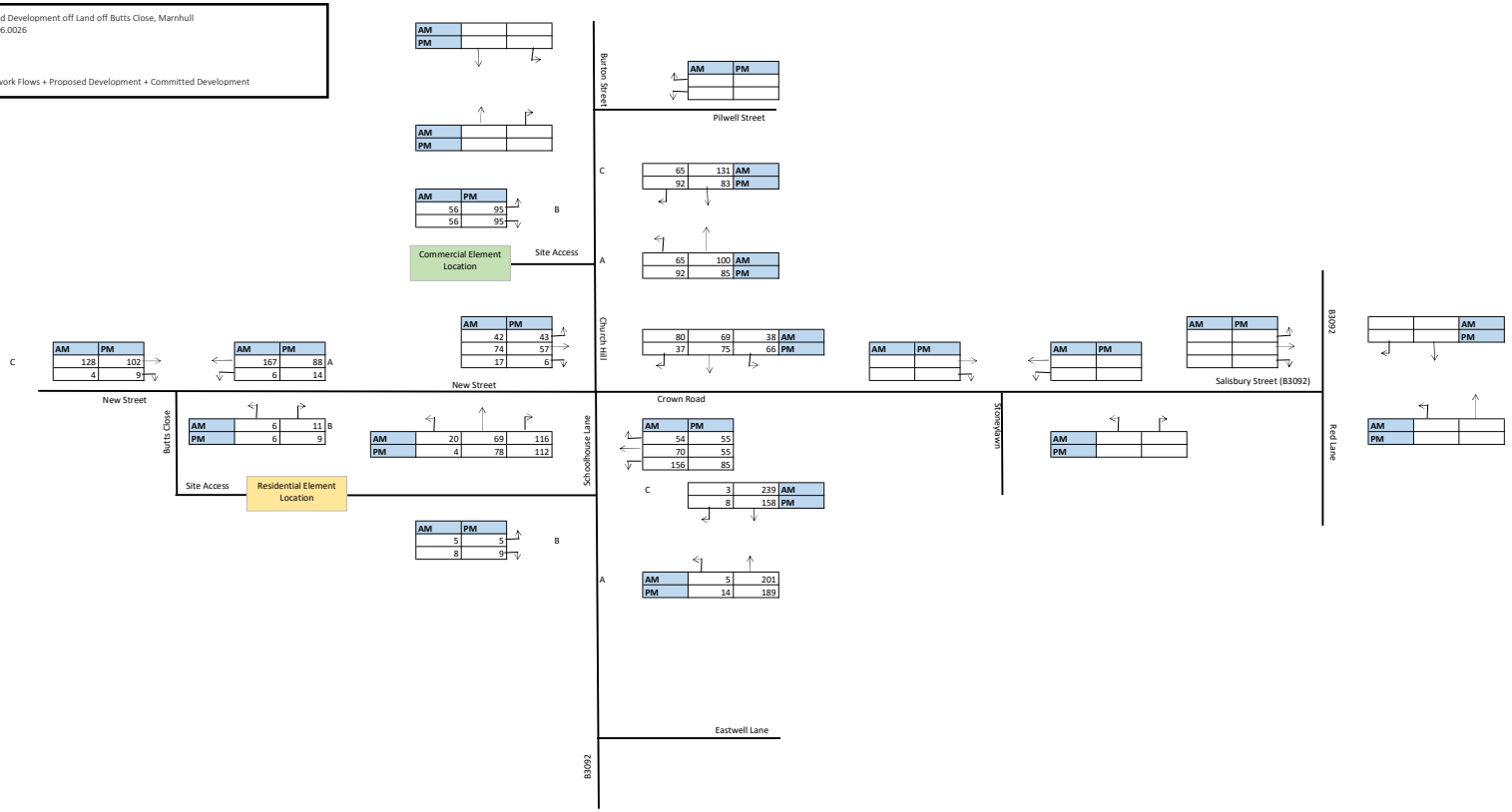
SHELAA Sites and Committed Developments Included:
P/RES/2022/05524 - Land North Of Burton Street (61 units)
LA/MARN/003 - Land North of Crown Road (72 Units)
LA/MARN/005 - Land off Salisbury Street (67 Units)
LA/MARN/008 - Land off Stoneylawn (28 units)

TRICS	AM		PM	
	Arrivals	Departures	Arrivals	Departures
Trip Rate	0.162	0.403	0.367	0.137
Trip Gen SHELAA Sites	27	67	61	23
Trip Gen Burton Street	10	25	22	8



Project Name: Mixed Development off Land off Butts Close, Marnhull
Project Number: 106.0026
Drawn By: LJ
Approved By: HC

Scenario: 2028 Network Flows + Proposed Development + Committed Development



Appendix F

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk

Filename: 106.0026 Church Hill - Crown Rd Jct (Hybrid App).j9
Path: P:\Southern\100-109\106 Chapman Lily Planning\106.0026 Mixed-use dev on land at Butts Close & land at Burton Street, Marnhull\Reports\Full Application - Commercial Element\Junction Modelling
Report generation date: 15/10/2024 14:42:14

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	[Lane Simulation] - Baseline 2024							
1 - Schoolhouse Lane/New Street/Crown Road - A - Schoolhouse Lane	0.0	0.00		A	0.0	0.00		A
1 - Schoolhouse Lane/New Street/Crown Road - B - New Street	0.3	9.51		A	0.1	7.99		A
1 - Schoolhouse Lane/New Street/Crown Road - C - Crown Road	0.2	3.13		A	0.2	3.67		A
2 - Crown Road/Church Hill - A - Crown Road	0.0	0.00		A	0.0	0.00		A
2 - Crown Road/Church Hill - B - Church Hill	0.1	11.38		B	0.1	9.69		A
2 - Crown Road/Church Hill - C - Crown Road	0.1	0.84		A	0.1	0.99		A
	[Lane Simulation] - Baseline 2028							
1 - Schoolhouse Lane/New Street/Crown Road - A - Schoolhouse Lane	0.0	0.00		A	0.0	0.00		A
1 - Schoolhouse Lane/New Street/Crown Road - B - New Street	0.3	10.17		B	0.2	8.33		A
1 - Schoolhouse Lane/New Street/Crown Road - C - Crown Road	0.2	3.24		A	0.2	4.08		A
2 - Crown Road/Church Hill - A - Crown Road	0.0	0.00		A	0.0	0.00		A
2 - Crown Road/Church Hill - B - Church Hill	0.2	11.45		B	0.3	10.95		B
2 - Crown Road/Church Hill - C - Crown Road	0.1	1.03		A	0.0	0.65		A
	[Lane Simulation] - Baseline 2024 + PD							
1 - Schoolhouse Lane/New Street/Crown Road - A - Schoolhouse Lane	0.0	0.00		A	0.0	0.00		A
1 - Schoolhouse Lane/New Street/Crown Road - B - New Street	0.3	9.68		A	0.2	8.15		A
1 - Schoolhouse Lane/New Street/Crown Road - C - Crown Road	0.3	3.37		A	0.2	4.11		A
2 - Crown Road/Church Hill - A - Crown Road	0.0	0.00		A	0.0	0.00		A
2 - Crown Road/Church Hill - B - Church Hill	0.4	12.26		B	0.6	12.89		B
2 - Crown Road/Church Hill - C - Crown Road	0.2	2.63		A	0.2	3.67		A
	[Lane Simulation] - Baseline 2028 + PD							
1 - Schoolhouse Lane/New Street/Crown Road - A - Schoolhouse Lane	0.0	0.00		A	0.0	0.00		A
1 - Schoolhouse Lane/New Street/Crown Road - B - New Street	0.3	10.32		B	0.2	8.12		A
1 - Schoolhouse Lane/New Street/Crown Road - C - Crown Road	0.3	3.41		A	0.3	4.25		A
2 - Crown Road/Church Hill - A - Crown Road	0.0	0.00		A	0.0	0.00		A
2 - Crown Road/Church Hill - B - Church Hill	0.4	12.99		B	0.7	12.94		B
2 - Crown Road/Church Hill - C - Crown Road	0.1	2.46		A	0.2	3.75		A
	[Lane Simulation] - Baseline 2028 + PD + ST							
1 - Schoolhouse Lane/New Street/Crown Road - A - Schoolhouse Lane	0.0	0.00		A	0.0	0.00		A
1 - Schoolhouse Lane/New Street/Crown Road - B - New Street	0.3	10.30		B	0.1	8.62		A
1 - Schoolhouse Lane/New Street/Crown Road - C - Crown Road	0.3	4.04		A	0.3	4.07		A
2 - Crown Road/Church Hill - A - Crown Road	0.0	0.00		A	0.0	0.00		A
2 - Crown Road/Church Hill - B - Church Hill	0.5	13.63		B	0.6	13.86		B
2 - Crown Road/Church Hill - C - Crown Road	0.4	3.68		A	0.2	4.12		A

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Arm and junction delays are averages for all movements, including movements with zero delay.

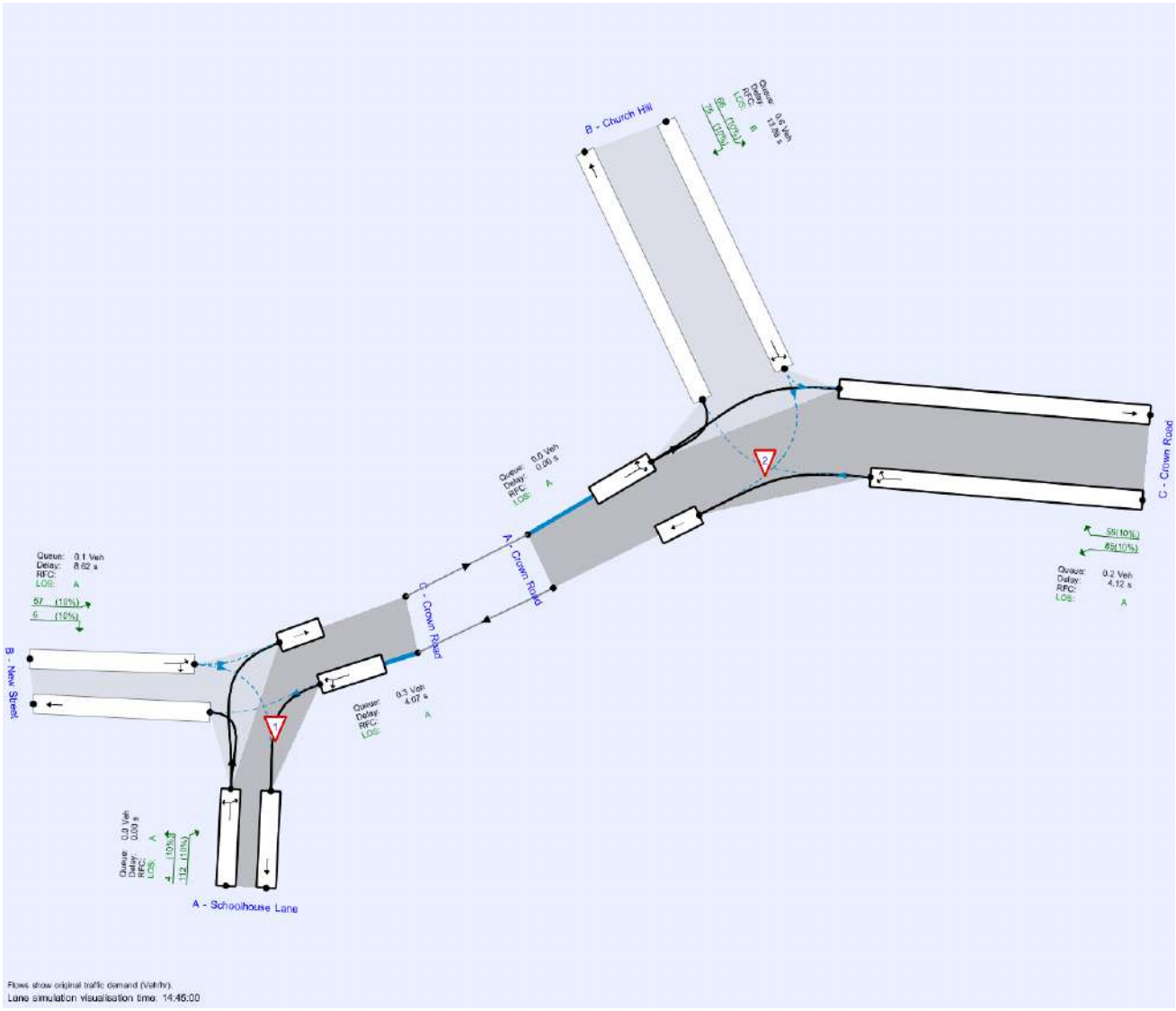
File summary

File Description

Title	Crown Road/Schoolhouse Lane/New Street/Church Hill
Location	Marnhull
Site number	Tess Square, Butts Close, Marnhull
Date	09/10/2024
Version	
Status	(new file)
Identifier	
Client	CL Planning
Jobnumber	106.0026
Enumerator	GH
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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Lane Simulation options

Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Use crossings quick response	Last run random seed	Last run number of trials	Last run time taken (s)
1.00	100000	100000	-1	3	1	✓	113950683	101	2.84

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Baseline 2024	AM	ONE HOUR	07:45	09:15	15	✓
D2	Baseline 2024	PM	ONE HOUR	14:45	16:15	15	✓
D3	Baseline 2028	AM	ONE HOUR	07:45	09:15	15	✓
D4	Baseline 2028	PM	ONE HOUR	14:45	16:15	15	✓
D5	Baseline 2024 + PD	AM	ONE HOUR	07:45	09:15	15	✓
D6	Baseline 2024 + PD	PM	ONE HOUR	14:45	16:15	15	✓
D7	Baseline 2028 + PD	AM	ONE HOUR	07:45	09:15	15	✓
D8	Baseline 2028 + PD	PM	ONE HOUR	14:45	16:15	15	✓
D9	Baseline 2028 + PD + ST	AM	ONE HOUR	07:45	09:15	15	✓
D10	Baseline 2028 + PD + ST	PM	ONE HOUR	14:45	16:15	15	✓

Analysis Set Details

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

Baseline 2024, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Schoolhouse Lane/New Street/Crown Road	T-Junction	Two-way	3.48	A
2	Crown Road/Church Hill	T-Junction	Two-way	1.68	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - Schoolhouse Lane/New Street/Crown Road	A	Schoolhouse Lane		Major
	B	New Street		Minor
	C	Crown Road		Major
2 - Crown Road/Church Hill	A	Crown Road		Major
	B	Church Hill		Minor
	C	Crown Road		Major

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
1 - Schoolhouse Lane/New Street/Crown Road	C - Crown Road	6.00			15.0	✓	0.00
2 - Crown Road/Church Hill	C - Crown Road	6.00			40.0	✓	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

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
1 - Schoolhouse Lane/New Street/Crown Road	B - New Street	One lane	2.50	70	12
2 - Crown Road/Church Hill	B - Church Hill	One lane	2.25	20	65

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	480	0.087	0.221	0.139	0.316
1	B-C	600	0.092	0.232	-	-
1	C-B	583	0.226	0.226	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	477	0.087	0.220	0.138	0.314
2	B-C	615	0.094	0.238	-	-
2	C-B	597	0.231	0.231	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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.

Lanes

Junction	Arm	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	1 [Give-way line]	1	B, C		Infinity	0	99999
	B - New Street	1 [Give-way line]	1	A, C		Infinity	0	99999
	C - Crown Road	1 [Give-way line]	1	A, B	✓	3.00	0	99999
2 - Crown Road/Church Hill	A - Crown Road	1 [Give-way line]	1	B, C	✓	3.00	0	99999
	B - Church Hill	1 [Give-way line]	1	A, C		Infinity	0	99999
	C - Crown Road	1 [Give-way line]	1	A, B		Infinity	0	99999

Lane Movements

Junction	Arm	Lane Level	Lane	Destination arm		
				Schoolhouse Lane	New Street	Crown Road
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	1 [Give-way line]	1		✓	✓
	B - New Street	1 [Give-way line]	1	✓		✓
	C - Crown Road	1 [Give-way line]	1	✓	✓	

Lane Movements

Junction	Arm	Lane Level	Lane	Destination arm		
				Crown Road	Church Hill	Crown Road
2 - Crown Road/Church Hill	A - Crown Road	1 [Give-way line]	1		✓	✓
	B - Church Hill	1 [Give-way line]	1	✓		✓
	C - Crown Road	1 [Give-way line]	1	✓	✓	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Baseline 2024	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Schoolhouse Lane/New Street/Crown Road	C - Crown Road	2	A	Simple (vertical queueing)	Normal	0	100.00	
2 - Crown Road/Church Hill	A - Crown Road	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane		ONE HOUR	✓	121	100.000
	B - New Street		ONE HOUR	✓	80	100.000
	C - Crown Road	✓				
2 - Crown Road/Church Hill	A - Crown Road	✓				
	B - Church Hill		ONE HOUR	✓	41	100.000
	C - Crown Road		ONE HOUR	✓	146	100.000

Origin-Destination Data

1 - Schoolhouse Lane/New Street/Crown Road

Demand (Veh/hr)

		To		
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0	20	101
	B - New Street	16	0	64
	C - Crown Road	135	54	0

Proportions

		To		
		A - Schoolhouse Lane	B - New Street	C - Crow Road
From	A - Schoolhouse Lane	0.00	0.17	0.83
	B - New Street	0.20	0.00	0.80
	C - Crown Road	0.71	0.29	0.00

2 - Crown Road/Church Hill

Demand (Veh/hr)

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	0	37	101
	B - Church Hill	36	0	5
	C - Crown Road	135	11	0

Proportions

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	0.00	0.27	0.73
	B - Church Hill	0.88	0.00	0.12
	C - Crown Road	0.92	0.08	0.00

Vehicle Mix

1 - Schoolhouse Lane/New Street/Crown Road

Heavy Vehicle Percentages

		To		
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	10	10	10
	B - New Street	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

		To		
		A - Schoolhouse Lane	B - New Street	C - Crow Road
From	A - Schoolhouse Lane	1.100	1.100	1.100
	B - New Street	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

2 - Crown Road/Church Hill

Heavy Vehicle Percentages

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	10	10	10
	B - Church Hill	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	1.100	1.100	1.100
	B - Church Hill	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	91	100
		B - New Street	60	66
		C - Crown Road	142	157
	2 - Crown Road/Church Hill	A - Crown Road	104	114
		B - Church Hill	31	34
		C - Crown Road	110	121
08:00-08:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	109	120
		B - New Street	72	79
		C - Crown Road	170	187
	2 - Crown Road/Church Hill	A - Crown Road	124	136
		B - Church Hill	37	41
		C - Crown Road	131	144
08:15-08:30	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	133	147
		B - New Street	88	97
		C - Crown Road	208	229
	2 - Crown Road/Church Hill	A - Crown Road	152	167
		B - Church Hill	45	50
		C - Crown Road	161	177
08:30-08:45	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	133	147
		B - New Street	88	97
		C - Crown Road	208	229
	2 - Crown Road/Church Hill	A - Crown Road	152	167
		B - Church Hill	45	50
		C - Crown Road	161	177
08:45-09:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	109	120
		B - New Street	72	79
		C - Crown Road	170	187
	2 - Crown Road/Church Hill	A - Crown Road	124	136
		B - Church Hill	37	41
		C - Crown Road	131	144
09:00-09:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	91	100
		B - New Street	60	66
		C - Crown Road	142	157
	2 - Crown Road/Church Hill	A - Crown Road	104	114
		B - Church Hill	31	34
		C - Crown Road	110	121

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	0.00	0.0	A	110	164
	B - New Street	9.51	0.3	A	73	110
	C - Crown Road	3.13	0.2	A	158	237
2 - Crown Road/Church Hill	A - Crown Road	0.00	0.0	A	150	225
	B - Church Hill	11.38	0.1	B	37	56
	C - Crown Road	0.84	0.1	A	136	203

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	91	23	91	107	0.0	0.0	0.000	A
	B - New Street	60	15	61	49	0.0	0.0	8.776	A
	C - Crown Road	128	32	128	123	0.0	0.1	2.430	A
2 - Crown Road/Church Hill	A - Crown Road	123	31	123	128	0.0	0.0	0.000	A
	B - Church Hill	30	7	30	43	0.0	0.0	9.122	A
	C - Crown Road	111	28	111	94	0.0	0.0	0.653	A

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	100	25	100	125	0.0	0.0	0.000	A
	B - New Street	72	18	73	62	0.0	0.2	8.092	A
	C - Crown Road	155	39	155	141	0.1	0.1	2.618	A
2 - Crown Road/Church Hill	A - Crown Road	141	35	141	155	0.0	0.0	0.000	A
	B - Church Hill	36	9	36	46	0.0	0.1	9.549	A
	C - Crown Road	132	33	132	108	0.0	0.1	0.842	A

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	134	33	134	151	0.0	0.0	0.000	A
	B - New Street	85	21	86	75	0.2	0.2	9.195	A
	C - Crown Road	189	47	189	182	0.1	0.2	3.008	A
2 - Crown Road/Church Hill	A - Crown Road	182	45	182	189	0.0	0.0	0.000	A
	B - Church Hill	47	12	46	61	0.1	0.1	10.712	B
	C - Crown Road	164	41	163	140	0.1	0.1	0.763	A

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	128	32	128	158	0.0	0.0	0.000	A
	B - New Street	88	22	91	75	0.2	0.1	9.507	A
	C - Crown Road	194	48	196	181	0.2	0.1	3.126	A
2 - Crown Road/Church Hill	A - Crown Road	181	45	181	194	0.0	0.0	0.000	A
	B - Church Hill	47	12	48	62	0.1	0.1	11.377	B
	C - Crown Road	165	41	165	139	0.1	0.0	0.755	A

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	110	27	110	126	0.0	0.0	0.000	A
	B - New Street	74	18	74	59	0.1	0.2	9.307	A
	C - Crown Road	150	38	150	148	0.1	0.1	2.978	A
2 - Crown Road/Church Hill	A - Crown Road	148	37	148	150	0.0	0.0	0.000	A
	B - Church Hill	35	9	35	51	0.1	0.1	10.248	B
	C - Crown Road	127	32	128	109	0.0	0.0	0.592	A

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	94	24	94	104	0.0	0.0	0.000	A
	B - New Street	61	15	60	57	0.2	0.1	8.322	A
	C - Crown Road	133	33	133	126	0.1	0.1	2.641	A
2 - Crown Road/Church Hill	A - Crown Road	126	32	126	133	0.0	0.0	0.000	A
	B - Church Hill	31	8	31	41	0.1	0.1	9.515	A
	C - Crown Road	113	28	113	96	0.0	0.0	0.544	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	91	91	0.0	0.0	0.000	A
		Exit	1	1		107	107	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	60	61	0.0	0.0	8.776	A
		Exit	1	1		49	49	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	128	128	0.0	0.1	2.430	A
		Exit	1	1		123	123	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	123	123	0.0	0.0	0.000	A
		Exit	1	1		128	128	0.0	0.0	0.058	A
	B - Church Hill	Entry	1	1	A, C	30	30	0.0	0.0	9.122	A
		Exit	1	1		43	43	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	111	111	0.0	0.0	0.653	A
		Exit	1	1		94	94	0.0	0.0	0.000	A

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	100	100	0.0	0.0	0.000	A
		Exit	1	1		125	125	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	72	73	0.0	0.2	8.092	A
		Exit	1	1		62	62	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	155	155	0.1	0.1	2.618	A
		Exit	1	1		141	141	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	141	141	0.0	0.0	0.000	A
		Exit	1	1		155	155	0.0	0.0	0.096	A
	B - Church Hill	Entry	1	1	A, C	36	36	0.0	0.1	9.549	A
		Exit	1	1		46	46	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	132	132	0.0	0.1	0.842	A
		Exit	1	1		108	108	0.0	0.0	0.000	A

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	134	134	0.0	0.0	0.000	A
		Exit	1	1		151	151	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	85	86	0.2	0.2	9.195	A
		Exit	1	1		75	75	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	189	189	0.1	0.2	3.008	A
		Exit	1	1		182	182	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	182	182	0.0	0.0	0.000	A
		Exit	1	1		189	189	0.0	0.0	0.193	A
	B - Church Hill	Entry	1	1	A, C	47	46	0.1	0.1	10.712	B
		Exit	1	1		61	61	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	164	163	0.1	0.1	0.763	A
		Exit	1	1		140	140	0.0	0.0	0.000	A

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	128	128	0.0	0.0	0.000	A
		Exit	1	1		158	158	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	88	91	0.2	0.1	9.507	A
		Exit	1	1		75	75	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	194	196	0.2	0.1	3.126	A
		Exit	1	1		181	181	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	181	181	0.0	0.0	0.000	A
		Exit	1	1		193	194	0.0	0.0	0.195	A
	B - Church Hill	Entry	1	1	A, C	47	48	0.1	0.1	11.377	B
		Exit	1	1		62	62	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	165	165	0.1	0.0	0.755	A
		Exit	1	1		139	139	0.0	0.0	0.000	A

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	110	110	0.0	0.0	0.000	A
		Exit	1	1		126	126	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	74	74	0.1	0.2	9.307	A
		Exit	1	1		59	59	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	150	150	0.1	0.1	2.978	A
		Exit	1	1		148	148	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	148	148	0.0	0.0	0.000	A
		Exit	1	1		150	150	0.0	0.0	0.111	A
	B - Church Hill	Entry	1	1	A, C	35	35	0.1	0.1	10.248	B
		Exit	1	1		51	51	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	127	128	0.0	0.0	0.592	A
		Exit	1	1		109	109	0.0	0.0	0.000	A

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	94	94	0.0	0.0	0.000	A
		Exit	1	1		104	104	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	61	60	0.2	0.1	8.322	A
		Exit	1	1		57	57	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	133	133	0.1	0.1	2.641	A
		Exit	1	1		126	126	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	126	126	0.0	0.0	0.000	A
		Exit	1	1		133	133	0.0	0.0	0.038	A
	B - Church Hill	Entry	1	1	A, C	31	31	0.1	0.1	9.515	A
		Exit	1	1		41	41	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	113	113	0.0	0.0	0.544	A
		Exit	1	1		96	96	0.0	0.0	0.000	A

Baseline 2024, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Schoolhouse Lane/New Street/Crown Road	T-Junction	Two-way	3.32	A
2	Crown Road/Church Hill	T-Junction	Two-way	2.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Baseline 2024	PM	ONE HOUR	14:45	16:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Schoolhouse Lane/New Street/Crown Road	C - Crown Road	2	A	Simple (vertical queueing)	Normal	0	100.00	
2 - Crown Road/Church Hill	A - Crown Road	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane		ONE HOUR	✓	79	100.000
	B - New Street		ONE HOUR	✓	47	100.000
	C - Crown Road	✓				
2 - Crown Road/Church Hill	A - Crown Road	✓				
	B - Church Hill		ONE HOUR	✓	41	100.000
	C - Crown Road		ONE HOUR	✓	81	100.000

Origin-Destination Data

1 - Schoolhouse Lane/New Street/Crown Road

Demand (Veh/hr)

		To		
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0	6	73
	B - New Street	6	0	41
	C - Crown Road	73	45	0

Proportions

		To		
		A - Schoolhouse Lane	B - New Street	C - Crow Road
From	A - Schoolhouse Lane	0.00	0.08	0.92
	B - New Street	0.13	0.00	0.87
	C - Crown Road	0.62	0.38	0.00

2 - Crown Road/Church Hill

Demand (Veh/hr)

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	0	30	84
	B - Church Hill	29	0	12
	C - Crown Road	73	8	0

Proportions

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	0.00	0.26	0.74
	B - Church Hill	0.71	0.00	0.29
	C - Crown Road	0.90	0.10	0.00

Vehicle Mix

1 - Schoolhouse Lane/New Street/Crown Road

Heavy Vehicle Percentages

		To		
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	10	10	10
	B - New Street	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

		To		
		A - Schoolhouse Lane	B - New Street	C - Crow Road
From	A - Schoolhouse Lane	1.100	1.100	1.100
	B - New Street	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

2 - Crown Road/Church Hill

Heavy Vehicle Percentages

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	10	10	10
	B - Church Hill	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	1.100	1.100	1.100
	B - Church Hill	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
14:45-15:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	59	65
		B - New Street	35	39
		C - Crown Road	89	98
	2 - Crown Road/Church Hill	A - Crown Road	86	94
		B - Church Hill	31	34
		C - Crown Road	61	67
15:00-15:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	71	78
		B - New Street	42	46
		C - Crown Road	106	117
	2 - Crown Road/Church Hill	A - Crown Road	102	113
		B - Church Hill	37	41
		C - Crown Road	73	80
15:15-15:30	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	87	96
		B - New Street	52	57
		C - Crown Road	130	143
	2 - Crown Road/Church Hill	A - Crown Road	126	138
		B - Church Hill	45	50
		C - Crown Road	89	98
15:30-15:45	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	87	96
		B - New Street	52	57
		C - Crown Road	130	143
	2 - Crown Road/Church Hill	A - Crown Road	126	138
		B - Church Hill	45	50
		C - Crown Road	89	98
15:45-16:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	71	78
		B - New Street	42	46
		C - Crown Road	106	117
	2 - Crown Road/Church Hill	A - Crown Road	102	113
		B - Church Hill	37	41
		C - Crown Road	73	80
16:00-16:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	59	65
		B - New Street	35	39
		C - Crown Road	89	98
	2 - Crown Road/Church Hill	A - Crown Road	86	94
		B - Church Hill	31	34
		C - Crown Road	61	67

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	0.00	0.0	A	71	106
	B - New Street	7.99	0.1	A	43	65
	C - Crown Road	3.67	0.2	A	92	139
2 - Crown Road/Church Hill	A - Crown Road	0.00	0.0	A	104	156
	B - Church Hill	9.69	0.1	A	37	56
	C - Crown Road	0.99	0.1	A	75	112

Main Results for each time segment

14:45 - 15:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	55	14	55	50	0.0	0.0	0.000	A
	B - New Street	35	9	35	35	0.0	0.1	7.383	A
	C - Crown Road	77	19	78	83	0.0	0.0	3.370	A
2 - Crown Road/Church Hill	A - Crown Road	83	21	83	78	0.0	0.0	0.000	A
	B - Church Hill	32	8	31	26	0.0	0.1	8.797	A
	C - Crown Road	62	15	62	72	0.0	0.0	0.833	A

15:00 - 15:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	68	17	68	60	0.0	0.0	0.000	A
	B - New Street	44	11	44	39	0.1	0.1	7.862	A
	C - Crown Road	90	23	90	103	0.0	0.1	3.402	A
2 - Crown Road/Church Hill	A - Crown Road	103	26	103	90	0.0	0.0	0.000	A
	B - Church Hill	35	9	35	35	0.1	0.1	9.485	A
	C - Crown Road	74	18	73	87	0.0	0.1	0.715	A

15:15 - 15:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	80	20	80	76	0.0	0.0	0.000	A
	B - New Street	51	13	51	45	0.1	0.1	7.986	A
	C - Crown Road	107	27	107	118	0.1	0.1	3.128	A
2 - Crown Road/Church Hill	A - Crown Road	117	29	117	107	0.0	0.0	0.000	A
	B - Church Hill	42	10	42	40	0.1	0.1	9.695	A
	C - Crown Road	89	22	88	101	0.1	0.1	0.903	A

15:30 - 15:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	85	21	85	70	0.0	0.0	0.000	A
	B - New Street	53	13	52	51	0.1	0.1	7.773	A
	C - Crown Road	112	28	111	127	0.1	0.2	3.670	A
2 - Crown Road/Church Hill	A - Crown Road	127	32	127	112	0.0	0.0	0.000	A
	B - Church Hill	46	11	46	43	0.1	0.1	9.430	A
	C - Crown Road	89	22	89	106	0.1	0.0	0.868	A

15:45 - 16:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	74	18	74	62	0.0	0.0	0.000	A
	B - New Street	42	11	42	38	0.1	0.1	7.515	A
	C - Crown Road	89	22	89	105	0.2	0.0	3.198	A
2 - Crown Road/Church Hill	A - Crown Road	105	26	105	89	0.0	0.0	0.000	A
	B - Church Hill	36	9	36	36	0.1	0.1	8.395	A
	C - Crown Road	73	18	72	88	0.0	0.0	0.994	A

16:00 - 16:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	62	15	62	52	0.0	0.0	0.000	A
	B - New Street	35	9	35	34	0.1	0.1	7.449	A
	C - Crown Road	79	20	79	89	0.0	0.1	3.160	A
2 - Crown Road/Church Hill	A - Crown Road	89	22	89	79	0.0	0.0	0.000	A
	B - Church Hill	31	8	31	28	0.1	0.1	9.022	A
	C - Crown Road	64	16	63	76	0.0	0.0	0.766	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

14:45 - 15:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	55	55	0.0	0.0	0.000	A
		Exit	1	1		50	50	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	35	35	0.0	0.1	7.383	A
		Exit	1	1		35	35	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	77	78	0.0	0.0	3.370	A
		Exit	1	1		83	83	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	83	83	0.0	0.0	0.000	A
		Exit	1	1		78	78	0.0	0.0	0.042	A
	B - Church Hill	Entry	1	1	A, C	32	31	0.0	0.1	8.797	A
		Exit	1	1		26	26	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	62	62	0.0	0.0	0.833	A
		Exit	1	1		72	72	0.0	0.0	0.000	A

15:00 - 15:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	68	68	0.0	0.0	0.000	A
		Exit	1	1		60	60	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	44	44	0.1	0.1	7.862	A
		Exit	1	1		39	39	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	90	90	0.0	0.1	3.402	A
		Exit	1	1		103	103	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	103	103	0.0	0.0	0.000	A
		Exit	1	1		90	90	0.0	0.0	0.049	A
	B - Church Hill	Entry	1	1	A, C	35	35	0.1	0.1	9.485	A
		Exit	1	1		35	35	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	74	73	0.0	0.1	0.715	A
		Exit	1	1		87	87	0.0	0.0	0.000	A

15:15 - 15:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	80	80	0.0	0.0	0.000	A
		Exit	1	1		76	76	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	51	51	0.1	0.1	7.986	A
		Exit	1	1		45	45	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	107	107	0.1	0.1	3.128	A
		Exit	1	1		118	118	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	117	117	0.0	0.0	0.000	A
		Exit	1	1		107	107	0.0	0.0	0.022	A
	B - Church Hill	Entry	1	1	A, C	42	42	0.1	0.1	9.695	A
		Exit	1	1		40	40	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	89	88	0.1	0.1	0.903	A
		Exit	1	1		101	101	0.0	0.0	0.000	A

15:30 - 15:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	85	85	0.0	0.0	0.000	A
		Exit	1	1		70	70	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	53	52	0.1	0.1	7.773	A
		Exit	1	1		51	51	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	112	111	0.1	0.2	3.670	A
		Exit	1	1		127	127	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	127	127	0.0	0.0	0.000	A
		Exit	1	1		113	112	0.0	0.0	0.107	A
	B - Church Hill	Entry	1	1	A, C	46	46	0.1	0.1	9.430	A
		Exit	1	1		43	43	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	89	89	0.1	0.0	0.868	A
		Exit	1	1		106	106	0.0	0.0	0.000	A

15:45 - 16:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	74	74	0.0	0.0	0.000	A
		Exit	1	1		62	62	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	42	42	0.1	0.1	7.515	A
		Exit	1	1		38	38	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	89	89	0.2	0.0	3.198	A
		Exit	1	1		105	105	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	105	105	0.0	0.0	0.000	A
		Exit	1	1		89	89	0.0	0.0	0.054	A
	B - Church Hill	Entry	1	1	A, C	36	36	0.1	0.1	8.395	A
		Exit	1	1		36	36	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	73	72	0.0	0.0	0.994	A
		Exit	1	1		88	88	0.0	0.0	0.000	A

16:00 - 16:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	62	62	0.0	0.0	0.000	A
		Exit	1	1		52	52	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	35	35	0.1	0.1	7.449	A
		Exit	1	1		34	34	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	79	79	0.0	0.1	3.160	A
		Exit	1	1		89	89	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	89	89	0.0	0.0	0.000	A
		Exit	1	1		79	79	0.0	0.0	0.032	A
	B - Church Hill	Entry	1	1	A, C	31	31	0.1	0.1	9.022	A
		Exit	1	1		28	28	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	64	63	0.0	0.0	0.766	A
		Exit	1	1		76	76	0.0	0.0	0.000	A

Baseline 2028, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Schoolhouse Lane/New Street/Crown Road	T-Junction	Two-way	3.76	A
2	Crown Road/Church Hill	T-Junction	Two-way	1.79	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	Baseline 2028	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Schoolhouse Lane/New Street/Crown Road	C - Crown Road	2	A	Simple (vertical queueing)	Normal	0	100.00	
2 - Crown Road/Church Hill	A - Crown Road	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane		ONE HOUR	✓	124	100.000
	B - New Street		ONE HOUR	✓	83	100.000
	C - Crown Road	✓				
2 - Crown Road/Church Hill	A - Crown Road	✓				
	B - Church Hill		ONE HOUR	✓	42	100.000
	C - Crown Road		ONE HOUR	✓	151	100.000

Origin-Destination Data

1 - Schoolhouse Lane/New Street/Crown Road

Demand (Veh/hr)

		To		
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0	20	104
	B - New Street	17	0	66
	C - Crown Road	139	55	0

Proportions

		To		
		A - Schoolhouse Lane	B - New Street	C - Crow Road
From	A - Schoolhouse Lane	0.00	0.16	0.84
	B - New Street	0.20	0.00	0.80
	C - Crown Road	0.72	0.28	0.00

2 - Crown Road/Church Hill

Demand (Veh/hr)

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	0	38	104
	B - Church Hill	37	0	5
	C - Crown Road	139	12	0

Proportions

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	0.00	0.27	0.73
	B - Church Hill	0.88	0.00	0.12
	C - Crown Road	0.92	0.08	0.00

Vehicle Mix

1 - Schoolhouse Lane/New Street/Crown Road

Heavy Vehicle Percentages

		To		
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	10	10	10
	B - New Street	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

		To		
		A - Schoolhouse Lane	B - New Street	C - Crow Road
From	A - Schoolhouse Lane	1.100	1.100	1.100
	B - New Street	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

2 - Crown Road/Church Hill

Heavy Vehicle Percentages

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	10	10	10
	B - Church Hill	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	1.100	1.100	1.100
	B - Church Hill	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	93	103
		B - New Street	62	69
		C - Crown Road	146	161
	2 - Crown Road/Church Hill	A - Crown Road	107	118
		B - Church Hill	32	35
		C - Crown Road	114	125
08:00-08:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	111	123
		B - New Street	75	82
		C - Crown Road	174	192
	2 - Crown Road/Church Hill	A - Crown Road	128	140
		B - Church Hill	38	42
		C - Crown Road	136	149
08:15-08:30	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	137	150
		B - New Street	91	101
		C - Crown Road	214	235
	2 - Crown Road/Church Hill	A - Crown Road	156	172
		B - Church Hill	46	51
		C - Crown Road	166	183
08:30-08:45	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	137	150
		B - New Street	91	101
		C - Crown Road	214	235
	2 - Crown Road/Church Hill	A - Crown Road	156	172
		B - Church Hill	46	51
		C - Crown Road	166	183
08:45-09:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	111	123
		B - New Street	75	82
		C - Crown Road	174	192
	2 - Crown Road/Church Hill	A - Crown Road	128	140
		B - Church Hill	38	42
		C - Crown Road	136	149
09:00-09:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	93	103
		B - New Street	62	69
		C - Crown Road	146	161
	2 - Crown Road/Church Hill	A - Crown Road	107	118
		B - Church Hill	32	35
		C - Crown Road	114	125

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	0.00	0.0	A	111	167
	B - New Street	10.17	0.3	B	78	117
	C - Crown Road	3.24	0.2	A	159	238
2 - Crown Road/Church Hill	A - Crown Road	0.00	0.0	A	156	233
	B - Church Hill	11.45	0.2	B	40	60
	C - Crown Road	1.03	0.1	A	135	203

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	86	21	86	106	0.0	0.0	0.000	A
	B - New Street	64	16	63	46	0.0	0.2	7.942	A
	C - Crown Road	127	32	127	124	0.0	0.1	2.538	A
2 - Crown Road/Church Hill	A - Crown Road	125	31	125	127	0.0	0.0	0.000	A
	B - Church Hill	35	9	35	43	0.0	0.1	9.667	A
	C - Crown Road	107	27	107	96	0.0	0.0	0.764	A

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	117	29	117	131	0.0	0.0	0.000	A
	B - New Street	80	20	79	65	0.2	0.3	10.099	B
	C - Crown Road	158	39	159	159	0.1	0.0	2.877	A
2 - Crown Road/Church Hill	A - Crown Road	159	40	159	158	0.0	0.0	0.000	A
	B - Church Hill	41	10	41	51	0.1	0.1	10.371	B
	C - Crown Road	133	33	133	124	0.0	0.0	0.830	A

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	130	33	130	152	0.0	0.0	0.000	A
	B - New Street	92	23	93	75	0.3	0.2	10.165	B
	C - Crown Road	187	47	187	183	0.0	0.1	3.164	A
2 - Crown Road/Church Hill	A - Crown Road	183	46	183	187	0.0	0.0	0.000	A
	B - Church Hill	45	11	45	60	0.1	0.1	11.447	B
	C - Crown Road	160	40	160	142	0.0	0.0	0.736	A

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	131	33	131	158	0.0	0.0	0.000	A
	B - New Street	94	23	94	75	0.2	0.2	9.285	A
	C - Crown Road	194	49	193	185	0.1	0.2	3.236	A
2 - Crown Road/Church Hill	A - Crown Road	185	46	185	194	0.0	0.0	0.000	A
	B - Church Hill	46	11	47	62	0.1	0.1	11.022	B
	C - Crown Road	167	42	167	143	0.0	0.1	1.026	A

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	109	27	109	130	0.0	0.0	0.000	A
	B - New Street	77	19	77	63	0.2	0.2	8.986	A
	C - Crown Road	159	40	159	152	0.2	0.1	2.955	A
2 - Crown Road/Church Hill	A - Crown Road	152	38	152	159	0.0	0.0	0.000	A
	B - Church Hill	39	10	39	50	0.1	0.1	10.838	B
	C - Crown Road	134	34	134	116	0.1	0.0	0.919	A

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	95	24	95	104	0.0	0.0	0.000	A
	B - New Street	62	16	62	53	0.2	0.1	8.030	A
	C - Crown Road	128	32	128	129	0.1	0.1	2.603	A
2 - Crown Road/Church Hill	A - Crown Road	129	32	129	128	0.0	0.0	0.000	A
	B - Church Hill	33	8	32	44	0.1	0.1	9.030	A
	C - Crown Road	110	27	110	99	0.0	0.0	0.768	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	86	86	0.0	0.0	0.000	A
		Exit	1	1		106	106	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	64	63	0.0	0.2	7.942	A
		Exit	1	1		46	46	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	127	127	0.0	0.1	2.538	A
		Exit	1	1		124	124	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	125	125	0.0	0.0	0.000	A
		Exit	1	1		127	127	0.0	0.0	0.079	A
	B - Church Hill	Entry	1	1	A, C	35	35	0.0	0.1	9.667	A
		Exit	1	1		43	43	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	107	107	0.0	0.0	0.764	A
		Exit	1	1		96	96	0.0	0.0	0.000	A

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	117	117	0.0	0.0	0.000	A
		Exit	1	1		131	131	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	80	79	0.2	0.3	10.099	B
		Exit	1	1		65	65	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	158	159	0.1	0.0	2.877	A
		Exit	1	1		159	159	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	159	159	0.0	0.0	0.000	A
		Exit	1	1		158	158	0.0	0.0	0.098	A
	B - Church Hill	Entry	1	1	A, C	41	41	0.1	0.1	10.371	B
		Exit	1	1		51	51	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	133	133	0.0	0.0	0.830	A
		Exit	1	1		124	124	0.0	0.0	0.000	A

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	130	130	0.0	0.0	0.000	A
		Exit	1	1		152	152	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	92	93	0.3	0.2	10.165	B
		Exit	1	1		75	75	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	187	187	0.0	0.1	3.164	A
		Exit	1	1		183	183	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	183	183	0.0	0.0	0.000	A
		Exit	1	1		187	187	0.0	0.0	0.186	A
	B - Church Hill	Entry	1	1	A, C	45	45	0.1	0.1	11.447	B
		Exit	1	1		60	60	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	160	160	0.0	0.0	0.736	A
		Exit	1	1		142	142	0.0	0.0	0.000	A

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	131	131	0.0	0.0	0.000	A
		Exit	1	1		158	158	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	94	94	0.2	0.2	9.285	A
		Exit	1	1		75	75	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	194	193	0.1	0.2	3.236	A
		Exit	1	1		185	185	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	185	185	0.0	0.0	0.000	A
		Exit	1	1		194	194	0.0	0.0	0.219	A
	B - Church Hill	Entry	1	1	A, C	46	47	0.1	0.1	11.022	B
		Exit	1	1		62	62	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	167	167	0.0	0.1	1.026	A
		Exit	1	1		143	143	0.0	0.0	0.000	A

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	109	109	0.0	0.0	0.000	A
		Exit	1	1		130	130	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	77	77	0.2	0.2	8.986	A
		Exit	1	1		63	63	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	159	159	0.2	0.1	2.955	A
		Exit	1	1		152	152	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	152	152	0.0	0.0	0.000	A
		Exit	1	1		159	159	0.0	0.0	0.084	A
	B - Church Hill	Entry	1	1	A, C	39	39	0.1	0.1	10.838	B
		Exit	1	1		50	50	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	134	134	0.1	0.0	0.919	A
		Exit	1	1		116	116	0.0	0.0	0.000	A

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	95	95	0.0	0.0	0.000	A
		Exit	1	1		104	104	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	62	62	0.2	0.1	8.030	A
		Exit	1	1		53	53	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	128	128	0.1	0.1	2.603	A
		Exit	1	1		129	129	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	129	129	0.0	0.0	0.000	A
		Exit	1	1		128	128	0.0	0.0	0.059	A
	B - Church Hill	Entry	1	1	A, C	33	32	0.1	0.1	9.030	A
		Exit	1	1		44	44	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	110	110	0.0	0.0	0.768	A
		Exit	1	1		99	99	0.0	0.0	0.000	A

Baseline 2028, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Schoolhouse Lane/New Street/Crown Road	T-Junction	Two-way	3.58	A
2	Crown Road/Church Hill	T-Junction	Two-way	1.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	Baseline 2028	PM	ONE HOUR	14:45	16:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Schoolhouse Lane/New Street/Crown Road	C - Crown Road	2	A	Simple (vertical queueing)	Normal	0	100.00	
2 - Crown Road/Church Hill	A - Crown Road	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane		ONE HOUR	✓	91	100.000
	B - New Street		ONE HOUR	✓	48	100.000
	C - Crown Road	✓				
2 - Crown Road/Church Hill	A - Crown Road	✓				
	B - Church Hill		ONE HOUR	✓	43	100.000
	C - Crown Road		ONE HOUR	✓	147	100.000

Origin-Destination Data

1 - Schoolhouse Lane/New Street/Crown Road

Demand (Veh/hr)

		To		
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0	4	87
	B - New Street	6	0	42
	C - Crown Road	75	47	0

Proportions

		To		
		A - Schoolhouse Lane	B - New Street	C - Crow Road
From	A - Schoolhouse Lane	0.00	0.04	0.96
	B - New Street	0.13	0.00	0.88
	C - Crown Road	0.61	0.39	0.00

2 - Crown Road/Church Hill

Demand (Veh/hr)

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	0	31	87
	B - Church Hill	30	0	13
	C - Crown Road	139	8	0

Proportions

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	0.00	0.26	0.74
	B - Church Hill	0.70	0.00	0.30
	C - Crown Road	0.95	0.05	0.00

Vehicle Mix

1 - Schoolhouse Lane/New Street/Crown Road

Heavy Vehicle Percentages

		To		
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	10	10	10
	B - New Street	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

		To		
		A - Schoolhouse Lane	B - New Street	C - Crow Road
From	A - Schoolhouse Lane	1.100	1.100	1.100
	B - New Street	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

2 - Crown Road/Church Hill

Heavy Vehicle Percentages

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	10	10	10
	B - Church Hill	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	1.100	1.100	1.100
	B - Church Hill	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
14:45-15:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	69	75
		B - New Street	36	40
		C - Crown Road	92	101
	2 - Crown Road/Church Hill	A - Crown Road	89	98
		B - Church Hill	32	36
		C - Crown Road	111	122
15:00-15:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	82	90
		B - New Street	43	47
		C - Crown Road	110	121
	2 - Crown Road/Church Hill	A - Crown Road	106	117
		B - Church Hill	39	43
		C - Crown Road	132	145
15:15-15:30	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	100	110
		B - New Street	53	58
		C - Crown Road	134	148
	2 - Crown Road/Church Hill	A - Crown Road	130	143
		B - Church Hill	47	52
		C - Crown Road	162	178
15:30-15:45	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	100	110
		B - New Street	53	58
		C - Crown Road	134	148
	2 - Crown Road/Church Hill	A - Crown Road	130	143
		B - Church Hill	47	52
		C - Crown Road	162	178
15:45-16:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	82	90
		B - New Street	43	47
		C - Crown Road	110	121
	2 - Crown Road/Church Hill	A - Crown Road	106	117
		B - Church Hill	39	43
		C - Crown Road	132	145
16:00-16:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	69	75
		B - New Street	36	40
		C - Crown Road	92	101
	2 - Crown Road/Church Hill	A - Crown Road	89	98
		B - Church Hill	32	36
		C - Crown Road	111	122

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	0.00	0.0	A	83	124
	B - New Street	8.33	0.2	A	46	69
	C - Crown Road	4.08	0.2	A	159	239
2 - Crown Road/Church Hill	A - Crown Road	0.00	0.0	A	118	178
	B - Church Hill	10.95	0.3	B	41	61
	C - Crown Road	0.65	0.0	A	138	207

Main Results for each time segment

14:45 - 15:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	67	17	67	86	0.0	0.0	0.000	A
	B - New Street	38	9	38	52	0.0	0.1	7.468	A
	C - Crown Road	131	33	131	97	0.0	0.1	3.692	A
2 - Crown Road/Church Hill	A - Crown Road	97	24	97	131	0.0	0.0	0.000	A
	B - Church Hill	34	9	34	34	0.0	0.1	9.034	A
	C - Crown Road	113	28	113	79	0.0	0.0	0.651	A

15:00 - 15:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	81	20	81	100	0.0	0.0	0.000	A
	B - New Street	50	13	49	62	0.1	0.1	7.892	A
	C - Crown Road	154	38	153	121	0.1	0.2	3.810	A
2 - Crown Road/Church Hill	A - Crown Road	121	30	121	153	0.0	0.0	0.000	A
	B - Church Hill	40	10	40	35	0.1	0.1	9.491	A
	C - Crown Road	133	33	133	105	0.0	0.0	0.574	A

15:15 - 15:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	98	24	98	127	0.0	0.0	0.000	A
	B - New Street	51	13	49	80	0.1	0.2	8.327	A
	C - Crown Road	195	49	196	135	0.2	0.2	3.936	A
2 - Crown Road/Church Hill	A - Crown Road	135	34	135	194	0.0	0.0	0.000	A
	B - Church Hill	51	13	50	45	0.1	0.1	10.948	B
	C - Crown Road	167	42	168	115	0.0	0.0	0.641	A

15:30 - 15:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	100	25	100	122	0.0	0.0	0.000	A
	B - New Street	52	13	52	73	0.2	0.1	7.475	A
	C - Crown Road	184	46	186	143	0.2	0.1	4.082	A
2 - Crown Road/Church Hill	A - Crown Road	143	36	143	184	0.0	0.0	0.000	A
	B - Church Hill	49	12	47	48	0.1	0.2	9.837	A
	C - Crown Road	160	40	161	118	0.0	0.0	0.633	A

15:45 - 16:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	80	20	80	106	0.0	0.0	0.000	A
	B - New Street	46	11	46	62	0.1	0.0	7.827	A
	C - Crown Road	157	39	157	116	0.1	0.2	3.838	A
2 - Crown Road/Church Hill	A - Crown Road	116	29	116	157	0.0	0.0	0.000	A
	B - Church Hill	38	10	38	38	0.2	0.1	10.010	B
	C - Crown Road	139	35	139	99	0.0	0.0	0.638	A

16:00 - 16:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	70	18	70	88	0.0	0.0	0.000	A
	B - New Street	38	10	38	57	0.0	0.1	8.222	A
	C - Crown Road	134	34	135	99	0.2	0.1	3.397	A
2 - Crown Road/Church Hill	A - Crown Road	99	25	99	134	0.0	0.0	0.000	A
	B - Church Hill	33	8	32	31	0.1	0.1	8.718	A
	C - Crown Road	116	29	116	82	0.0	0.0	0.505	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

14:45 - 15:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	67	67	0.0	0.0	0.000	A
		Exit	1	1		86	86	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	38	38	0.0	0.1	7.468	A
		Exit	1	1		52	52	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	131	131	0.0	0.1	3.692	A
		Exit	1	1		97	97	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	97	97	0.0	0.0	0.000	A
		Exit	1	1		131	131	0.0	0.0	0.108	A
	B - Church Hill	Entry	1	1	A, C	34	34	0.0	0.1	9.034	A
		Exit	1	1		34	34	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	113	113	0.0	0.0	0.651	A
		Exit	1	1		79	79	0.0	0.0	0.000	A

15:00 - 15:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	81	81	0.0	0.0	0.000	A
		Exit	1	1		100	100	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	50	49	0.1	0.1	7.892	A
		Exit	1	1		62	62	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	154	153	0.1	0.2	3.810	A
		Exit	1	1		121	121	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	121	121	0.0	0.0	0.000	A
		Exit	1	1		153	153	0.0	0.0	0.172	A
	B - Church Hill	Entry	1	1	A, C	40	40	0.1	0.1	9.491	A
		Exit	1	1		35	35	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	133	133	0.0	0.0	0.574	A
		Exit	1	1		105	105	0.0	0.0	0.000	A

15:15 - 15:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	98	98	0.0	0.0	0.000	A
		Exit	1	1		127	127	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	51	49	0.1	0.2	8.327	A
		Exit	1	1		80	80	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	195	196	0.2	0.2	3.936	A
		Exit	1	1		135	135	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	135	135	0.0	0.0	0.000	A
		Exit	1	1		194	194	0.0	0.0	0.264	A
	B - Church Hill	Entry	1	1	A, C	51	50	0.1	0.1	10.948	B
		Exit	1	1		45	45	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	167	168	0.0	0.0	0.641	A
		Exit	1	1		115	115	0.0	0.0	0.000	A

15:30 - 15:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	100	100	0.0	0.0	0.000	A
		Exit	1	1		122	122	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	52	52	0.2	0.1	7.475	A
		Exit	1	1		73	73	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	184	186	0.2	0.1	4.082	A
		Exit	1	1		143	143	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	143	143	0.0	0.0	0.000	A
		Exit	1	1		184	184	0.0	0.0	0.207	A
	B - Church Hill	Entry	1	1	A, C	49	47	0.1	0.2	9.837	A
		Exit	1	1		48	48	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	160	161	0.0	0.0	0.633	A
		Exit	1	1		118	118	0.0	0.0	0.000	A

15:45 - 16:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	80	80	0.0	0.0	0.000	A
		Exit	1	1		106	106	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	46	46	0.1	0.0	7.827	A
		Exit	1	1		62	62	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	157	157	0.1	0.2	3.838	A
		Exit	1	1		116	116	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	116	116	0.0	0.0	0.000	A
		Exit	1	1		157	157	0.0	0.0	0.219	A
	B - Church Hill	Entry	1	1	A, C	38	38	0.2	0.1	10.010	B
		Exit	1	1		38	38	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	139	139	0.0	0.0	0.638	A
		Exit	1	1		99	99	0.0	0.0	0.000	A

16:00 - 16:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	70	70	0.0	0.0	0.000	A
		Exit	1	1		88	88	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	38	38	0.0	0.1	8.222	A
		Exit	1	1		57	57	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	134	135	0.2	0.1	3.397	A
		Exit	1	1		99	99	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	99	99	0.0	0.0	0.000	A
		Exit	1	1		135	134	0.0	0.0	0.066	A
	B - Church Hill	Entry	1	1	A, C	33	32	0.1	0.1	8.718	A
		Exit	1	1		31	31	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	116	116	0.0	0.0	0.505	A
		Exit	1	1		82	82	0.0	0.0	0.000	A

Baseline 2024 + PD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Schoolhouse Lane/New Street/Crown Road	T-Junction	Two-way	3.67	A
2	Crown Road/Church Hill	T-Junction	Two-way	3.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	Baseline 2024 + PD	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Schoolhouse Lane/New Street/Crown Road	C - Crown Road	2	A	Simple (vertical queueing)	Normal	0	100.00	
2 - Crown Road/Church Hill	A - Crown Road	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane		ONE HOUR	✓	123	100.000
	B - New Street		ONE HOUR	✓	82	100.000
	C - Crown Road	✓				
2 - Crown Road/Church Hill	A - Crown Road	✓				
	B - Church Hill		ONE HOUR	✓	85	100.000
	C - Crown Road		ONE HOUR	✓	172	100.000

Origin-Destination Data

1 - Schoolhouse Lane/New Street/Crown Road

Demand (Veh/hr)

		To		
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0	20	103
	B - New Street	16	0	66
	C - Crown Road	136	55	0

Proportions

		To		
		A - Schoolhouse Lane	B - New Street	C - Crow Road
From	A - Schoolhouse Lane	0.00	0.16	0.84
	B - New Street	0.20	0.00	0.80
	C - Crown Road	0.71	0.29	0.00

2 - Crown Road/Church Hill

Demand (Veh/hr)

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	0	65	103
	B - Church Hill	59	0	26
	C - Crown Road	136	36	0

Proportions

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	0.00	0.39	0.61
	B - Church Hill	0.69	0.00	0.31
	C - Crown Road	0.79	0.21	0.00

Vehicle Mix

1 - Schoolhouse Lane/New Street/Crown Road

Heavy Vehicle Percentages

		To		
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	10	10	10
	B - New Street	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

		To		
		A - Schoolhouse Lane	B - New Street	C - Crow Road
From	A - Schoolhouse Lane	1.100	1.100	1.100
	B - New Street	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

2 - Crown Road/Church Hill

Heavy Vehicle Percentages

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	10	10	10
	B - Church Hill	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	1.100	1.100	1.100
	B - Church Hill	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	93	102
		B - New Street	62	68
		C - Crown Road	144	158
	2 - Crown Road/Church Hill	A - Crown Road	126	139
		B - Church Hill	64	70
		C - Crown Road	129	142
08:00-08:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	111	122
		B - New Street	74	81
		C - Crown Road	172	189
	2 - Crown Road/Church Hill	A - Crown Road	151	166
		B - Church Hill	76	84
		C - Crown Road	155	170
08:15-08:30	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	135	149
		B - New Street	90	99
		C - Crown Road	210	231
	2 - Crown Road/Church Hill	A - Crown Road	185	203
		B - Church Hill	94	103
		C - Crown Road	189	208
08:30-08:45	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	135	149
		B - New Street	90	99
		C - Crown Road	210	231
	2 - Crown Road/Church Hill	A - Crown Road	185	203
		B - Church Hill	94	103
		C - Crown Road	189	208
08:45-09:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	111	122
		B - New Street	74	81
		C - Crown Road	172	189
	2 - Crown Road/Church Hill	A - Crown Road	151	166
		B - Church Hill	76	84
		C - Crown Road	155	170
09:00-09:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	93	102
		B - New Street	62	68
		C - Crown Road	144	158
	2 - Crown Road/Church Hill	A - Crown Road	126	139
		B - Church Hill	64	70
		C - Crown Road	129	142

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	0.00	0.0	A	113	170
	B - New Street	9.68	0.3	A	77	116
	C - Crown Road	3.37	0.3	A	178	267
2 - Crown Road/Church Hill	A - Crown Road	0.00	0.0	A	158	237
	B - Church Hill	12.26	0.4	B	77	116
	C - Crown Road	2.63	0.2	A	158	237

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	98	24	98	114	0.0	0.0	0.000	A
	B - New Street	65	16	66	60	0.0	0.1	8.424	A
	C - Crown Road	144	36	146	135	0.0	0.1	2.951	A
2 - Crown Road/Church Hill	A - Crown Road	135	34	135	144	0.0	0.0	0.000	A
	B - Church Hill	62	15	62	79	0.0	0.2	10.143	B
	C - Crown Road	130	32	130	103	0.0	0.1	2.113	A

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	106	26	106	140	0.0	0.0	0.000	A
	B - New Street	74	19	76	65	0.1	0.1	9.128	A
	C - Crown Road	175	44	174	151	0.1	0.2	2.820	A
2 - Crown Road/Church Hill	A - Crown Road	151	38	151	175	0.0	0.0	0.000	A
	B - Church Hill	74	18	75	90	0.2	0.2	10.952	B
	C - Crown Road	155	39	156	117	0.1	0.1	2.396	A

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	139	35	139	170	0.0	0.0	0.000	A
	B - New Street	92	23	92	79	0.1	0.3	9.676	A
	C - Crown Road	213	53	212	193	0.2	0.3	3.373	A
2 - Crown Road/Church Hill	A - Crown Road	194	48	194	213	0.0	0.0	0.000	A
	B - Church Hill	90	22	89	114	0.2	0.4	12.079	B
	C - Crown Road	190	48	190	146	0.1	0.1	2.519	A

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	140	35	140	172	0.0	0.0	0.000	A
	B - New Street	94	23	94	85	0.3	0.2	9.609	A
	C - Crown Road	217	54	218	194	0.3	0.1	3.288	A
2 - Crown Road/Church Hill	A - Crown Road	194	49	194	217	0.0	0.0	0.000	A
	B - Church Hill	97	24	98	115	0.4	0.2	12.264	B
	C - Crown Road	191	48	190	151	0.1	0.2	2.288	A

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	108	27	108	143	0.0	0.0	0.000	A
	B - New Street	77	19	77	65	0.2	0.2	8.440	A
	C - Crown Road	177	44	177	153	0.1	0.2	2.936	A
2 - Crown Road/Church Hill	A - Crown Road	153	38	153	177	0.0	0.0	0.000	A
	B - Church Hill	78	19	77	91	0.2	0.3	11.066	B
	C - Crown Road	157	39	158	120	0.2	0.0	2.627	A

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	89	22	89	119	0.0	0.0	0.000	A
	B - New Street	63	16	63	53	0.2	0.1	8.163	A
	C - Crown Road	142	36	143	123	0.2	0.2	2.764	A
2 - Crown Road/Church Hill	A - Crown Road	123	31	123	143	0.0	0.0	0.000	A
	B - Church Hill	66	17	67	75	0.3	0.2	10.490	B
	C - Crown Road	125	31	124	97	0.0	0.1	1.980	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	98	98	0.0	0.0	0.000	A
		Exit	1	1		114	114	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	65	66	0.0	0.1	8.424	A
		Exit	1	1		60	60	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	144	146	0.0	0.1	2.951	A
		Exit	1	1		135	135	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	135	135	0.0	0.0	0.000	A
		Exit	1	1		144	144	0.0	0.0	0.073	A
	B - Church Hill	Entry	1	1	A, C	62	62	0.0	0.2	10.143	B
		Exit	1	1		79	79	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	130	130	0.0	0.1	2.113	A
		Exit	1	1		103	103	0.0	0.0	0.000	A

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	106	106	0.0	0.0	0.000	A
		Exit	1	1		140	140	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	74	76	0.1	0.1	9.128	A
		Exit	1	1		65	65	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	175	174	0.1	0.2	2.820	A
		Exit	1	1		151	151	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	151	151	0.0	0.0	0.000	A
		Exit	1	1		175	175	0.0	0.0	0.128	A
	B - Church Hill	Entry	1	1	A, C	74	75	0.2	0.2	10.952	B
		Exit	1	1		90	90	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	155	156	0.1	0.1	2.396	A
		Exit	1	1		117	117	0.0	0.0	0.000	A

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	139	139	0.0	0.0	0.000	A
		Exit	1	1		170	170	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	92	92	0.1	0.3	9.676	A
		Exit	1	1		79	79	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	213	212	0.2	0.3	3.373	A
		Exit	1	1		193	193	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	194	194	0.0	0.0	0.000	A
		Exit	1	1		213	213	0.0	0.0	0.181	A
	B - Church Hill	Entry	1	1	A, C	90	89	0.2	0.4	12.079	B
		Exit	1	1		114	114	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	190	190	0.1	0.1	2.519	A
		Exit	1	1		146	146	0.0	0.0	0.000	A

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	140	140	0.0	0.0	0.000	A
		Exit	1	1		172	172	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	94	94	0.3	0.2	9.609	A
		Exit	1	1		85	85	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	217	218	0.3	0.1	3.288	A
		Exit	1	1		194	194	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	194	194	0.0	0.0	0.000	A
		Exit	1	1		216	217	0.0	0.0	0.224	A
	B - Church Hill	Entry	1	1	A, C	97	98	0.4	0.2	12.264	B
		Exit	1	1		115	115	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	191	190	0.1	0.2	2.288	A
		Exit	1	1		151	151	0.0	0.0	0.000	A

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	108	108	0.0	0.0	0.000	A
		Exit	1	1		143	143	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	77	77	0.2	0.2	8.440	A
		Exit	1	1		65	65	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	177	177	0.1	0.2	2.936	A
		Exit	1	1		153	153	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	153	153	0.0	0.0	0.000	A
		Exit	1	1		177	177	0.0	0.0	0.134	A
	B - Church Hill	Entry	1	1	A, C	78	77	0.2	0.3	11.066	B
		Exit	1	1		91	91	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	157	158	0.2	0.0	2.627	A
		Exit	1	1		120	120	0.0	0.0	0.000	A

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	89	89	0.0	0.0	0.000	A
		Exit	1	1		119	119	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	63	63	0.2	0.1	8.163	A
		Exit	1	1		53	53	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	142	143	0.2	0.2	2.764	A
		Exit	1	1		123	123	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	123	123	0.0	0.0	0.000	A
		Exit	1	1		143	143	0.0	0.0	0.159	A
	B - Church Hill	Entry	1	1	A, C	66	67	0.3	0.2	10.490	B
		Exit	1	1		75	75	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	125	124	0.0	0.1	1.980	A
		Exit	1	1		97	97	0.0	0.0	0.000	A

Baseline 2024 + PD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Schoolhouse Lane/New Street/Crown Road	T-Junction	Two-way	3.48	A
2	Crown Road/Church Hill	T-Junction	Two-way	5.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	Baseline 2024 + PD	PM	ONE HOUR	14:45	16:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Schoolhouse Lane/New Street/Crown Road	C - Crown Road	2	A	Simple (vertical queueing)	Normal	0	100.00	
2 - Crown Road/Church Hill	A - Crown Road	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane		ONE HOUR	✓	91	100.000
	B - New Street		ONE HOUR	✓	50	100.000
	C - Crown Road	✓				
2 - Crown Road/Church Hill	A - Crown Road	✓				
	B - Church Hill		ONE HOUR	✓	121	100.000
	C - Crown Road		ONE HOUR	✓	122	100.000

Origin-Destination Data

1 - Schoolhouse Lane/New Street/Crown Road

Demand (Veh/hr)

		To		
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0	4	87
	B - New Street	6	0	44
	C - Crown Road	77	49	0

Proportions

		To		
		A - Schoolhouse Lane	B - New Street	C - Crow Road
From	A - Schoolhouse Lane	0.00	0.04	0.96
	B - New Street	0.12	0.00	0.88
	C - Crown Road	0.61	0.39	0.00

2 - Crown Road/Church Hill

Demand (Veh/hr)

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	0	69	87
	B - Church Hill	71	0	50
	C - Crown Road	77	45	0

Proportions

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	0.00	0.44	0.56
	B - Church Hill	0.59	0.00	0.41
	C - Crown Road	0.63	0.37	0.00

Vehicle Mix

1 - Schoolhouse Lane/New Street/Crown Road

Heavy Vehicle Percentages

		To		
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	10	10	10
	B - New Street	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

		To		
		A - Schoolhouse Lane	B - New Street	C - Crow Road
From	A - Schoolhouse Lane	1.100	1.100	1.100
	B - New Street	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

2 - Crown Road/Church Hill

Heavy Vehicle Percentages

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	10	10	10
	B - Church Hill	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	1.100	1.100	1.100
	B - Church Hill	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
14:45-15:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	69	75
		B - New Street	38	41
		C - Crown Road	95	104
	2 - Crown Road/Church Hill	A - Crown Road	117	129
		B - Church Hill	91	100
		C - Crown Road	92	101
15:00-15:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	82	90
		B - New Street	45	49
		C - Crown Road	113	125
	2 - Crown Road/Church Hill	A - Crown Road	140	154
		B - Church Hill	109	120
		C - Crown Road	110	121
15:15-15:30	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	100	110
		B - New Street	55	61
		C - Crown Road	139	153
	2 - Crown Road/Church Hill	A - Crown Road	172	189
		B - Church Hill	133	147
		C - Crown Road	134	148
15:30-15:45	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	100	110
		B - New Street	55	61
		C - Crown Road	139	153
	2 - Crown Road/Church Hill	A - Crown Road	172	189
		B - Church Hill	133	147
		C - Crown Road	134	148
15:45-16:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	82	90
		B - New Street	45	49
		C - Crown Road	113	125
	2 - Crown Road/Church Hill	A - Crown Road	140	154
		B - Church Hill	109	120
		C - Crown Road	110	121
16:00-16:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	69	75
		B - New Street	38	41
		C - Crown Road	95	104
	2 - Crown Road/Church Hill	A - Crown Road	117	129
		B - Church Hill	91	100
		C - Crown Road	92	101

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	0.00	0.0	A	85	128
	B - New Street	8.15	0.2	A	45	68
	C - Crown Road	4.11	0.2	A	136	205
2 - Crown Road/Church Hill	A - Crown Road	0.00	0.0	A	121	182
	B - Church Hill	12.89	0.6	B	113	169
	C - Crown Road	3.67	0.2	A	112	168

Main Results for each time segment

14:45 - 15:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	69	17	69	72	0.0	0.0	0.000	A
	B - New Street	38	9	37	44	0.0	0.1	7.696	A
	C - Crown Road	110	28	111	100	0.0	0.1	3.314	A
2 - Crown Road/Church Hill	A - Crown Road	100	25	100	110	0.0	0.0	0.000	A
	B - Church Hill	91	23	91	76	0.0	0.3	9.267	A
	C - Crown Road	88	22	89	93	0.0	0.0	3.170	A

15:00 - 15:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	82	21	82	88	0.0	0.0	0.000	A
	B - New Street	48	12	48	58	0.1	0.1	7.467	A
	C - Crown Road	135	34	135	119	0.1	0.2	3.843	A
2 - Crown Road/Church Hill	A - Crown Road	118	30	118	135	0.0	0.0	0.000	A
	B - Church Hill	116	29	114	95	0.3	0.4	10.703	B
	C - Crown Road	111	28	113	115	0.0	0.1	3.509	A

15:15 - 15:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	106	26	106	108	0.0	0.0	0.000	A
	B - New Street	56	14	56	71	0.1	0.1	7.973	A
	C - Crown Road	166	41	167	150	0.2	0.1	4.112	A
2 - Crown Road/Church Hill	A - Crown Road	150	38	150	166	0.0	0.0	0.000	A
	B - Church Hill	137	34	136	116	0.4	0.6	12.754	B
	C - Crown Road	136	34	135	140	0.1	0.1	3.669	A

15:30 - 15:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	100	25	100	108	0.0	0.0	0.000	A
	B - New Street	51	13	50	68	0.1	0.2	8.126	A
	C - Crown Road	166	41	166	140	0.1	0.2	3.931	A
2 - Crown Road/Church Hill	A - Crown Road	140	35	140	166	0.0	0.0	0.000	A
	B - Church Hill	142	36	142	108	0.6	0.5	12.890	B
	C - Crown Road	132	33	132	141	0.1	0.1	3.659	A

15:45 - 16:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	83	21	83	85	0.0	0.0	0.000	A
	B - New Street	42	11	43	54	0.2	0.1	8.152	A
	C - Crown Road	130	33	130	117	0.2	0.1	3.536	A
2 - Crown Road/Church Hill	A - Crown Road	117	29	117	130	0.0	0.0	0.000	A
	B - Church Hill	102	26	102	94	0.5	0.4	11.202	B
	C - Crown Road	113	28	113	108	0.1	0.1	3.329	A

16:00 - 16:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	72	18	72	71	0.0	0.0	0.000	A
	B - New Street	36	9	36	49	0.1	0.1	7.761	A
	C - Crown Road	112	28	114	101	0.1	0.0	3.645	A
2 - Crown Road/Church Hill	A - Crown Road	101	25	101	112	0.0	0.0	0.000	A
	B - Church Hill	89	22	90	81	0.4	0.2	10.911	B
	C - Crown Road	93	23	93	91	0.1	0.1	3.063	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

14:45 - 15:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	69	69	0.0	0.0	0.000	A
		Exit	1	1		72	72	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	38	37	0.0	0.1	7.696	A
		Exit	1	1		44	44	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	110	111	0.0	0.1	3.314	A
		Exit	1	1		100	100	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	100	100	0.0	0.0	0.000	A
		Exit	1	1		110	110	0.0	0.0	0.072	A
	B - Church Hill	Entry	1	1	A, C	91	91	0.0	0.3	9.267	A
		Exit	1	1		76	76	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	88	89	0.0	0.0	3.170	A
		Exit	1	1		93	93	0.0	0.0	0.000	A

15:00 - 15:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	82	82	0.0	0.0	0.000	A
		Exit	1	1		88	88	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	48	48	0.1	0.1	7.467	A
		Exit	1	1		58	58	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	135	135	0.1	0.2	3.843	A
		Exit	1	1		119	119	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	118	118	0.0	0.0	0.000	A
		Exit	1	1		135	135	0.0	0.0	0.099	A
	B - Church Hill	Entry	1	1	A, C	116	114	0.3	0.4	10.703	B
		Exit	1	1		95	95	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	111	113	0.0	0.1	3.509	A
		Exit	1	1		115	115	0.0	0.0	0.000	A

15:15 - 15:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	106	106	0.0	0.0	0.000	A
		Exit	1	1		108	108	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	56	56	0.1	0.1	7.973	A
		Exit	1	1		71	71	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	166	167	0.2	0.1	4.112	A
		Exit	1	1		150	150	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	150	150	0.0	0.0	0.000	A
		Exit	1	1		166	166	0.0	0.0	0.220	A
	B - Church Hill	Entry	1	1	A, C	137	136	0.4	0.6	12.754	B
		Exit	1	1		116	116	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	136	135	0.1	0.1	3.669	A
		Exit	1	1		140	140	0.0	0.0	0.000	A

15:30 - 15:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	100	100	0.0	0.0	0.000	A
		Exit	1	1		108	108	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	51	50	0.1	0.2	8.126	A
		Exit	1	1		68	68	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	166	166	0.1	0.2	3.931	A
		Exit	1	1		140	140	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	140	140	0.0	0.0	0.000	A
		Exit	1	1		166	166	0.0	0.0	0.226	A
	B - Church Hill	Entry	1	1	A, C	142	142	0.6	0.5	12.890	B
		Exit	1	1		108	108	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	132	132	0.1	0.1	3.659	A
		Exit	1	1		141	141	0.0	0.0	0.000	A

15:45 - 16:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	83	83	0.0	0.0	0.000	A
		Exit	1	1		85	85	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	42	43	0.2	0.1	8.152	A
		Exit	1	1		54	54	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	130	130	0.2	0.1	3.536	A
		Exit	1	1		117	117	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	117	117	0.0	0.0	0.000	A
		Exit	1	1		130	130	0.0	0.0	0.071	A
	B - Church Hill	Entry	1	1	A, C	102	102	0.5	0.4	11.202	B
		Exit	1	1		94	94	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	113	113	0.1	0.1	3.329	A
		Exit	1	1		108	108	0.0	0.0	0.000	A

16:00 - 16:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	72	72	0.0	0.0	0.000	A
		Exit	1	1		71	71	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	36	36	0.1	0.1	7.761	A
		Exit	1	1		49	49	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	112	114	0.1	0.0	3.645	A
		Exit	1	1		101	101	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	101	101	0.0	0.0	0.000	A
		Exit	1	1		112	112	0.0	0.0	0.084	A
	B - Church Hill	Entry	1	1	A, C	89	90	0.4	0.2	10.911	B
		Exit	1	1		81	81	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	93	93	0.1	0.1	3.063	A
		Exit	1	1		91	91	0.0	0.0	0.000	A

Baseline 2028 + PD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Schoolhouse Lane/New Street/Crown Road	T-Junction	Two-way	3.78	A
2	Crown Road/Church Hill	T-Junction	Two-way	3.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	Baseline 2028 + PD	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Schoolhouse Lane/New Street/Crown Road	C - Crown Road	2	A	Simple (vertical queueing)	Normal	0	100.00	
2 - Crown Road/Church Hill	A - Crown Road	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane		ONE HOUR	✓	127	100.000
	B - New Street		ONE HOUR	✓	85	100.000
	C - Crown Road	✓				
2 - Crown Road/Church Hill	A - Crown Road	✓				
	B - Church Hill		ONE HOUR	✓	87	100.000
	C - Crown Road		ONE HOUR	✓	178	100.000

Origin-Destination Data

1 - Schoolhouse Lane/New Street/Crown Road

Demand (Veh/hr)

		To		
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0	20	107
	B - New Street	17	0	68
	C - Crown Road	141	57	0

Proportions

		To		
		A - Schoolhouse Lane	B - New Street	C - Crow Road
From	A - Schoolhouse Lane	0.00	0.16	0.84
	B - New Street	0.20	0.00	0.80
	C - Crown Road	0.71	0.29	0.00

2 - Crown Road/Church Hill

Demand (Veh/hr)

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	0	66	107
	B - Church Hill	60	0	27
	C - Crown Road	141	37	0

Proportions

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	0.00	0.38	0.62
	B - Church Hill	0.69	0.00	0.31
	C - Crown Road	0.79	0.21	0.00

Vehicle Mix

1 - Schoolhouse Lane/New Street/Crown Road

Heavy Vehicle Percentages

		To		
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	10	10	10
	B - New Street	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

		To		
		A - Schoolhouse Lane	B - New Street	C - Crow Road
From	A - Schoolhouse Lane	1.100	1.100	1.100
	B - New Street	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

2 - Crown Road/Church Hill

Heavy Vehicle Percentages

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	10	10	10
	B - Church Hill	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	1.100	1.100	1.100
	B - Church Hill	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	96	105
		B - New Street	64	70
		C - Crown Road	149	164
	2 - Crown Road/Church Hill	A - Crown Road	130	143
		B - Church Hill	65	72
		C - Crown Road	134	147
08:00-08:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	114	126
		B - New Street	76	84
		C - Crown Road	178	196
	2 - Crown Road/Church Hill	A - Crown Road	156	171
		B - Church Hill	78	86
		C - Crown Road	160	176
08:15-08:30	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	140	154
		B - New Street	94	103
		C - Crown Road	218	240
	2 - Crown Road/Church Hill	A - Crown Road	190	210
		B - Church Hill	96	105
		C - Crown Road	196	216
08:30-08:45	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	140	154
		B - New Street	94	103
		C - Crown Road	218	240
	2 - Crown Road/Church Hill	A - Crown Road	190	210
		B - Church Hill	96	105
		C - Crown Road	196	216
08:45-09:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	114	126
		B - New Street	76	84
		C - Crown Road	178	196
	2 - Crown Road/Church Hill	A - Crown Road	156	171
		B - Church Hill	78	86
		C - Crown Road	160	176
09:00-09:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	96	105
		B - New Street	64	70
		C - Crown Road	149	164
	2 - Crown Road/Church Hill	A - Crown Road	130	143
		B - Church Hill	65	72
		C - Crown Road	134	147

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	0.00	0.0	A	119	178
	B - New Street	10.32	0.3	B	79	118
	C - Crown Road	3.41	0.3	A	183	274
2 - Crown Road/Church Hill	A - Crown Road	0.00	0.0	A	164	246
	B - Church Hill	12.99	0.4	B	81	122
	C - Crown Road	2.46	0.1	A	161	242

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	100	25	100	119	0.0	0.0	0.000	A
	B - New Street	66	17	65	57	0.0	0.2	8.540	A
	C - Crown Road	148	37	148	136	0.0	0.1	3.006	A
2 - Crown Road/Church Hill	A - Crown Road	136	34	136	148	0.0	0.0	0.000	A
	B - Church Hill	68	17	68	82	0.0	0.2	10.104	B
	C - Crown Road	131	33	130	105	0.0	0.1	2.151	A

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	114	28	114	149	0.0	0.0	0.000	A
	B - New Street	76	19	76	69	0.2	0.3	9.363	A
	C - Crown Road	185	46	186	157	0.1	0.1	2.982	A
2 - Crown Road/Church Hill	A - Crown Road	157	39	157	185	0.0	0.0	0.000	A
	B - Church Hill	79	20	82	92	0.2	0.1	11.122	B
	C - Crown Road	159	40	159	121	0.1	0.1	2.367	A

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	150	38	150	180	0.0	0.0	0.000	A
	B - New Street	101	25	102	84	0.3	0.3	10.322	B
	C - Crown Road	222	56	220	209	0.1	0.3	3.267	A
2 - Crown Road/Church Hill	A - Crown Road	209	52	209	222	0.0	0.0	0.000	A
	B - Church Hill	98	25	98	122	0.1	0.3	12.992	B
	C - Crown Road	201	50	200	163	0.1	0.1	2.292	A

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	136	34	136	181	0.0	0.0	0.000	A
	B - New Street	97	24	97	84	0.3	0.1	9.125	A
	C - Crown Road	224	56	224	192	0.3	0.2	3.410	A
2 - Crown Road/Church Hill	A - Crown Road	192	48	192	224	0.0	0.0	0.000	A
	B - Church Hill	101	25	99	114	0.3	0.4	11.586	B
	C - Crown Road	196	49	195	149	0.1	0.1	2.460	A

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	118	29	118	135	0.0	0.0	0.000	A
	B - New Street	73	18	74	67	0.1	0.2	8.828	A
	C - Crown Road	170	42	171	160	0.2	0.1	3.087	A
2 - Crown Road/Church Hill	A - Crown Road	160	40	160	170	0.0	0.0	0.000	A
	B - Church Hill	77	19	76	95	0.4	0.2	11.393	B
	C - Crown Road	148	37	148	119	0.1	0.1	2.336	A

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	97	24	97	118	0.0	0.0	0.000	A
	B - New Street	58	15	58	57	0.2	0.1	8.398	A
	C - Crown Road	147	37	148	128	0.1	0.1	2.724	A
2 - Crown Road/Church Hill	A - Crown Road	128	32	128	147	0.0	0.0	0.000	A
	B - Church Hill	64	16	65	79	0.2	0.1	10.234	B
	C - Crown Road	132	33	132	99	0.1	0.1	2.106	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	100	100	0.0	0.0	0.000	A
		Exit	1	1		119	119	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	66	65	0.0	0.2	8.540	A
		Exit	1	1		57	57	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	148	148	0.0	0.1	3.006	A
		Exit	1	1		136	136	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	136	136	0.0	0.0	0.000	A
		Exit	1	1		148	148	0.0	0.0	0.107	A
	B - Church Hill	Entry	1	1	A, C	68	68	0.0	0.2	10.104	B
		Exit	1	1		82	82	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	131	130	0.0	0.1	2.151	A
		Exit	1	1		105	105	0.0	0.0	0.000	A

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	114	114	0.0	0.0	0.000	A
		Exit	1	1		149	149	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	76	76	0.2	0.3	9.363	A
		Exit	1	1		69	69	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	185	186	0.1	0.1	2.982	A
		Exit	1	1		157	157	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	157	157	0.0	0.0	0.000	A
		Exit	1	1		185	185	0.0	0.0	0.217	A
	B - Church Hill	Entry	1	1	A, C	79	82	0.2	0.1	11.122	B
		Exit	1	1		92	92	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	159	159	0.1	0.1	2.367	A
		Exit	1	1		121	121	0.0	0.0	0.000	A

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	150	150	0.0	0.0	0.000	A
		Exit	1	1		180	180	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	101	102	0.3	0.3	10.322	B
		Exit	1	1		84	84	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	222	220	0.1	0.3	3.267	A
		Exit	1	1		209	209	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	209	209	0.0	0.0	0.000	A
		Exit	1	1		223	222	0.0	0.1	0.203	A
	B - Church Hill	Entry	1	1	A, C	98	98	0.1	0.3	12.992	B
		Exit	1	1		122	122	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	201	200	0.1	0.1	2.292	A
		Exit	1	1		163	163	0.0	0.0	0.000	A

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	136	136	0.0	0.0	0.000	A
		Exit	1	1		181	181	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	97	97	0.3	0.1	9.125	A
		Exit	1	1		84	84	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	224	224	0.3	0.2	3.410	A
		Exit	1	1		192	192	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	192	192	0.0	0.0	0.000	A
		Exit	1	1		224	224	0.1	0.0	0.209	A
	B - Church Hill	Entry	1	1	A, C	101	99	0.3	0.4	11.586	B
		Exit	1	1		114	114	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	196	195	0.1	0.1	2.460	A
		Exit	1	1		149	149	0.0	0.0	0.000	A

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	118	118	0.0	0.0	0.000	A
		Exit	1	1		135	135	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	73	74	0.1	0.2	8.828	A
		Exit	1	1		67	67	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	170	171	0.2	0.1	3.087	A
		Exit	1	1		160	160	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	160	160	0.0	0.0	0.000	A
		Exit	1	1		170	170	0.0	0.0	0.158	A
	B - Church Hill	Entry	1	1	A, C	77	76	0.4	0.2	11.393	B
		Exit	1	1		95	95	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	148	148	0.1	0.1	2.336	A
		Exit	1	1		119	119	0.0	0.0	0.000	A

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	97	97	0.0	0.0	0.000	A
		Exit	1	1		118	118	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	58	58	0.2	0.1	8.398	A
		Exit	1	1		57	57	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	147	148	0.1	0.1	2.724	A
		Exit	1	1		128	128	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	128	128	0.0	0.0	0.000	A
		Exit	1	1		147	147	0.0	0.0	0.128	A
	B - Church Hill	Entry	1	1	A, C	64	65	0.2	0.1	10.234	B
		Exit	1	1		79	79	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	132	132	0.1	0.1	2.106	A
		Exit	1	1		99	99	0.0	0.0	0.000	A

Baseline 2028 + PD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Schoolhouse Lane/New Street/Crown Road	T-Junction	Two-way	3.57	A
2	Crown Road/Church Hill	T-Junction	Two-way	5.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	Baseline 2028 + PD	PM	ONE HOUR	14:45	16:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Schoolhouse Lane/New Street/Crown Road	C - Crown Road	2	A	Simple (vertical queueing)	Normal	0	100.00	
2 - Crown Road/Church Hill	A - Crown Road	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane		ONE HOUR	✓	94	100.000
	B - New Street		ONE HOUR	✓	51	100.000
	C - Crown Road	✓				
2 - Crown Road/Church Hill	A - Crown Road	✓				
	B - Church Hill		ONE HOUR	✓	123	100.000
	C - Crown Road		ONE HOUR	✓	125	100.000

Origin-Destination Data

1 - Schoolhouse Lane/New Street/Crown Road

Demand (Veh/hr)

		To		
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0	4	90
	B - New Street	6	0	45
	C - Crown Road	81	51	0

Proportions

		To		
		A - Schoolhouse Lane	B - New Street	C - Crow Road
From	A - Schoolhouse Lane	0.00	0.04	0.96
	B - New Street	0.12	0.00	0.88
	C - Crown Road	0.61	0.39	0.00

2 - Crown Road/Church Hill

Demand (Veh/hr)

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	0	70	90
	B - Church Hill	72	0	51
	C - Crown Road	80	45	0

Proportions

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	0.00	0.44	0.56
	B - Church Hill	0.59	0.00	0.41
	C - Crown Road	0.64	0.36	0.00

Vehicle Mix

1 - Schoolhouse Lane/New Street/Crown Road

Heavy Vehicle Percentages

		To		
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	10	10	10
	B - New Street	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

		To		
		A - Schoolhouse Lane	B - New Street	C - Crow Road
From	A - Schoolhouse Lane	1.100	1.100	1.100
	B - New Street	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

2 - Crown Road/Church Hill

Heavy Vehicle Percentages

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	10	10	10
	B - Church Hill	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	1.100	1.100	1.100
	B - Church Hill	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
14:45-15:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	71	78
		B - New Street	38	42
		C - Crown Road	99	109
	2 - Crown Road/Church Hill	A - Crown Road	120	133
		B - Church Hill	93	102
		C - Crown Road	94	104
15:00-15:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	85	93
		B - New Street	46	50
		C - Crown Road	119	131
	2 - Crown Road/Church Hill	A - Crown Road	144	158
		B - Church Hill	111	122
		C - Crown Road	112	124
15:15-15:30	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	103	114
		B - New Street	56	62
		C - Crown Road	145	160
	2 - Crown Road/Church Hill	A - Crown Road	176	194
		B - Church Hill	135	149
		C - Crown Road	138	151
15:30-15:45	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	103	114
		B - New Street	56	62
		C - Crown Road	145	160
	2 - Crown Road/Church Hill	A - Crown Road	176	194
		B - Church Hill	135	149
		C - Crown Road	138	151
15:45-16:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	85	93
		B - New Street	46	50
		C - Crown Road	119	131
	2 - Crown Road/Church Hill	A - Crown Road	144	158
		B - Church Hill	111	122
		C - Crown Road	112	124
16:00-16:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	71	78
		B - New Street	38	42
		C - Crown Road	99	109
	2 - Crown Road/Church Hill	A - Crown Road	120	133
		B - Church Hill	93	102
		C - Crown Road	94	104

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	0.00	0.0	A	87	131
	B - New Street	8.12	0.2	A	47	70
	C - Crown Road	4.25	0.3	A	142	213
2 - Crown Road/Church Hill	A - Crown Road	0.00	0.0	A	126	189
	B - Church Hill	12.94	0.7	B	113	169
	C - Crown Road	3.75	0.2	A	116	174

Main Results for each time segment

14:45 - 15:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	71	18	71	72	0.0	0.0	0.000	A
	B - New Street	36	9	36	48	0.0	0.1	8.106	A
	C - Crown Road	113	28	113	101	0.0	0.1	3.192	A
2 - Crown Road/Church Hill	A - Crown Road	101	25	101	113	0.0	0.0	0.000	A
	B - Church Hill	94	23	94	78	0.0	0.2	9.447	A
	C - Crown Road	95	24	94	98	0.0	0.2	3.045	A

15:00 - 15:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	83	21	83	85	0.0	0.0	0.000	A
	B - New Street	46	11	46	62	0.1	0.1	7.692	A
	C - Crown Road	138	35	139	121	0.1	0.1	3.737	A
2 - Crown Road/Church Hill	A - Crown Road	121	30	121	138	0.0	0.0	0.000	A
	B - Church Hill	107	27	106	98	0.2	0.3	10.693	B
	C - Crown Road	119	30	117	109	0.2	0.2	3.115	A

15:15 - 15:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	108	27	108	110	0.0	0.0	0.000	A
	B - New Street	52	13	53	70	0.1	0.1	7.966	A
	C - Crown Road	172	43	171	151	0.1	0.2	4.016	A
2 - Crown Road/Church Hill	A - Crown Road	151	38	151	172	0.0	0.0	0.000	A
	B - Church Hill	140	35	140	112	0.3	0.6	12.570	B
	C - Crown Road	134	34	134	142	0.2	0.1	3.748	A

15:30 - 15:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	107	27	107	110	0.0	0.0	0.000	A
	B - New Street	58	15	58	74	0.1	0.1	8.123	A
	C - Crown Road	172	43	174	155	0.2	0.1	4.253	A
2 - Crown Road/Church Hill	A - Crown Road	155	39	155	172	0.0	0.0	0.000	A
	B - Church Hill	132	33	134	119	0.6	0.4	12.940	B
	C - Crown Road	139	35	139	137	0.1	0.1	3.617	A

15:45 - 16:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	87	22	87	89	0.0	0.0	0.000	A
	B - New Street	47	12	47	58	0.1	0.1	7.391	A
	C - Crown Road	140	35	140	127	0.1	0.1	3.936	A
2 - Crown Road/Church Hill	A - Crown Road	127	32	127	140	0.0	0.0	0.000	A
	B - Church Hill	111	28	112	95	0.4	0.4	11.573	B
	C - Crown Road	115	29	114	118	0.1	0.1	3.117	A

16:00 - 16:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	68	17	68	79	0.0	0.0	0.000	A
	B - New Street	42	10	41	48	0.1	0.1	7.746	A
	C - Crown Road	119	30	119	102	0.1	0.1	3.425	A
2 - Crown Road/Church Hill	A - Crown Road	101	25	101	119	0.0	0.0	0.000	A
	B - Church Hill	92	23	91	79	0.4	0.3	11.199	B
	C - Crown Road	96	24	95	90	0.1	0.1	3.228	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

14:45 - 15:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	71	71	0.0	0.0	0.000	A
		Exit	1	1		72	72	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	36	36	0.0	0.1	8.106	A
		Exit	1	1		48	48	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	113	113	0.0	0.1	3.192	A
		Exit	1	1		101	101	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	101	101	0.0	0.0	0.000	A
		Exit	1	1		113	113	0.0	0.0	0.051	A
	B - Church Hill	Entry	1	1	A, C	94	94	0.0	0.2	9.447	A
		Exit	1	1		78	78	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	95	94	0.0	0.2	3.045	A
		Exit	1	1		98	98	0.0	0.0	0.000	A

15:00 - 15:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	83	83	0.0	0.0	0.000	A
		Exit	1	1		85	85	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	46	46	0.1	0.1	7.692	A
		Exit	1	1		62	62	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	138	139	0.1	0.1	3.737	A
		Exit	1	1		121	121	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	121	121	0.0	0.0	0.000	A
		Exit	1	1		138	138	0.0	0.0	0.095	A
	B - Church Hill	Entry	1	1	A, C	107	106	0.2	0.3	10.693	B
		Exit	1	1		98	98	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	119	117	0.2	0.2	3.115	A
		Exit	1	1		109	109	0.0	0.0	0.000	A

15:15 - 15:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	108	108	0.0	0.0	0.000	A
		Exit	1	1		110	110	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	52	53	0.1	0.1	7.966	A
		Exit	1	1		70	70	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	172	171	0.1	0.2	4.016	A
		Exit	1	1		151	151	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	151	151	0.0	0.0	0.000	A
		Exit	1	1		172	172	0.0	0.0	0.225	A
	B - Church Hill	Entry	1	1	A, C	140	140	0.3	0.6	12.570	B
		Exit	1	1		112	112	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	134	134	0.2	0.1	3.748	A
		Exit	1	1		142	142	0.0	0.0	0.000	A

15:30 - 15:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	107	107	0.0	0.0	0.000	A
		Exit	1	1		110	110	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	58	58	0.1	0.1	8.123	A
		Exit	1	1		74	74	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	172	174	0.2	0.1	4.253	A
		Exit	1	1		155	155	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	155	155	0.0	0.0	0.000	A
		Exit	1	1		172	172	0.0	0.0	0.220	A
	B - Church Hill	Entry	1	1	A, C	132	134	0.6	0.4	12.940	B
		Exit	1	1		119	119	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	139	139	0.1	0.1	3.617	A
		Exit	1	1		137	137	0.0	0.0	0.000	A

15:45 - 16:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	87	87	0.0	0.0	0.000	A
		Exit	1	1		89	89	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	47	47	0.1	0.1	7.391	A
		Exit	1	1		58	58	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	140	140	0.1	0.1	3.936	A
		Exit	1	1		127	127	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	127	127	0.0	0.0	0.000	A
		Exit	1	1		140	140	0.0	0.0	0.137	A
	B - Church Hill	Entry	1	1	A, C	111	112	0.4	0.4	11.573	B
		Exit	1	1		95	95	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	115	114	0.1	0.1	3.117	A
		Exit	1	1		118	118	0.0	0.0	0.000	A

16:00 - 16:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	68	68	0.0	0.0	0.000	A
		Exit	1	1		79	79	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	42	41	0.1	0.1	7.746	A
		Exit	1	1		48	48	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	119	119	0.1	0.1	3.425	A
		Exit	1	1		102	102	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	101	101	0.0	0.0	0.000	A
		Exit	1	1		119	119	0.0	0.0	0.033	A
	B - Church Hill	Entry	1	1	A, C	92	91	0.4	0.3	11.199	B
		Exit	1	1		79	79	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	96	95	0.1	0.1	3.228	A
		Exit	1	1		90	90	0.0	0.0	0.000	A

Baseline 2028 + PD + ST, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Schoolhouse Lane/New Street/Crown Road	T-Junction	Two-way	4.07	A
2	Crown Road/Church Hill	T-Junction	Two-way	4.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	Baseline 2028 + PD + ST	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Schoolhouse Lane/New Street/Crown Road	C - Crown Road	2	A	Simple (vertical queueing)	Normal	0	100.00	
2 - Crown Road/Church Hill	A - Crown Road	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane		ONE HOUR	✓	136	100.000
	B - New Street		ONE HOUR	✓	91	100.000
	C - Crown Road	✓				
2 - Crown Road/Church Hill	A - Crown Road	✓				
	B - Church Hill		ONE HOUR	✓	107	100.000
	C - Crown Road		ONE HOUR	✓	210	100.000

Origin-Destination Data

1 - Schoolhouse Lane/New Street/Crown Road

Demand (Veh/hr)

		To		
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0	20	116
	B - New Street	17	0	74
	C - Crown Road	156	70	0

Proportions

		To		
		A - Schoolhouse Lane	B - New Street	C - Crow Road
From	A - Schoolhouse Lane	0.00	0.15	0.85
	B - New Street	0.19	0.00	0.81
	C - Crown Road	0.69	0.31	0.00

2 - Crown Road/Church Hill

Demand (Veh/hr)

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	0	69	116
	B - Church Hill	69	0	38
	C - Crown Road	156	54	0

Proportions

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	0.00	0.37	0.63
	B - Church Hill	0.64	0.00	0.36
	C - Crown Road	0.74	0.26	0.00

Vehicle Mix

1 - Schoolhouse Lane/New Street/Crown Road

Heavy Vehicle Percentages

		To		
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	10	10	10
	B - New Street	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

		To		
		A - Schoolhouse Lane	B - New Street	C - Crow Road
From	A - Schoolhouse Lane	1.100	1.100	1.100
	B - New Street	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

2 - Crown Road/Church Hill

Heavy Vehicle Percentages

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	10	10	10
	B - Church Hill	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	1.100	1.100	1.100
	B - Church Hill	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	102	113
		B - New Street	69	75
		C - Crown Road	170	187
	2 - Crown Road/Church Hill	A - Crown Road	139	153
		B - Church Hill	81	89
		C - Crown Road	158	174
08:00-08:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	122	134
		B - New Street	82	90
		C - Crown Road	203	223
	2 - Crown Road/Church Hill	A - Crown Road	166	183
		B - Church Hill	96	106
		C - Crown Road	189	208
08:15-08:30	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	150	165
		B - New Street	100	110
		C - Crown Road	249	274
	2 - Crown Road/Church Hill	A - Crown Road	204	224
		B - Church Hill	118	130
		C - Crown Road	231	254
08:30-08:45	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	150	165
		B - New Street	100	110
		C - Crown Road	249	274
	2 - Crown Road/Church Hill	A - Crown Road	204	224
		B - Church Hill	118	130
		C - Crown Road	231	254
08:45-09:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	122	134
		B - New Street	82	90
		C - Crown Road	203	223
	2 - Crown Road/Church Hill	A - Crown Road	166	183
		B - Church Hill	96	106
		C - Crown Road	189	208
09:00-09:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	102	113
		B - New Street	69	75
		C - Crown Road	170	187
	2 - Crown Road/Church Hill	A - Crown Road	139	153
		B - Church Hill	81	89
		C - Crown Road	158	174

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	0.00	0.0	A	128	192
	B - New Street	10.30	0.3	B	84	126
	C - Crown Road	4.04	0.3	A	207	311
2 - Crown Road/Church Hill	A - Crown Road	0.00	0.0	A	178	267
	B - Church Hill	13.63	0.5	B	99	148
	C - Crown Road	3.68	0.4	A	192	288

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	106	26	106	132	0.0	0.0	0.000	A
	B - New Street	64	16	64	68	0.0	0.2	8.519	A
	C - Crown Road	174	43	174	144	0.0	0.2	3.304	A
2 - Crown Road/Church Hill	A - Crown Road	144	36	144	174	0.0	0.0	0.000	A
	B - Church Hill	82	20	82	89	0.0	0.3	10.942	B
	C - Crown Road	157	39	157	120	0.0	0.1	2.688	A

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	127	32	127	154	0.0	0.0	0.000	A
	B - New Street	83	21	82	84	0.2	0.3	9.265	A
	C - Crown Road	205	51	205	177	0.2	0.1	3.541	A
2 - Crown Road/Church Hill	A - Crown Road	177	44	177	204	0.0	0.0	0.000	A
	B - Church Hill	97	24	98	113	0.3	0.2	11.438	B
	C - Crown Road	188	47	187	144	0.1	0.3	2.958	A

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	154	38	154	185	0.0	0.0	0.000	A
	B - New Street	102	25	101	98	0.3	0.3	10.302	B
	C - Crown Road	242	61	243	214	0.1	0.3	3.679	A
2 - Crown Road/Church Hill	A - Crown Road	214	53	214	242	0.0	0.0	0.000	A
	B - Church Hill	120	30	120	139	0.2	0.5	13.626	B
	C - Crown Road	225	56	223	175	0.3	0.3	3.681	A

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	156	39	156	191	0.0	0.0	0.000	A
	B - New Street	103	26	103	106	0.3	0.3	9.036	A
	C - Crown Road	252	63	253	214	0.3	0.2	4.045	A
2 - Crown Road/Church Hill	A - Crown Road	214	54	214	252	0.0	0.0	0.000	A
	B - Church Hill	118	30	120	134	0.5	0.3	13.095	B
	C - Crown Road	228	57	229	177	0.3	0.2	3.223	A

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	124	31	124	150	0.0	0.0	0.000	A
	B - New Street	84	21	84	84	0.3	0.1	9.023	A
	C - Crown Road	202	51	202	176	0.2	0.1	3.635	A
2 - Crown Road/Church Hill	A - Crown Road	177	44	177	202	0.0	0.0	0.000	A
	B - Church Hill	95	24	94	110	0.3	0.3	11.424	B
	C - Crown Road	188	47	187	145	0.2	0.3	3.084	A

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	103	26	103	128	0.0	0.0	0.000	A
	B - New Street	70	17	70	68	0.1	0.2	8.745	A
	C - Crown Road	168	42	168	144	0.1	0.2	3.317	A
2 - Crown Road/Church Hill	A - Crown Road	144	36	144	168	0.0	0.0	0.000	A
	B - Church Hill	79	20	80	92	0.3	0.2	10.788	B
	C - Crown Road	163	41	161	124	0.3	0.3	2.739	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	106	106	0.0	0.0	0.000	A
		Exit	1	1		132	132	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	64	64	0.0	0.2	8.519	A
		Exit	1	1		68	68	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	174	174	0.0	0.2	3.304	A
		Exit	1	1		144	144	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	144	144	0.0	0.0	0.000	A
		Exit	1	1		174	174	0.0	0.0	0.185	A
	B - Church Hill	Entry	1	1	A, C	82	82	0.0	0.3	10.942	B
		Exit	1	1		89	89	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	157	157	0.0	0.1	2.688	A
		Exit	1	1		120	120	0.0	0.0	0.000	A

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	127	127	0.0	0.0	0.000	A
		Exit	1	1		154	154	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	83	82	0.2	0.3	9.265	A
		Exit	1	1		84	84	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	205	205	0.2	0.1	3.541	A
		Exit	1	1		177	177	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	177	177	0.0	0.0	0.000	A
		Exit	1	1		204	204	0.0	0.0	0.212	A
	B - Church Hill	Entry	1	1	A, C	97	98	0.3	0.2	11.438	B
		Exit	1	1		113	113	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	188	187	0.1	0.3	2.958	A
		Exit	1	1		144	144	0.0	0.0	0.000	A

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	154	154	0.0	0.0	0.000	A
		Exit	1	1		185	185	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	102	101	0.3	0.3	10.302	B
		Exit	1	1		98	98	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	242	243	0.1	0.3	3.679	A
		Exit	1	1		214	214	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	214	214	0.0	0.0	0.000	A
		Exit	1	1		243	242	0.0	0.0	0.342	A
	B - Church Hill	Entry	1	1	A, C	120	120	0.2	0.5	13.626	B
		Exit	1	1		139	139	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	225	223	0.3	0.3	3.681	A
		Exit	1	1		175	175	0.0	0.0	0.000	A

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	156	156	0.0	0.0	0.000	A
		Exit	1	1		191	191	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	103	103	0.3	0.3	9.036	A
		Exit	1	1		106	106	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	252	253	0.3	0.2	4.045	A
		Exit	1	1		214	214	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	214	214	0.0	0.0	0.000	A
		Exit	1	1		252	252	0.0	0.0	0.390	A
	B - Church Hill	Entry	1	1	A, C	118	120	0.5	0.3	13.095	B
		Exit	1	1		134	134	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	228	229	0.3	0.2	3.223	A
		Exit	1	1		177	177	0.0	0.0	0.000	A

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	124	124	0.0	0.0	0.000	A
		Exit	1	1		150	150	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	84	84	0.3	0.1	9.023	A
		Exit	1	1		84	84	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	202	202	0.2	0.1	3.635	A
		Exit	1	1		176	176	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	177	177	0.0	0.0	0.000	A
		Exit	1	1		202	202	0.0	0.0	0.216	A
	B - Church Hill	Entry	1	1	A, C	95	94	0.3	0.3	11.424	B
		Exit	1	1		110	110	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	188	187	0.2	0.3	3.084	A
		Exit	1	1		145	145	0.0	0.0	0.000	A

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	103	103	0.0	0.0	0.000	A
		Exit	1	1		128	128	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	70	70	0.1	0.2	8.745	A
		Exit	1	1		68	68	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	168	168	0.1	0.2	3.317	A
		Exit	1	1		144	144	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	144	144	0.0	0.0	0.000	A
		Exit	1	1		168	168	0.0	0.0	0.155	A
	B - Church Hill	Entry	1	1	A, C	79	80	0.3	0.2	10.788	B
		Exit	1	1		92	92	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	163	161	0.3	0.3	2.739	A
		Exit	1	1		124	124	0.0	0.0	0.000	A

Baseline 2028 + PD + ST, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Schoolhouse Lane/New Street/Crown Road	T-Junction	Two-way	3.50	A
2	Crown Road/Church Hill	T-Junction	Two-way	5.64	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	Baseline 2028 + PD + ST	PM	ONE HOUR	14:45	16:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Schoolhouse Lane/New Street/Crown Road	C - Crown Road	2	A	Simple (vertical queueing)	Normal	0	100.00	
2 - Crown Road/Church Hill	A - Crown Road	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane		ONE HOUR	✓	116	100.000
	B - New Street		ONE HOUR	✓	63	100.000
	C - Crown Road	✓				
2 - Crown Road/Church Hill	A - Crown Road	✓				
	B - Church Hill		ONE HOUR	✓	141	100.000
	C - Crown Road		ONE HOUR	✓	140	100.000

Origin-Destination Data

1 - Schoolhouse Lane/New Street/Crown Road

Demand (Veh/hr)

		To		
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0	4	112
	B - New Street	6	0	57
	C - Crown Road	85	55	0

Proportions

		To		
		A - Schoolhouse Lane	B - New Street	C - Crow Road
From	A - Schoolhouse Lane	0.00	0.03	0.97
	B - New Street	0.10	0.00	0.90
	C - Crown Road	0.61	0.39	0.00

2 - Crown Road/Church Hill

Demand (Veh/hr)

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	0	78	112
	B - Church Hill	75	0	66
	C - Crown Road	85	55	0

Proportions

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	0.00	0.41	0.59
	B - Church Hill	0.53	0.00	0.47
	C - Crown Road	0.61	0.39	0.00

Vehicle Mix

1 - Schoolhouse Lane/New Street/Crown Road

Heavy Vehicle Percentages

		To		
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	10	10	10
	B - New Street	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

		To		
		A - Schoolhouse Lane	B - New Street	C - Crow Road
From	A - Schoolhouse Lane	1.100	1.100	1.100
	B - New Street	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

2 - Crown Road/Church Hill

Heavy Vehicle Percentages

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	10	10	10
	B - Church Hill	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	1.100	1.100	1.100
	B - Church Hill	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
14:45-15:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	87	96
		B - New Street	47	52
		C - Crown Road	105	116
	2 - Crown Road/Church Hill	A - Crown Road	143	157
		B - Church Hill	106	117
		C - Crown Road	105	116
15:00-15:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	104	115
		B - New Street	57	62
		C - Crown Road	126	138
	2 - Crown Road/Church Hill	A - Crown Road	171	188
		B - Church Hill	127	139
		C - Crown Road	126	138
15:15-15:30	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	128	140
		B - New Street	69	76
		C - Crown Road	154	170
	2 - Crown Road/Church Hill	A - Crown Road	209	230
		B - Church Hill	155	171
		C - Crown Road	154	170
15:30-15:45	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	128	140
		B - New Street	69	76
		C - Crown Road	154	170
	2 - Crown Road/Church Hill	A - Crown Road	209	230
		B - Church Hill	155	171
		C - Crown Road	154	170
15:45-16:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	104	115
		B - New Street	57	62
		C - Crown Road	126	138
	2 - Crown Road/Church Hill	A - Crown Road	171	188
		B - Church Hill	127	139
		C - Crown Road	126	138
16:00-16:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	87	96
		B - New Street	47	52
		C - Crown Road	105	116
	2 - Crown Road/Church Hill	A - Crown Road	143	157
		B - Church Hill	106	117
		C - Crown Road	105	116

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	0.00	0.0	A	107	160
	B - New Street	8.62	0.1	A	57	86
	C - Crown Road	4.07	0.3	A	146	218
2 - Crown Road/Church Hill	A - Crown Road	0.00	0.0	A	156	233
	B - Church Hill	13.86	0.6	B	129	194
	C - Crown Road	4.12	0.2	A	126	189

Main Results for each time segment

14:45 - 15:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	88	22	88	75	0.0	0.0	0.000	A
	B - New Street	46	12	46	51	0.0	0.1	7.839	A
	C - Crown Road	119	30	118	126	0.0	0.2	3.477	A
2 - Crown Road/Church Hill	A - Crown Road	126	32	126	119	0.0	0.0	0.000	A
	B - Church Hill	107	27	106	92	0.0	0.4	10.425	B
	C - Crown Road	98	25	98	119	0.0	0.1	3.419	A

15:00 - 15:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	101	25	101	88	0.0	0.0	0.000	A
	B - New Street	57	14	58	62	0.1	0.0	8.094	A
	C - Crown Road	141	35	142	150	0.2	0.1	3.921	A
2 - Crown Road/Church Hill	A - Crown Road	150	37	150	141	0.0	0.0	0.000	A
	B - Church Hill	128	32	131	110	0.4	0.4	12.365	B
	C - Crown Road	125	31	125	155	0.1	0.1	3.980	A

15:15 - 15:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	124	31	124	118	0.0	0.0	0.000	A
	B - New Street	63	16	62	73	0.0	0.1	8.288	A
	C - Crown Road	180	45	180	177	0.1	0.3	4.034	A
2 - Crown Road/Church Hill	A - Crown Road	177	44	177	180	0.0	0.0	0.000	A
	B - Church Hill	155	39	156	133	0.4	0.5	13.858	B
	C - Crown Road	157	39	157	176	0.1	0.1	4.122	A

15:30 - 15:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	133	33	133	109	0.0	0.0	0.000	A
	B - New Street	73	18	74	73	0.1	0.1	8.616	A
	C - Crown Road	170	43	170	195	0.3	0.2	4.069	A
2 - Crown Road/Church Hill	A - Crown Road	195	49	195	170	0.0	0.0	0.000	A
	B - Church Hill	149	37	149	144	0.5	0.6	13.726	B
	C - Crown Road	152	38	152	182	0.1	0.2	3.967	A

15:45 - 16:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	107	27	107	90	0.0	0.0	0.000	A
	B - New Street	56	14	56	63	0.1	0.1	8.300	A
	C - Crown Road	144	36	144	154	0.2	0.2	3.866	A
2 - Crown Road/Church Hill	A - Crown Road	154	38	154	144	0.0	0.0	0.000	A
	B - Church Hill	130	33	132	116	0.6	0.4	12.458	B
	C - Crown Road	124	31	125	150	0.2	0.1	3.905	A

16:00 - 16:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	89	22	89	69	0.0	0.0	0.000	A
	B - New Street	48	12	49	53	0.1	0.0	7.201	A
	C - Crown Road	116	29	116	132	0.2	0.1	3.823	A
2 - Crown Road/Church Hill	A - Crown Road	131	33	131	116	0.0	0.0	0.000	A
	B - Church Hill	107	27	107	93	0.4	0.3	10.515	B
	C - Crown Road	99	25	99	129	0.1	0.1	3.609	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

14:45 - 15:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	88	88	0.0	0.0	0.000	A
		Exit	1	1		75	75	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	46	46	0.0	0.1	7.839	A
		Exit	1	1		51	51	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	119	118	0.0	0.2	3.477	A
		Exit	1	1		126	126	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	126	126	0.0	0.0	0.000	A
		Exit	1	1		119	119	0.0	0.0	0.049	A
	B - Church Hill	Entry	1	1	A, C	107	106	0.0	0.4	10.425	B
		Exit	1	1		92	92	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	98	98	0.0	0.1	3.419	A
		Exit	1	1		119	119	0.0	0.0	0.000	A

15:00 - 15:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	101	101	0.0	0.0	0.000	A
		Exit	1	1		88	88	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	57	58	0.1	0.0	8.094	A
		Exit	1	1		62	62	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	141	142	0.2	0.1	3.921	A
		Exit	1	1		150	150	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	150	150	0.0	0.0	0.000	A
		Exit	1	1		141	141	0.0	0.0	0.179	A
	B - Church Hill	Entry	1	1	A, C	128	131	0.4	0.4	12.365	B
		Exit	1	1		110	110	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	125	125	0.1	0.1	3.980	A
		Exit	1	1		155	155	0.0	0.0	0.000	A

15:15 - 15:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	124	124	0.0	0.0	0.000	A
		Exit	1	1		118	118	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	63	62	0.0	0.1	8.288	A
		Exit	1	1		73	73	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	180	180	0.1	0.3	4.034	A
		Exit	1	1		177	177	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	177	177	0.0	0.0	0.000	A
		Exit	1	1		180	180	0.0	0.0	0.205	A
	B - Church Hill	Entry	1	1	A, C	155	156	0.4	0.5	13.858	B
		Exit	1	1		133	133	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	157	157	0.1	0.1	4.122	A
		Exit	1	1		176	176	0.0	0.0	0.000	A

15:30 - 15:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	133	133	0.0	0.0	0.000	A
		Exit	1	1		109	109	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	73	74	0.1	0.1	8.616	A
		Exit	1	1		73	73	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	170	170	0.3	0.2	4.069	A
		Exit	1	1		195	195	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	195	195	0.0	0.0	0.000	A
		Exit	1	1		170	170	0.0	0.0	0.227	A
	B - Church Hill	Entry	1	1	A, C	149	149	0.5	0.6	13.726	B
		Exit	1	1		144	144	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	152	152	0.1	0.2	3.967	A
		Exit	1	1		182	182	0.0	0.0	0.000	A

15:45 - 16:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	107	107	0.0	0.0	0.000	A
		Exit	1	1		90	90	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	56	56	0.1	0.1	8.300	A
		Exit	1	1		63	63	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	144	144	0.2	0.2	3.866	A
		Exit	1	1		154	154	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	154	154	0.0	0.0	0.000	A
		Exit	1	1		144	144	0.0	0.0	0.186	A
	B - Church Hill	Entry	1	1	A, C	130	132	0.6	0.4	12.458	B
		Exit	1	1		116	116	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	124	125	0.2	0.1	3.905	A
		Exit	1	1		150	150	0.0	0.0	0.000	A

16:00 - 16:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	89	89	0.0	0.0	0.000	A
		Exit	1	1		69	69	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	48	49	0.1	0.0	7.201	A
		Exit	1	1		53	53	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	116	116	0.2	0.1	3.823	A
		Exit	1	1		132	132	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	131	131	0.0	0.0	0.000	A
		Exit	1	1		116	116	0.0	0.0	0.150	A
	B - Church Hill	Entry	1	1	A, C	107	107	0.4	0.3	10.515	B
		Exit	1	1		93	93	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	99	99	0.1	0.1	3.609	A
		Exit	1	1		129	129	0.0	0.0	0.000	A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947

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Filename: 106.0026 Church Hill Tess Square Site Access.j9
Path: P:\Southern\100-109\106 Chapman Lily Planning\106.0026 Mixed-use dev on land at Butts Close & land at Burton Street, Marnhull\Reports\Full Application - Commercial Element\Junction Modelling
Report generation date: 10/14/2024 4:07:05 PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Church Hill Tess Square Site Access - 2028 + Proposed Dev							
Stream B-AC	0.4	10.64	0.25	B	0.8	13.89	0.42	B
Stream C-AB	0.2	6.79	0.13	A	0.3	7.60	0.18	A
	Church Hill Tess Square Site Access - 2028 + Proposed Dev + ST							
Stream B-AC	0.4	10.91	0.25	B	0.8	14.30	0.43	B
Stream C-AB	0.2	6.69	0.13	A	0.3	7.53	0.18	A

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

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

File summary

File Description

Title	Church Hill Tess Square Access
Location	
Site number	
Date	10/9/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AD\model.pc
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2028 + Proposed Dev	AM	ONE HOUR	08:00	09:30	15
D8	2028 + Proposed Dev	PM	ONE HOUR	17:00	18:30	15
D9	2028 + Proposed Dev + ST	AM	ONE HOUR	08:00	09:30	15
D10	2028 + Proposed Dev + ST	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Church Hill Tess Square Site Access	100.000

Church Hill Tess Square Site Access - 2028 + Proposed Dev, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	4.03	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Church Hill S		Major
B	Site Access		Minor
C	Church Hill N		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.00			100.0	✓	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	2.60	43	43

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	492	0.094	0.236	0.149	0.338
1	B-C	625	0.100	0.253	-	-
1	C-B	632	0.255	0.255	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2028 + Proposed Dev	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	142	100.000
B		✓	112	100.000
C		✓	171	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	65	77
	B	56	0	56
	C	106	65	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.25	10.64	0.4	B
C-AB	0.13	6.79	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	84	513	0.164	83	0.2	9.192	A
C-AB	56	658	0.085	55	0.1	6.571	A
C-A	73			73			
A-B	49			49			
A-C	58			58			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	101	506	0.199	100	0.3	9.765	A
C-AB	68	663	0.103	68	0.1	6.659	A
C-A	85			85			
A-B	58			58			
A-C	69			69			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	123	495	0.249	123	0.4	10.620	B
C-AB	87	670	0.129	87	0.2	6.785	A
C-A	102			102			
A-B	72			72			
A-C	85			85			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	123	495	0.249	123	0.4	10.642	B
C-AB	87	670	0.129	87	0.2	6.790	A
C-A	101			101			
A-B	72			72			
A-C	85			85			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	101	506	0.199	101	0.3	9.793	A
C-AB	68	663	0.103	69	0.2	6.665	A
C-A	85			85			
A-B	58			58			
A-C	69			69			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	84	513	0.164	85	0.2	9.245	A
C-AB	56	658	0.085	56	0.1	6.585	A
C-A	73			73			
A-B	49			49			
A-C	58			58			

Church Hill Tess Square Site Access - 2028 + Proposed Dev, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	6.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2028 + Proposed Dev	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	155	100.000
B		✓	190	100.000
C		✓	155	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	92	63
	B	95	0	95
	C	63	92	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	10
	B	10	0	10

	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.42	13.89	0.8	B
C-AB	0.18	7.60	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	143	513	0.279	141	0.4	10.622	B
C-AB	75	634	0.118	74	0.2	7.072	A
C-A	42			42			
A-B	69			69			
A-C	47			47			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	171	505	0.338	170	0.6	11.817	B
C-AB	91	634	0.143	91	0.2	7.287	A
C-A	48			48			
A-B	83			83			
A-C	57			57			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	209	494	0.423	208	0.8	13.799	B
C-AB	114	635	0.179	114	0.3	7.593	A
C-A	57			57			
A-B	101			101			
A-C	69			69			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	209	494	0.423	209	0.8	13.888	B
C-AB	114	635	0.179	114	0.3	7.602	A
C-A	57			57			
A-B	101			101			
A-C	69			69			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	171	505	0.338	172	0.6	11.921	B
C-AB	91	634	0.143	91	0.2	7.299	A
C-A	48			48			

A-B	83			83			
A-C	57			57			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	143	512	0.279	144	0.4	10.756	B
C-AB	75	634	0.118	75	0.2	7.094	A
C-A	42			42			
A-B	69			69			
A-C	47			47			

Church Hill Tess Square Site Access - 2028 + Proposed Dev + ST, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	3.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2028 + Proposed Dev + ST	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	165	100.000
B		✓	112	100.000
C		✓	196	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	65	100
	B	56	0	56
	C	131	65	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	10
	B	10	0	10

	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.25	10.91	0.4	B
C-AB	0.13	6.69	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	84	507	0.166	83	0.2	9.328	A
C-AB	57	666	0.086	57	0.1	6.500	A
C-A	90			90			
A-B	49			49			
A-C	75			75			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	101	498	0.202	100	0.3	9.945	A
C-AB	71	673	0.105	71	0.2	6.577	A
C-A	105			105			
A-B	58			58			
A-C	90			90			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	123	486	0.254	123	0.4	10.887	B
C-AB	91	683	0.133	91	0.2	6.688	A
C-A	125			125			
A-B	72			72			
A-C	110			110			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	123	486	0.254	123	0.4	10.909	B
C-AB	91	683	0.133	91	0.2	6.692	A
C-A	125			125			
A-B	72			72			
A-C	110			110			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	101	498	0.202	101	0.3	9.978	A
C-AB	71	673	0.105	71	0.2	6.584	A
C-A	105			105			

A-B	58			58			
A-C	90			90			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	84	507	0.166	85	0.2	9.381	A
C-AB	58	666	0.086	58	0.1	6.512	A
C-A	90			90			
A-B	49			49			
A-C	75			75			

Church Hill Tess Square Site Access - 2028 + Proposed Dev + ST, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	6.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2028 + Proposed Dev + ST	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	177	100.000
B		✓	190	100.000
C		✓	175	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	92	85
	B	95	0	95
	C	83	92	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	10
	B	10	0	10

	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.43	14.30	0.8	B
C-AB	0.18	7.53	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	143	507	0.282	141	0.4	10.783	B
C-AB	77	640	0.120	76	0.2	7.021	A
C-A	55			55			
A-B	69			69			
A-C	64			64			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	171	498	0.343	170	0.6	12.058	B
C-AB	94	641	0.146	93	0.2	7.229	A
C-A	64			64			
A-B	83			83			
A-C	76			76			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	209	486	0.431	208	0.8	14.205	B
C-AB	118	644	0.184	118	0.3	7.527	A
C-A	75			75			
A-B	101			101			
A-C	94			94			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	209	486	0.431	209	0.8	14.303	B
C-AB	118	644	0.184	118	0.3	7.533	A
C-A	74			74			
A-B	101			101			
A-C	94			94			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	171	498	0.343	172	0.6	12.172	B
C-AB	94	641	0.146	94	0.2	7.238	A
C-A	64			64			

A-B	83			83			
A-C	76			76			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	143	507	0.282	144	0.4	10.922	B
C-AB	77	640	0.120	77	0.2	7.044	A
C-A	55			55			
A-B	69			69			
A-C	64			64			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947

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Filename: 106.0026 Butts Close New Street Site Access.j9
Path: P:\Southern\100-109\106 Chapman Lily Planning\106.0026 Mixed-use dev on land at Butts Close & land at Burton Street, Marnhull\Reports\Full Application - Commercial Element\Junction Modelling
Report generation date: 10/14/2024 3:56:01 PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Butts Close/New Street Site Access - 2028 + Proposed Dev							
Stream B-AC	0.0	7.55	0.03	A	0.0	7.12	0.03	A
Stream C-AB	0.0	5.98	0.01	A	0.0	6.08	0.02	A
	Butts Close/New Street Site Access - 2028 + Proposed Dev + ST							
Stream B-AC	0.0	7.64	0.03	A	0.0	7.17	0.03	A
Stream C-AB	0.0	5.97	0.01	A	0.0	6.01	0.02	A

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	Butts Close/New Street Site Access
Location	
Site number	
Date	10/9/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AD\model.pc
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2028 + Proposed Dev	AM	ONE HOUR	08:00	09:30	15
D8	2028 + Proposed Dev	PM	ONE HOUR	17:00	18:30	15
D9	2028 + Proposed Dev + ST	AM	ONE HOUR	08:00	09:30	15
D10	2028 + Proposed Dev + ST	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Butts Close/New Street Site Access	100.000

Butts Close/New Street Site Access - 2028 + Proposed Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.53	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	New Street E	New Street E	Major
B	Butts Close		Minor
C	New Street W		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			105.0	✓	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	3.00	60	130

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	562	0.102	0.259	0.163	0.370
1	B-C	706	0.108	0.273	-	-
1	C-B	635	0.246	0.246	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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	Scenario name	Time Period	Traffic profile	Start time	Finish time	Time segment length

		name	type	(HH:mm)	(HH:mm)	(min)
D7	2028 + Proposed Dev	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	155	100.000
B		✓	17	100.000
C		✓	124	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	6	149
	B	11	0	6
	C	120	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	7.55	0.0	A
C-AB	0.01	5.98	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	13	563	0.023	13	0.0	7.194	A
C-AB	3	666	0.005	3	0.0	5.976	A
C-A	90			90			
A-B	5			5			
A-C	112			112			

08:15 - 08:30

Stream	Total Demand	Capacity	RFC	Throughput	End queue	Delay (s)	LOS

	(PCU/hr)	(PCU/hr)		(PCU/hr)	(PCU)		
B-AC	15	555	0.028	15	0.0	7.337	A
C-AB	4	672	0.006	4	0.0	5.926	A
C-A	107			107			
A-B	5			5			
A-C	134			134			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	19	543	0.034	19	0.0	7.545	A
C-AB	5	681	0.008	5	0.0	5.857	A
C-A	131			131			
A-B	7			7			
A-C	164			164			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	19	543	0.034	19	0.0	7.545	A
C-AB	5	681	0.008	5	0.0	5.857	A
C-A	131			131			
A-B	7			7			
A-C	164			164			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	15	555	0.028	15	0.0	7.338	A
C-AB	4	672	0.006	4	0.0	5.926	A
C-A	107			107			
A-B	5			5			
A-C	134			134			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	13	563	0.023	13	0.0	7.194	A
C-AB	3	666	0.005	3	0.0	5.979	A
C-A	90			90			
A-B	5			5			
A-C	112			112			

Butts Close/New Street Site Access - 2028 + Proposed Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2028 + Proposed Dev	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	96	100.000
B		✓	15	100.000
C		✓	94	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	14	82
	B	9	0	6
	C	85	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	7.12	0.0	A
C-AB	0.02	6.08	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	11	585	0.019	11	0.0	6.902	A
C-AB	8	659	0.011	7	0.0	6.077	A
C-A	63			63			
A-B	11			11			
A-C	62			62			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	13	580	0.023	13	0.0	6.992	A
C-AB	9	664	0.014	9	0.0	6.047	A
C-A	75			75			
A-B	13			13			
A-C	74			74			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	17	572	0.029	16	0.0	7.122	A
C-AB	12	671	0.017	12	0.0	6.006	A
C-A	92			92			
A-B	15			15			
A-C	90			90			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	17	572	0.029	17	0.0	7.122	A
C-AB	12	671	0.017	12	0.0	6.009	A
C-A	92			92			
A-B	15			15			
A-C	90			90			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	13	580	0.023	14	0.0	6.993	A
C-AB	9	664	0.014	9	0.0	6.050	A
C-A	75			75			
A-B	13			13			
A-C	74			74			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	11	585	0.019	11	0.0	6.905	A
C-AB	8	659	0.011	8	0.0	6.077	A
C-A	63			63			
A-B	11			11			
A-C	62			62			

Butts Close/New Street Site Access - 2028 + Proposed Dev + ST, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2028 + Proposed Dev + ST	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	173	100.000
B		✓	17	100.000
C		✓	132	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	6	167
	B	11	0	6
	C	128	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	7.64	0.0	A
C-AB	0.01	5.97	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	13	559	0.023	13	0.0	7.251	A
C-AB	4	667	0.005	3	0.0	5.969	A
C-A	96			96			
A-B	5			5			
A-C	126			126			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	15	550	0.028	15	0.0	7.409	A
C-AB	4	673	0.006	4	0.0	5.917	A
C-A	114			114			
A-B	5			5			
A-C	150			150			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	19	537	0.035	19	0.0	7.638	A
C-AB	6	683	0.008	6	0.0	5.846	A
C-A	140			140			
A-B	7			7			
A-C	184			184			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	19	537	0.035	19	0.0	7.638	A
C-AB	6	683	0.008	6	0.0	5.848	A
C-A	140			140			
A-B	7			7			
A-C	184			184			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	15	550	0.028	15	0.0	7.412	A
C-AB	4	673	0.006	4	0.0	5.920	A
C-A	114			114			
A-B	5			5			
A-C	150			150			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	13	559	0.023	13	0.0	7.255	A
C-AB	4	667	0.005	4	0.0	5.971	A
C-A	96			96			
A-B	5			5			
A-C	126			126			

Butts Close/New Street Site Access - 2028 + Proposed Dev + ST, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2028 + Proposed Dev + ST	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	102	100.000
B		✓	15	100.000
C		✓	111	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	14	88
	B	9	0	6
	C	102	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	7.17	0.0	A
C-AB	0.02	6.01	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	11	582	0.019	11	0.0	6.935	A
C-AB	8	666	0.011	8	0.0	6.010	A
C-A	76			76			
A-B	11			11			
A-C	66			66			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	13	576	0.023	13	0.0	7.033	A
C-AB	9	673	0.014	9	0.0	5.968	A
C-A	90			90			
A-B	13			13			
A-C	79			79			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	17	568	0.029	16	0.0	7.173	A
C-AB	12	682	0.017	12	0.0	5.912	A
C-A	110			110			
A-B	15			15			
A-C	97			97			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	17	568	0.029	17	0.0	7.174	A
C-AB	12	682	0.017	12	0.0	5.912	A
C-A	110			110			
A-B	15			15			
A-C	97			97			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	13	576	0.023	14	0.0	7.034	A
C-AB	9	673	0.014	9	0.0	5.971	A
C-A	90			90			
A-B	13			13			
A-C	79			79			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	11	582	0.019	11	0.0	6.935	A
C-AB	8	666	0.012	8	0.0	6.013	A
C-A	76			76			
A-B	11			11			
A-C	66			66			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947

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Filename: 106.0026 Butts Close Schoolhouse Lane Site Access.j9
Path: P:\Southern\100-109\106 Chapman Lily Planning\106.0026 Mixed-use dev on land at Butts Close & land at Burton Street, Marnhull\Reports\Full Application - Commercial Element\Junction Modelling
Report generation date: 10/14/2024 4:02:52 PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Butts Close/Schoolhouse Lane Site Access - 2028 + Proposed Dev							
Stream B-AC	0.0	7.69	0.03	A	0.0	7.53	0.03	A
Stream C-AB	0.0	5.32	0.01	A	0.0	5.55	0.02	A
	Butts Close/Schoolhouse Lane Site Access - 2028 + Proposed Dev + ST							
Stream B-AC	0.0	7.81	0.03	A	0.0	7.69	0.03	A
Stream C-AB	0.0	5.25	0.01	A	0.0	5.57	0.02	A

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

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

File summary

File Description

Title	Butts Close/Schoolhouse Lane Site Access
Location	
Site number	
Date	10/9/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AD\model.pc
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2028 + Proposed Dev	AM	ONE HOUR	08:00	09:30	15
D8	2028 + Proposed Dev	PM	ONE HOUR	17:00	18:30	15
D9	2028 + Proposed Dev + ST	AM	ONE HOUR	08:00	09:30	15
D10	2028 + Proposed Dev + ST	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Butts Close/Schoolhouse Lane Site Access	100.000

Butts Close/Schoolhouse Lane Site Access - 2028 + Proposed Dev, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Schoolhouse Lane S		Major
B	Site Access		Minor
C	Schoolhouse Lane N		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.00			190.0	✓	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	3.00	120	120

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	578	0.110	0.278	0.175	0.397
1	B-C	699	0.112	0.283	-	-
1	C-B	684	0.277	0.277	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2028 + Proposed Dev	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	193	100.000
B		✓	13	100.000
C		✓	218	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	5	188
	B	8	0	5
	C	215	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	7.69	0.0	A
C-AB	0.01	5.32	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	10	558	0.018	10	0.0	7.222	A
C-AB	3	748	0.004	3	0.0	5.315	A
C-A	161			161			
A-B	4			4			
A-C	142			142			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	12	546	0.021	12	0.0	7.411	A
C-AB	4	761	0.005	4	0.0	5.228	A
C-A	192			192			
A-B	4			4			
A-C	169			169			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	14	529	0.027	14	0.0	7.691	A
C-AB	5	780	0.006	5	0.0	5.109	A
C-A	235			235			
A-B	6			6			
A-C	207			207			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	14	529	0.027	14	0.0	7.691	A
C-AB	5	780	0.006	5	0.0	5.111	A
C-A	235			235			
A-B	6			6			
A-C	207			207			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	12	546	0.021	12	0.0	7.412	A
C-AB	4	761	0.005	4	0.0	5.230	A
C-A	192			192			
A-B	4			4			
A-C	169			169			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	10	558	0.018	10	0.0	7.223	A
C-AB	3	748	0.004	3	0.0	5.315	A
C-A	161			161			
A-B	4			4			
A-C	142			142			

Butts Close/Schoolhouse Lane Site Access - 2028 + Proposed Dev, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2028 + Proposed Dev	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	173	100.000
B		✓	14	100.000
C		✓	158	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	14	159
	B	9	0	5
	C	150	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	10
	B	10	0	10

	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	7.53	0.0	A
C-AB	0.02	5.55	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	11	565	0.019	10	0.0	7.141	A
C-AB	7	720	0.010	7	0.0	5.552	A
C-A	112			112			
A-B	11			11			
A-C	120			120			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	13	555	0.023	13	0.0	7.301	A
C-AB	9	728	0.012	9	0.0	5.507	A
C-A	133			133			
A-B	13			13			
A-C	143			143			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	15	541	0.028	15	0.0	7.534	A
C-AB	11	739	0.015	11	0.0	5.445	A
C-A	163			163			
A-B	15			15			
A-C	175			175			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	15	541	0.028	15	0.0	7.534	A
C-AB	11	739	0.015	11	0.0	5.447	A
C-A	163			163			
A-B	15			15			
A-C	175			175			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	13	555	0.023	13	0.0	7.304	A
C-AB	9	728	0.012	9	0.0	5.509	A
C-A	133			133			

A-B	13			13			
A-C	143			143			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	11	565	0.019	11	0.0	7.145	A
C-AB	7	720	0.010	7	0.0	5.555	A
C-A	112			112			
A-B	11			11			
A-C	120			120			

Butts Close/Schoolhouse Lane Site Access - 2028 + Proposed Dev + ST, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2028 + Proposed Dev + ST	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	206	100.000
B		✓	13	100.000
C		✓	242	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	5	201
	B	8	0	5
	C	239	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	10
	B	10	0	10

	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	7.81	0.0	A
C-AB	0.01	5.25	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	10	553	0.018	10	0.0	7.290	A
C-AB	3	757	0.004	3	0.0	5.251	A
C-A	179			179			
A-B	4			4			
A-C	151			151			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	12	540	0.022	12	0.0	7.497	A
C-AB	4	772	0.005	4	0.0	5.153	A
C-A	214			214			
A-B	4			4			
A-C	181			181			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	14	522	0.027	14	0.0	7.806	A
C-AB	5	794	0.006	5	0.0	5.020	A
C-A	261			261			
A-B	6			6			
A-C	221			221			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	14	522	0.027	14	0.0	7.806	A
C-AB	5	794	0.006	5	0.0	5.020	A
C-A	261			261			
A-B	6			6			
A-C	221			221			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	12	540	0.022	12	0.0	7.498	A
C-AB	4	772	0.005	4	0.0	5.155	A
C-A	214			214			

A-B	4			4			
A-C	181			181			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	10	553	0.018	10	0.0	7.294	A
C-AB	3	757	0.004	3	0.0	5.253	A
C-A	179			179			
A-B	4			4			
A-C	151			151			

Butts Close/Schoolhouse Lane Site Access - 2028 + Proposed Dev + ST, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2028 + Proposed Dev + ST	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	203	100.000
B		✓	14	100.000
C		✓	166	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	14	189
	B	9	0	5
	C	158	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	10
	B	10	0	10

	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	7.69	0.0	A
C-AB	0.02	5.57	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	11	558	0.019	10	0.0	7.235	A
C-AB	7	718	0.010	7	0.0	5.568	A
C-A	118			118			
A-B	11			11			
A-C	142			142			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	13	546	0.023	13	0.0	7.418	A
C-AB	9	726	0.012	9	0.0	5.525	A
C-A	140			140			
A-B	13			13			
A-C	170			170			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	15	530	0.029	15	0.0	7.688	A
C-AB	12	736	0.016	12	0.0	5.465	A
C-A	171			171			
A-B	15			15			
A-C	208			208			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	15	530	0.029	15	0.0	7.689	A
C-AB	12	736	0.016	12	0.0	5.467	A
C-A	171			171			
A-B	15			15			
A-C	208			208			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	13	546	0.023	13	0.0	7.419	A
C-AB	9	726	0.012	9	0.0	5.525	A
C-A	140			140			

A-B	13			13			
A-C	170			170			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	11	558	0.019	11	0.0	7.238	A
C-AB	7	718	0.010	7	0.0	5.571	A
C-A	118			118			
A-B	11			11			
A-C	142			142			