

TRANSPORT ASSESSMENT

Hodson Developments

Land at North of Possingham Farmhouse

July 2022

Transport Assessment

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1 Introduction

- 1.1 Vectos is appointed by Hodson Developments (Applicant) to provide highways and transport advice in relation to a proposed development at Land at North of Possingham Farmhouse, Ashford Road Great Chart, Kent. Kent County Council (KCC) are the local highway authority.
- 1.2 The site is currently agricultural land with the eastern boundary edged by a hedgerow along the A28 Ashford Road and the southern boundary having a mature screen of vegetation centred around the (Grade II) listed building of Possingham Farmhouse. The south-eastern boundary of the site similarly has established mature tree/hedgerow boundary.
- 1.3 This outline planning application is for the development of up to 655 residential dwellings (including 30% affordable dwellings) the provision of new roads, footpaths, installation of appropriate utilities, infrastructure, Surface Water System (SuDS), car parking spaces, landscaping, within land north of Possingham Farmhouse, Ashford Road, Great Chart, Ashford.
- 1.4 The proposals are for a sensitively designed development that creates a logical and rational extension to the Chilmington Green development, completing the 'missing corner' adjacent to the A28. The site will address the A28 creating a new carefully considered approach to the south-west of Ashford.
- 1.5 The access strategy encourages sustainability by linking the development to the north to the Chilmington Green development and to the new amenities including the District Centre, Local Centres, Primary and Secondary Schools.
- 1.6 The primary access to the Site is from the new road from the A28 opposite Old Surrenden Manor Road. A secondary access to the A28 is also proposed along the western boundary of the site.
- 1.7 This Transport Assessment (TA) has been prepared to:
 - Assess the proposed development's accessibility from a sustainable transport perspective;
 - Review national, regional, and local policy;
 - Present the proposed access arrangements;
 - Set out the expected trip generation from the site; and
 - Assess the potential effects of the development proposals on the local transport network.
- 1.8 It has been prepared with reference to relevant national and local planning and highways policy and guidance.
- 1.9 A Travel Plan outlining a strategy to maximise sustainable travel to and from the site and minimise travel by private vehicle will be prepared by Vectos and submitted under a separate cover.

1.10 The remainder of this report is structured as follows:

Section 2	-	Existing Conditions
Section 3	-	Policy Context
Section 4	-	Development Proposals
Section 5	-	Trip Generation
Section 6	-	Traffic Impact
Section 7	-	Summary & Conclusions

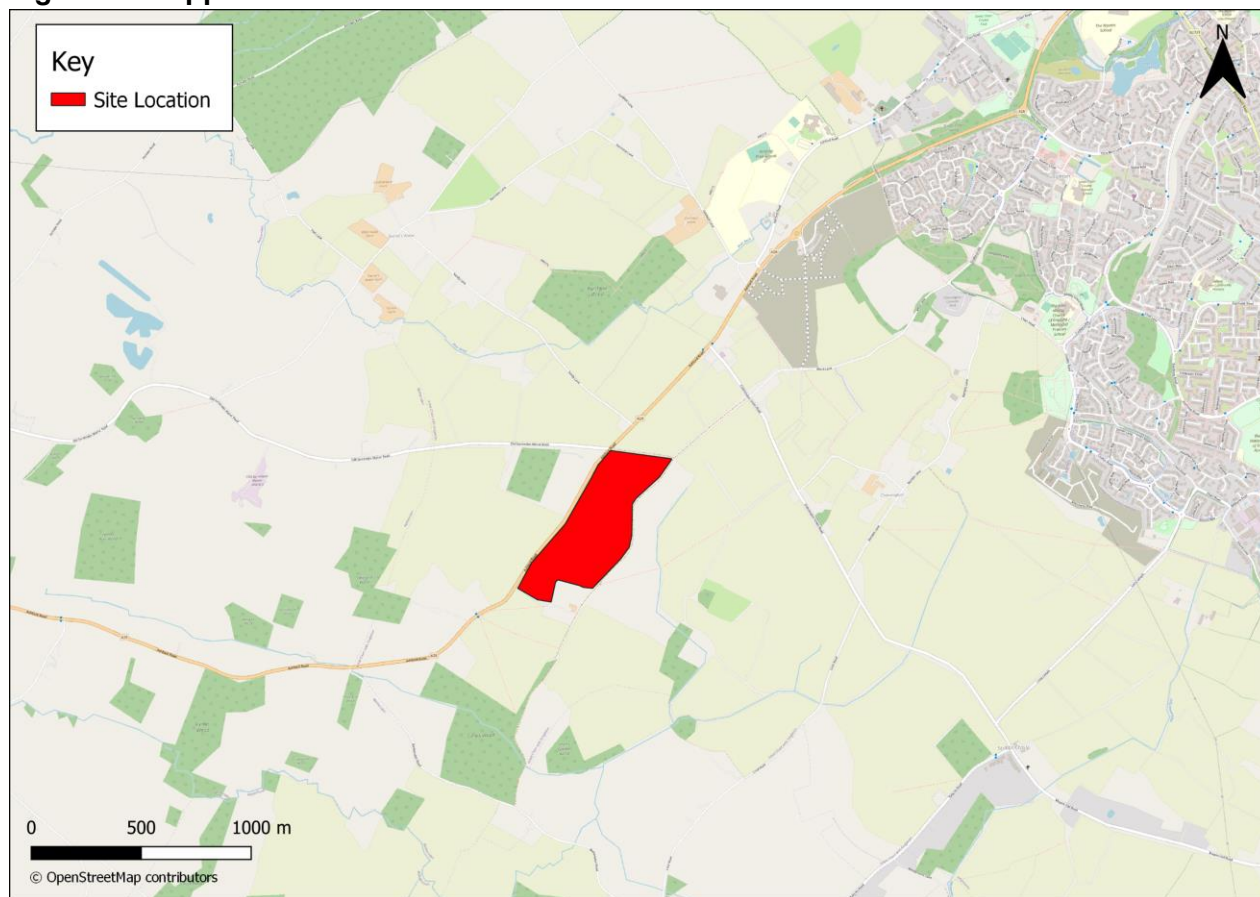
2 Existing Conditions

- 2.1 This section of the Transport Assessment provides a review of the existing transport conditions at the site, including its accessibility via sustainable modes of travel.

Site Location

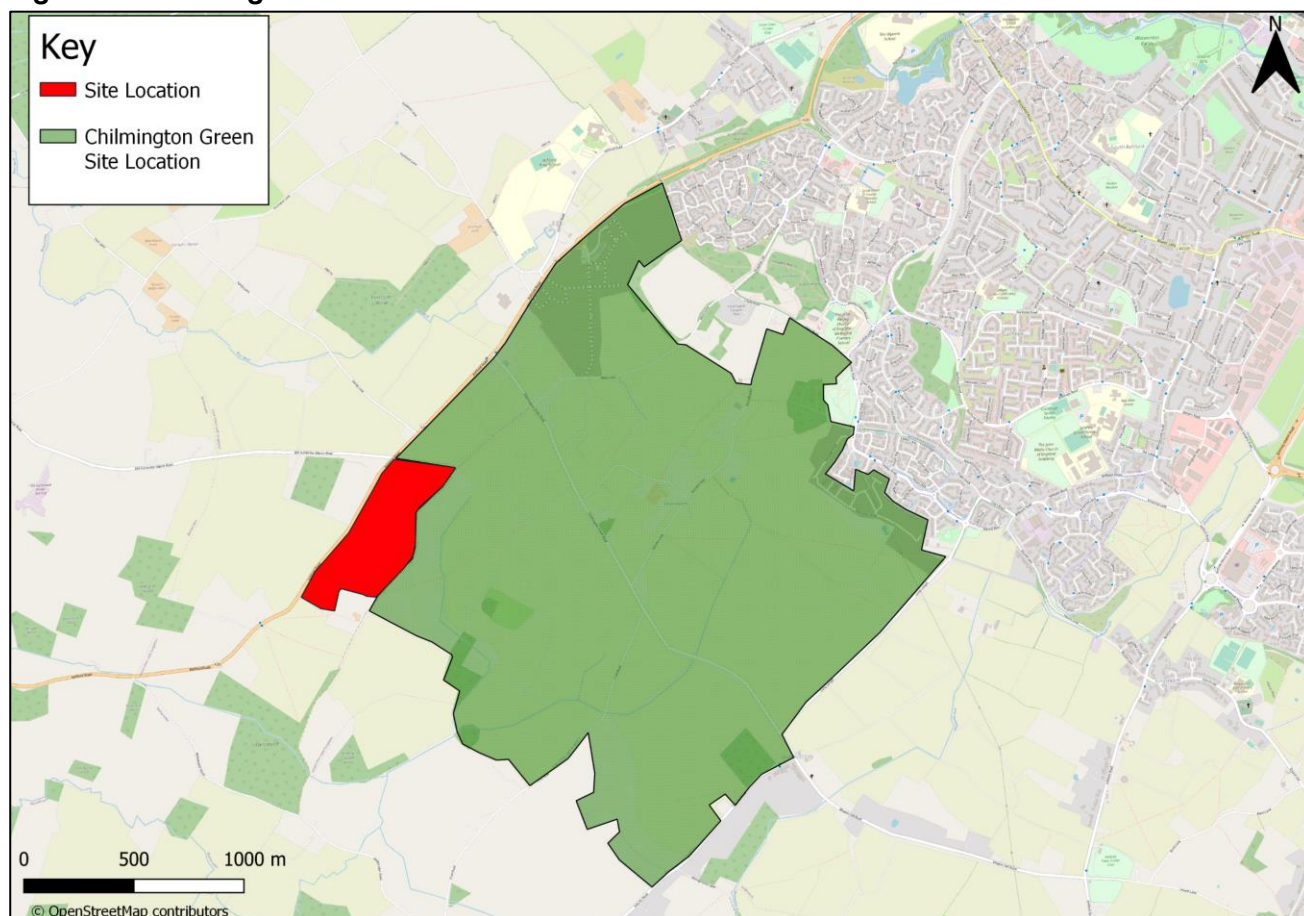
- 2.2 The site is currently agricultural land with the eastern boundary edged by a hedgerow along the A28 Ashford Road and the southern boundary having a mature screen of vegetation centred around the (Grade II) listed building of Possingham Farmhouse. The south-eastern boundary of the site similarly has established mature tree/hedgerow boundary.
- 2.3 The site's location is shown in **Figure 2.1** below.

Figure 2.1: Application Site Location



- 2.4 It is important to note that the site's location is south of the Chilmington Green Development (ref 12/00400/AS), which is currently under construction. This development consists of 5,700 residential units as well as commercial and educational facilities. Therefore, it can be said that this development will benefit from the access and facilities provided by the Chilmington Green Development.
- 2.5 **Figure 2.2** shows the site alongside the Chilmington Green Development.

Figure 2.2: Strategic Site Location

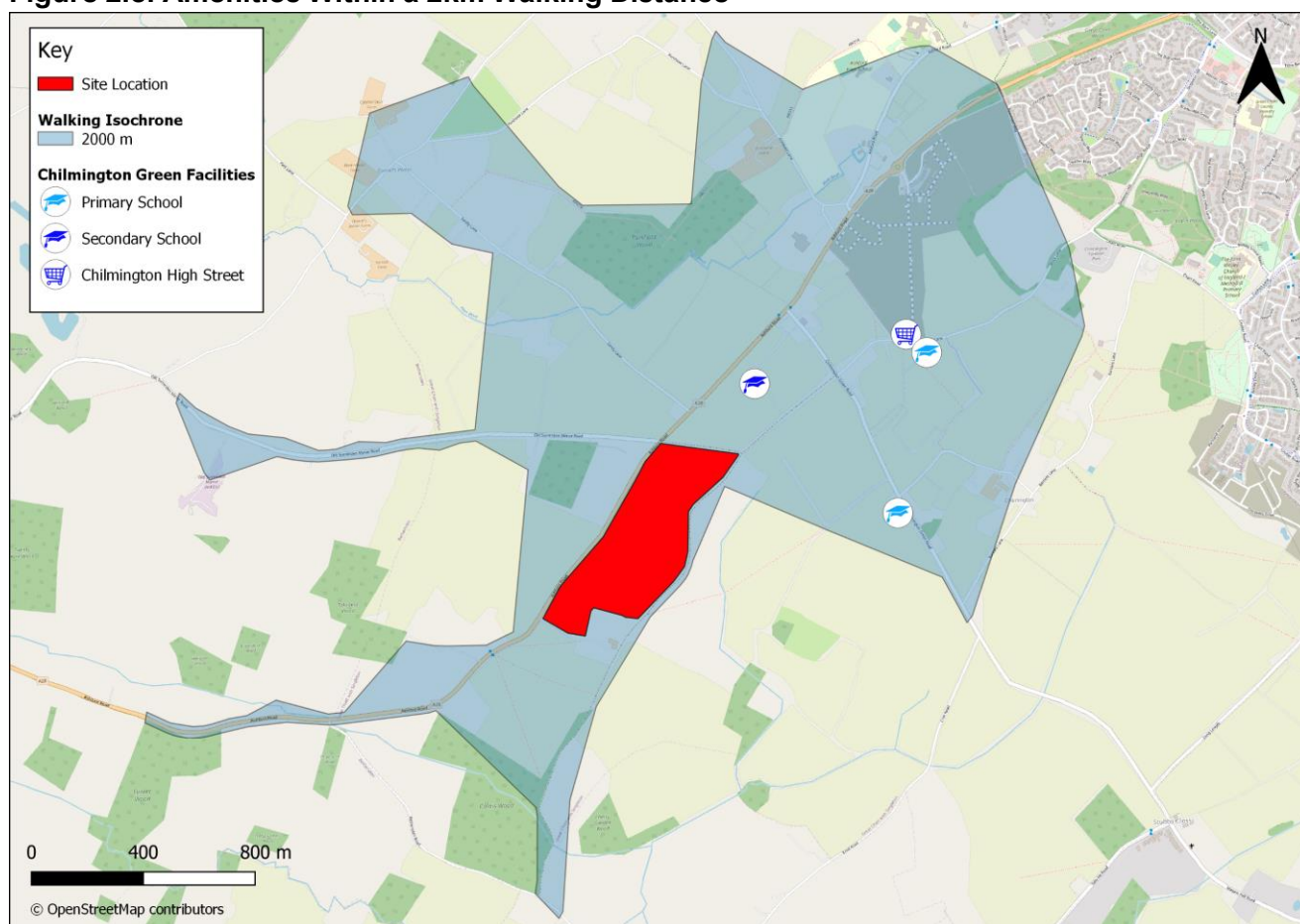


Local Facilities

- 2.6 As mentioned, the site benefits from the development of Chilmington Green to the east and north of the site. This development includes:
- “up to 5,750 residential units, in a mix of sizes, types and tenures; up to 10,000 m² (gross external floor space) of Class B1 use; up to 9,000 m² (gross external floorspace) of Class A1 to A5 uses; Education (including a secondary school of up to 8 ha and up to four primary schools of up to 2.1 ha each); Community Uses (class D1) up to 7,000 m² (gross external floorspace); Leisure Uses (class D2) up to 6,000 m² (gross external floorspace);”*
- 2.7 The Land Use Plan submitted as part of the Chilmington Green Development shows the planned location of these facilities. As set out below, Chilmington High Street will be located roughly 800m from the site. Chilmington High Street will be the location of commercial, educational, and community facilities. This area will include a supermarket of up to 2,000 sqm and up to 2,820 sqm of high street retail. It is expected that the high street will also include a community hub and primary school. It is also expected that there will be bus stops here serving Ashford and Ashford International.
- 2.8 Walking and cycling are considered the most suitable modes to replace short car trips particularly those under 2km for walking and 5km for cycling. More generally, 8km is widely recognised as an acceptable cycling distance.

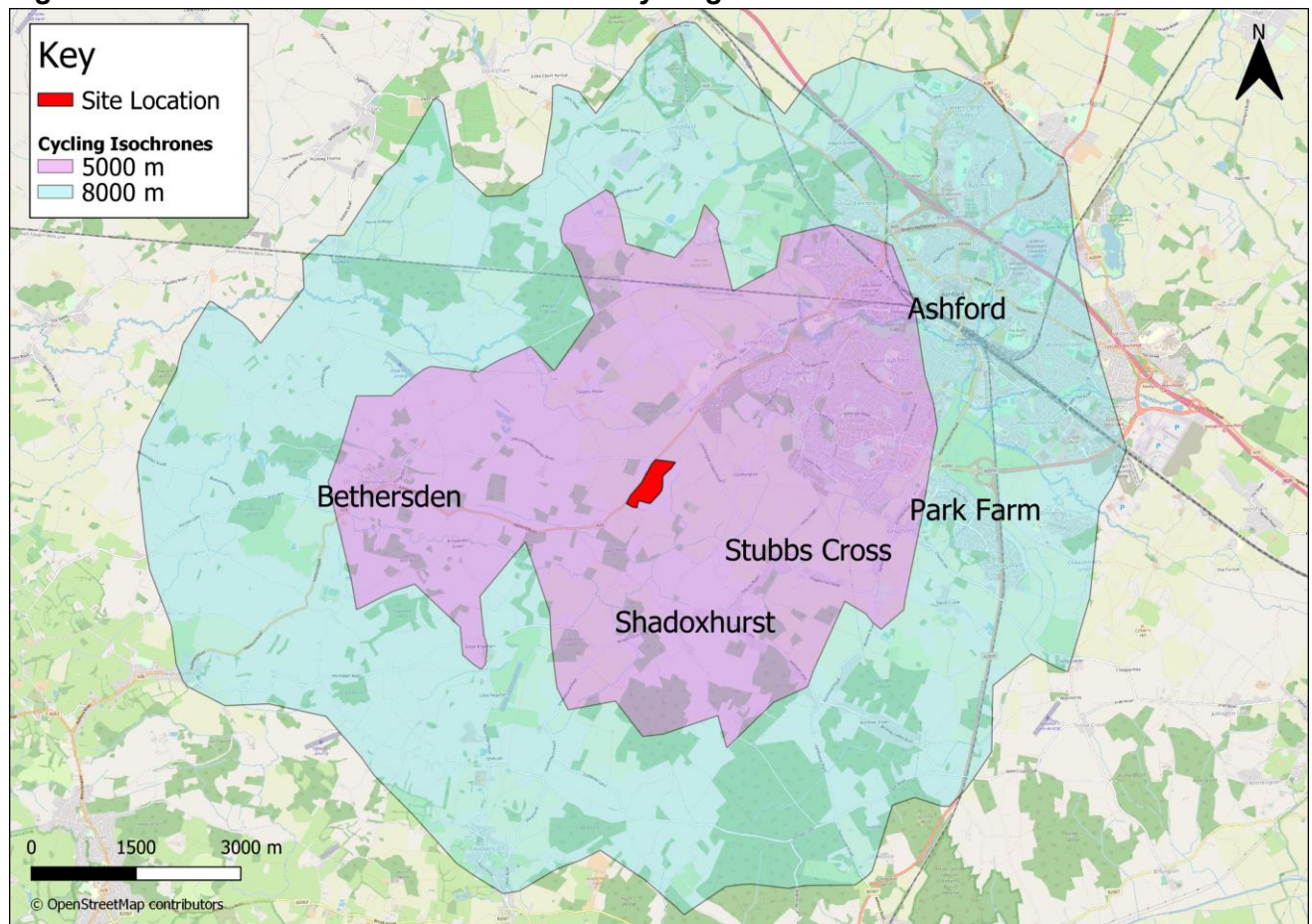
- 2.9 The site is well located with respect to amenities residents would need access to on a day-to-day basis. Several amenities are located within walking and cycling distance of the site contributing to the site's sustainability.
- 2.10 The amenities within a 2km walking distance and 5km and 8km cycling distance are shown in **Figure 2.3** and **Figure 2.4** respectively.

Figure 2.3: Amenities Within a 2km Walking Distance



- 2.11 **Figure 2.3** shows there will be several day-to-day amenities within walking distance of the site located on Chilmington High Street and new primary and secondary schools.

Figure 2.4: Amenities Within a 5km and 8km Cycling Distance



2.12 **Figure 2.4** shows that the town of Ashford and the villages of Bethersden, Shadoxhurst, Stubbs Cross, and Park are within cycling distance of the site.

2.13 The site therefore benefits from good accessibility by sustainable modes to many amenities suitable to support a residential development.

Walking and Cycling

2.14 Current access to the site is currently obtained via the Public Right of Way (PRoW) AW245. This is a bridleway providing access for pedestrians, cyclists, and horses.

2.15 This access is to be incorporated into the Chilmington Green Development and provide access between the site and the Chilmington Green Development.

Local Highway Network

2.16 The site is bound to the west by the A28, providing direct access to Ashford and the M20, to the north. The A28 also links the site to a number of rural locations west of the site, such as Bethersden.

2.17 The M20 links the site with Folkestone and Dover to the south-east, and Maidstone and London to the north-west.

- 2.18 To the north of the site, the A28 links with Chilmington Green Road. This is a single carriageway road connecting the A28 to Stubbs Cross in the south. This is a rural road with a 60mph speed limit.
- 2.19 There are a further two roads linking the site with rural areas in the west, both of these roads have a junction with the A28, Old Surrender Manor Road and Sandy Lane.
- 2.20 As part of the Chilmington Green Development, a new road will be constructed providing a link between the A28 and Chilmington Green Road to the east. This will be a single carriageway road with wider connections throughout the Chilmington Green Development. The northern access of the site will connect to this road, to the east of the A28.
- 2.21 Also, as part of the Chilmington Green Development, there will be improvements made to the A28. This involves road widening in certain areas as well as the introduction of signalised junctions along the A28. These improvements are intended to accommodate the level of traffic generated by the Chilmington Green Development and allow spare capacity for future developments.

Public Transport

Bus

- 2.22 The nearest bus stops are on Ashford Road. Spicer's Hill stop is 200m south of the southern edge of the site. New Street Farm stop is 630m north of the northern edge of the site. Both of these services are served by bus service number 2, linking the site with Ashford and Ashford International.
- 2.23 The frequency of the bus services near the site is summarised in **Table 2.1**.

Table 2.1: Frequency of Bus Services

Bus Service	Route	Mon-Fri Times	Saturday Times
2	Tenterden & Rolveden – Ashford	07:08, 07:54, 09:37, 11:52, 13:52, 16:05, 18:08, 19:13, 21:16	07:38, 09:37, 11:52, 13:52, 16:05, 18:08, 19:13, 21:16

- 2.24 It is also worth noting the Chilmington Green Development will introduce a bus service from Ashford International Rail Station to its development. The nearest bus stop to the site will be roughly 500m north of the site on the junction with Mock Lane. There will also be a bus stop on the new road constructed to the north of the site. This will be approximately 300-400m from the site.
- 2.25 This service will provide regular busses to Ashford International rail station, from 2 to 4 per hour.

Train

- 2.26 The nearest railway station is Ashford International. This station is 4.8km away and is connected to the site by the number 2 bus service. However, with the development of Chilmington Green, further bus connections are expected to be completed. It is also important to note that the station is accessible by bicycle as shown in **Figure 2.4**.

- 2.27 This station provides frequent and direct connections with London city. The frequency of the rail services is summarised in **Table 2.2**.

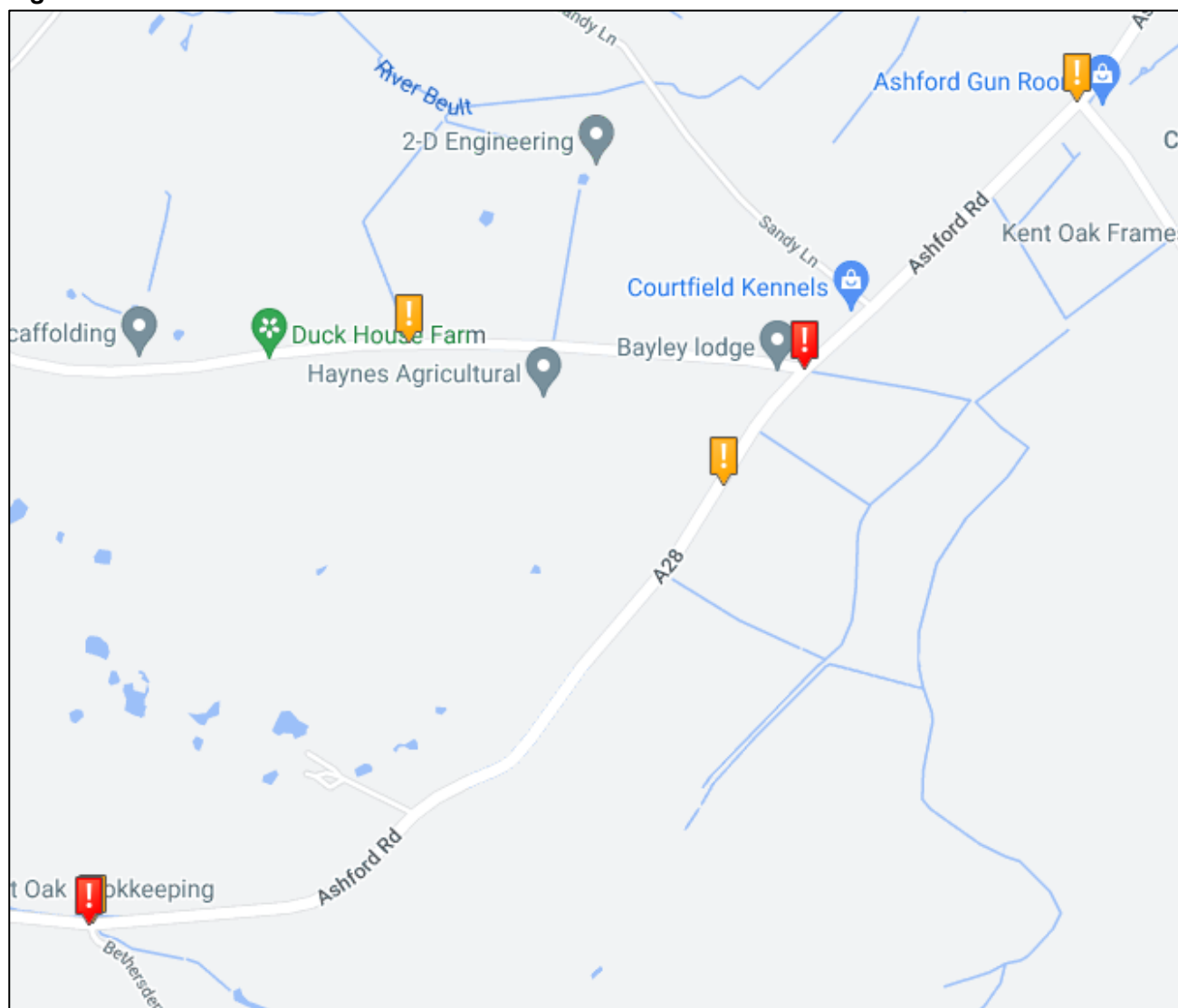
Table 2.2: Frequency of Rail Services from Ashford International

Operator	Destinations	Frequency per hour		
		Mon-Fri	Sat	Sun
Southern	Eastbourne	1	1	1
Southeastern	St. Pancras International	4-6	2	2
	London Victoria	1	1	1
	London Charing Cross	2	2	1

Road Safety

- 2.28 A high-level assessment of Personal Injury Collision (PIC) data held on the CrashMap database has been undertaken along the road network in the vicinity of the site to determine if there are any collision clusters that might indicate existing road safety issues. This is based on data held for the most recent 5-year period and is shown in **Figure 2.5**.
- 2.29 The CrashMap website uses data collected by the police regarding road traffic incidents occurring on British roads where someone is injured. The data is then compiled to show the location of each incident on a map.
- 2.30 **Figure 2.5** shows an extract taken from CrashMap of the incidents that have occurred on the local road network.

Figure 2.5: Collision Data Extract



- 2.31 As can be seen from **Figure 2.5**, there has been six collisions recorded in the most recent 5-year period around the site. Four of these incidents have been marked as slight (yellow markers), two incidents have been marked serious (red markers). None of these incidents have been marked as fatal (black markers). The most recent accident was in 2020, with the remaining accidents recorded in 2017 and 2018.
- 2.32 The serious collision on the junction of the A28 and Old Surrenden Manor Road occurred approximately 0.5km from the southern access. The other serious collision, on the junction of the A28 and Bethersden Road, is 1.1km from the southern access, and 1.9km from the northern access. The local highway network is therefore considered not to pose a safety risk to residents.

Summary

2.33 The review provided in this chapter demonstrates that:

- the application site is accessible by a range of sustainable transport modes which will be upgraded as part of the Chilmington Green development;
- collision data from the latest 5-year period shows the surrounding road network did not give rise to any fatal collisions and only two serious collisions in this time period;
- the local area has good standard of pedestrian infrastructure from which access to the site can be provided which will be upgraded as part of the Chilmington Green development; and
- a number of key day-to-day services and facilities are available within walking and cycling distance of the site.

3 Policy Context

National Policy

National Planning Policy Framework (July 2021)

- 3.1 The National Planning Policy Framework (NPPF) is a central government planning document produced by the Department for Communities and Local Government. The revised NPPF was updated in July 2021 and sets out the government's planning policies for England and how these are expected to be applied. This revised framework replaces the previous NPPF published in March 2012, July 2018 and February 2019.
- 3.2 Section 9 of the NPPF deals with 'Promoting sustainable transport.' Paragraph 105 states that:
- "Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This is with the initiative to reduce congestion and emissions, and to improve air quality and public health. Opportunities to maximise sustainable transport solutions will vary between urban and rural areas, which should be considered in both plan-making and decision making".*
- 3.3 Paragraph 106 states that planning policies should:
- "Be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned; Identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development; Provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans); and Provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements."*
- 3.4 Paragraph 110 sets out the transport issues which should be addressed within Development Plans and decisions. These are:
- *"appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - *safe and suitable access to the site can be achieved for all users;*
 - *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*

- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost-effectively mitigated to an acceptable degree.”*

3.5 Finally, the NPPF states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

Local Policy

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

- 3.6 Kent County Council (KCC) adopted its fourth Local Transport Plan (LTP4) in April 2011. LTP4 presents KCC’s transport priorities for the fifteen-year period 2016 – 2031 and also gives an idea of the priorities for transport in the country beyond that period.
- 3.7 LTP4 specifies five ‘Outcomes’ which link into national transport goals. These are:
- Economic growth and minimised congestion;
 - Affordable and accessible door-to-door journeys;
 - Safer Travel;
 - Enhanced environment; and
 - Better health and wellbeing.
- 3.8 The LTP4 notes the history of Ashford as a railway town and it’s excellent regional connections by rail. There is also a mention of the promotion of Ashford as a Cycling Town.
- 3.9 The LTP4 also emphasises the importance of the A28 improvement works to the development of Chilmington Green and by extension, Possingham Farm.

Ashford Local Plan 2030 (2019)

- 3.10 Ashford Borough Council (ABC) adopted the Ashford Local Plan 2030 in February 2019. The local plan sets out to manage and direct the growth of Ashford until 2030 and supersedes the Ashford Core Strategy 2008.
- 3.11 It is important to note that the Local Plan does not cover the area covered by the Chilmington Green Area Action Plan (2013). Though this site is not within this area, this site is anticipated to form part of the larger Chilmington Green area.
- 3.12 The local plan notes the importance of encouraging alternative modes of travel wherever possible.

- 3.13 Policy TRA3 sets out the parking standards for residential and non-residential developments. For residential developments. These standards set out the minimum number of parking spaces per unit and have been outlined in **Table 3.1** below.

Table 3.1: Parking Standards for Residential Development

Dwelling Type	Spaces per unit
1-bed dwelling	1
2-bed dwelling	2
3-bed dwelling	2
4-bed house	3

- 3.14 Policy TRA4 – Promoting the Local Bus Network outlines the necessity for developments to encourage the use of public transport:

“The potential for bus patronage should be considered as part of any proposal for new residential or commercial development. Applications should demonstrate whether modal shift in favour of public transport can be achieved through existing bus services or improvements to the network as a key determinant of the scheme’s sustainability. This should be demonstrated through a Travel Plan, Assessment or Statement (submitted under Policy TRA8).”

- 3.15 Policy TRA5 – Planning for Pedestrians notes the importance of a pedestrian network:

“Development proposals shall demonstrate how safe and accessible pedestrian access and movement routes will be delivered and how they will connect to the wider movement network. Opportunities should be proactively taken to connect with and enhance Public Rights of Way whenever possible, encouraging journeys on foot.”

- 3.16 Policy TRA7 – The Road Network and Development outlines the importance that traffic generated from developments impact the road network as little as possible:

“Applicants must demonstrate that traffic movements to and from the development can be accommodated, resolved, or mitigated to avoid severe cumulative residual impacts. In some cases, this may require exploring the delivery of mitigation measures prior to the occupation of a development. Consideration of mitigation and impact will be assessed through the fulfilment of the requirements of Policy TRA8.”

- 3.17 Policy TRA8 – Travel Plans, Assessments and Statements specifies that planning applications be supported by:

“either a Transport Statement, or a Transport Assessment depending on the nature and scale of the proposal and the level of significant transport movements generated. Where appropriate, the Council

will liaise with the relevant authority in relation to what sort of evidence is required. The recommendations of these studies, including Travel Plans, will be required to be delivered prior to or as part of the development and will be secured through condition or S106 agreement.”

Summary

- 3.18 This section has reviewed key land use planning and transport planning policy. The proposed development takes account of government priorities for encouraging active travel by walking and cycling. The site is well located with a respect to a range of public transport services and services and facilities more generally. It is therefore a sustainable location for residential development in transport terms.

4 Development Proposals

- 4.1 This section of the report provides details of the proposed development including the proposed access arrangements for all modes of transport.

Overview

- 4.2 This Outline planning application is for the development of up to 655 residential dwellings (including 30% affordable dwellings) the provision of new roads, footpaths, installation of appropriate utilities, infrastructure, Surface Water System (SuDS), car parking spaces, landscaping, within land north of Possingham Farmhouse, Ashford Road, Great Chart, Ashford.
- 4.3 The proposals are for a sensitively designed development that creates a logical and rational extension to the Chilmington Green Development, completing the 'missing corner' adjacent to the A28. The site will address the A28 creating a new carefully considered approach to the south-west of Ashford.
- 4.4 The outline nature of the planning application is such that the precise development mix is not fixed nor is the overall layout.
- 4.5 The illustrative masterplan prepared by the scheme architect is provided at **Appendix A** with an extract of this masterplan illustrated in **Figure 4.1**.

Figure 4.1: Illustrative Masterplan



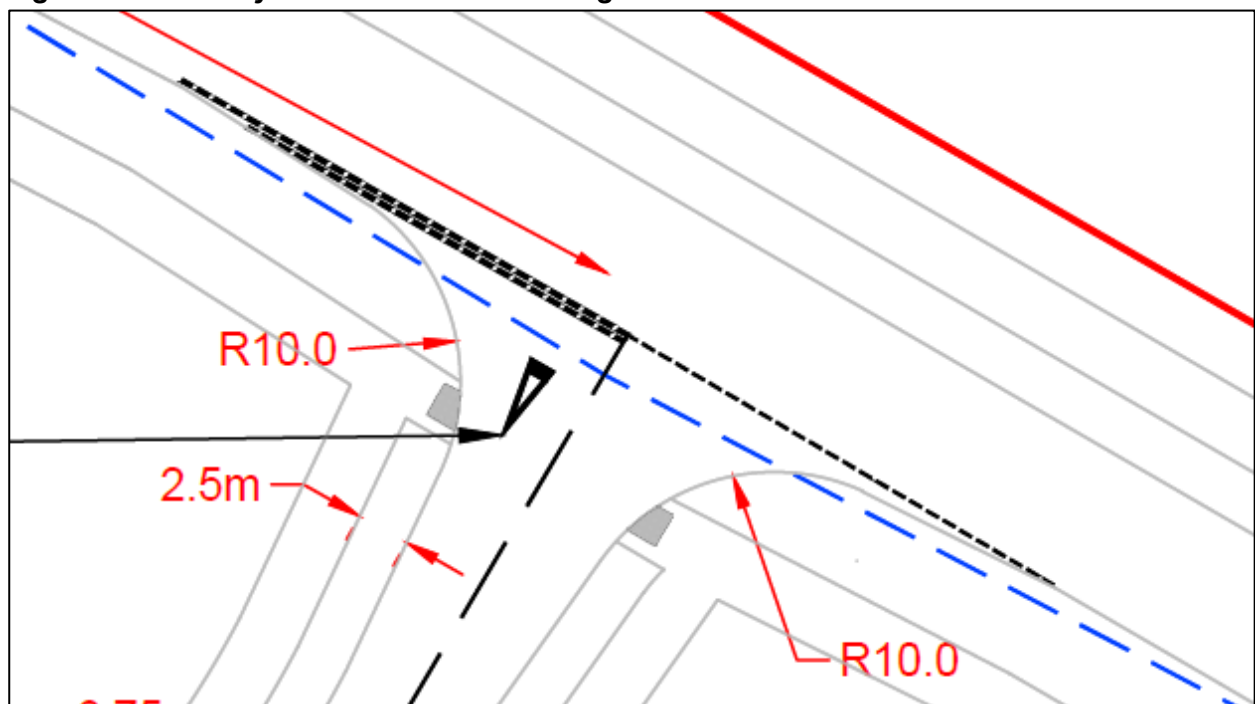
- 4.6 Matters associated with the vehicular and pedestrian accesses to the site from Ashford Road and the proposed new road to the north of the site are detailed as part of the application and are therefore presented and described in this section. The principles of other aspects of the proposed access arrangements (secondary vehicular and pedestrian accesses and proposed east-west vehicular route through the site) are also set out. The detail of these will be provided through any subsequent reserved matters planning application(s).

Site Access

Vehicle Access

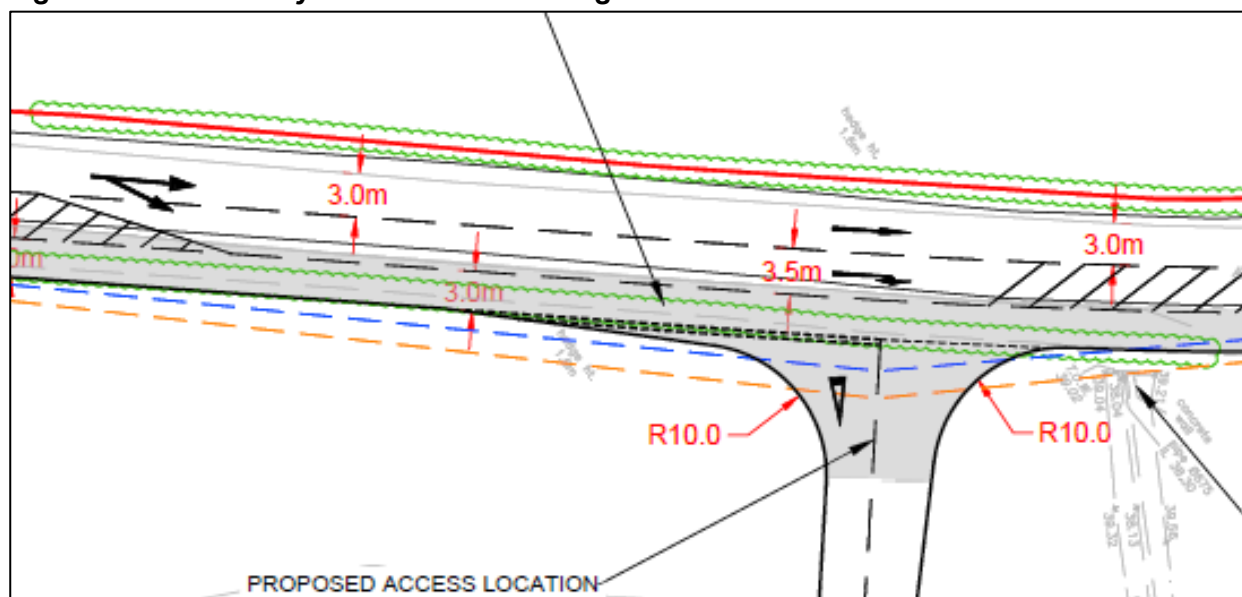
- 4.7 The main vehicular access to the site will be provided to the north via the new road, to be provided as part of the Chilmington Green Development, north of the site. A secondary access will also be provided to the south-west of the site from the A28. Both of these access points will be linked by a primary road corridor.
- 4.8 The A28 is a two-way primary road with a 50mph speed limit. This road is the main connection route to Ashford providing access to the site from Ashford and rural locations to the west of the site.
- 4.9 The primary road corridor through the site will have a 2m footway on its western side, and a 3m footway/cycleway on its eastern side. These footways are present throughout the site and both access points.
- 4.10 **Figure 4.2** shows the layout of the primary access from the new road proposed as part of the Chilmington Green development to the north of the site.

Figure 4.2: Primary Northern Access Arrangement



- 4.11 **Figure 4.3** shows the layout of the south access to the site from the A28.

Figure 4.3: Secondary South Access Arrangement



Pedestrian and Cycle Access

- 4.12 Pedestrian and cycle access is shared with the road accesses mentioned above, as well as links with nearby PRoWs. As mentioned, the primary access corridor will have one 2m footway and one 3m cycle/footway providing access to the site.
- 4.13 There is also a dedicated footpath/cycle path link between the A28 and the internal site network. This access would be from the junction of the A28 and the Old Surrenden Manor Road.
- 4.14 Within the site, there is a proposed cycleway providing a more direct route through the site. This cycleway is proposed to bypass much of the priority access corridor, linking residential areas through the secondary access roads within the site.
- 4.15 Furthermore, there are proposed footpath/cycleway links to Ashford Road as well as pedestrian links to surrounding PROWs and public byways. PRoW AW245 to the north-east provides access between the site and the Chilmington Green development, as well as Chilmington Green Road to the north. This PRoW also links the site with rural amenity areas to the south, such as Calais Wood.
- 4.16 As previously mentioned, this site will benefit from connections to the Chilmington Green development to the north and east of the site. This development will incorporate the existing PRoWs into the street network, ensuring pedestrian access throughout.

Parking

- 4.17 Parking will be provided in compliance with Ashford Local Plan 2030. The housing mix is expected to be between 1 to 5 bed dwellings.
- 4.18 Policy TRA3 of the Ashford Local Plan 2030 outlines the parking standards for the site, as has been shown in **Table 3.1**.

Servicing and Refuse Collection

- 4.19 All servicing and refuse collection will be undertaken within the site. To ensure that the proposed site accesses can accommodate refuse and servicing vehicles, swept path analysis has been completed.
- 4.20 The swept path analysis assessment as shown in the Primary Access drawing (**Appendix B**) confirms that a refuse vehicle and a 16.5m articulated vehicle can access and exit the site in forward gear.

Travel Plan

- 4.21 A Travel Plan will be produced which will set out key aims and objectives for reducing travel to and from the proposed development by private car. It will provide a framework for managing and introducing incentives for the use of sustainable travel modes and discouraging, where possible, single occupancy vehicle trips.

5 Trip Generation

5.1 This section presents the results of a trip generation assessment for the proposed development.

Existing Trip Generation

5.2 The existing site is an undeveloped parcel of land and as such does not generate any trips.

Forecast Trip Generation

5.3 The proposals are for the development of the site to provide up to 655 dwellings. The total person trip generation for the proposed residential units has been calculated using TRICS. 2011 Census 'method of travel to work' has then been used to derive multi modal trips.

5.4 The TRICS database has been interrogated using the following search parameters:

- Category: Residential – Mixed Private Houses (Flats and Houses);
- Region: All England, except London;
- Location: Suburban Area, Edge of Town, Neighbourhood Centre;
- Days: Weekdays; and
- Dates: 01/01/14 to 02/12/21

5.5 The full output report from TRICS is provided at **Appendix C. Table 5.1** below summarises the total person trip rates and trip generation for 655 units.

Table 5.1: Proposed Residential Total Person Trip Rates and Trips

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Trip Rate	0.213	0.611	0.824	0.481	0.243	0.724
Trips	140	400	540	315	159	474

5.6 **Table 5.1** shows that in the AM and PM peaks a total of 540 and 474 two-way total person movements are anticipated to be generated respectively.

5.7 In order to anticipate how the residents will likely travel to and from the site during these periods the 2011 Census has been used to calculate the potential mode split. This was undertaken using dataset WU03EW (Method of Travel to Work) for MSOA E02005007 (Ashford 012) location.

5.8 The resultant mode share has been applied to the anticipated residential trips shown in **Table 5.1**, the resultant peak hour trips are provided in **Table 5.2**.

Table 5.2: Anticipated Residential Multi-Modal Trips

Mode	Mode Split %	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Rail	9%	12	35	48	28	14	42
Bus, minibus, coach	3%	5	14	19	11	6	16
Taxi	0%	0	0	0	0	0	0
Motorcycle, scooter or moped	1%	1	4	6	3	2	5
Driving a car or van	75%	105	301	406	237	120	357
Passenger in a car or van	5%	7	21	29	17	8	25
Bicycle	2%	3	9	12	7	3	10
On foot	4%	5	16	21	12	6	19
Total	100%	140	400	540	315	159	474

5.9 **Table 5.2** shows that it is anticipated that a number of residents will be able to travel by active modes (6%), this is reflective of its proximity to the town centre and local areas of employment.

5.10 Public transport modes are anticipated to account for 12% of the mode split. The remaining trips are anticipated to occur by vehicular modes (taxi, motorcycle/scooter/moped and car passenger) accounting for 6% of peak hour trips.

Summary

5.11 The proposed development is forecast to generate 540 and 474 two-way total person movements in the morning and evening peak periods respectively and 406 and 357 two-way vehicle movements. The impact of the vehicle movements are discussed further in Section 6.

6 Traffic Impact

- 6.1 A capacity assessment has been undertaken of the two vehicle access junctions to the site. The southern access from the A28, and the northern access from the new road to the north. The assessment considers the impact of development traffic.
- 6.2 It is also important to note that the Sandy Lane roundabout to the west of the site was considered as part of this assessment. This roundabout was included in the Chilmington Green Development transport assessment. The modelling results from this transport assessment have been replicated here to show the impact the development will have on the operation of this junction.
- 6.3 The application seeks planning permission for up to 655 dwellings. In order to test parameters associated with the site the capacity assessment detailed below is achieved using the forecast vehicle movements presented in **Table 5.2**.
- 6.4 Traffic flow diagrams are provided at **Appendix D** which show the proportions of existing and future traffic associated with the new western site access junction.
- 6.5 A capacity assessment has been undertaken of the two new site access junctions using the Junctions 9 software.

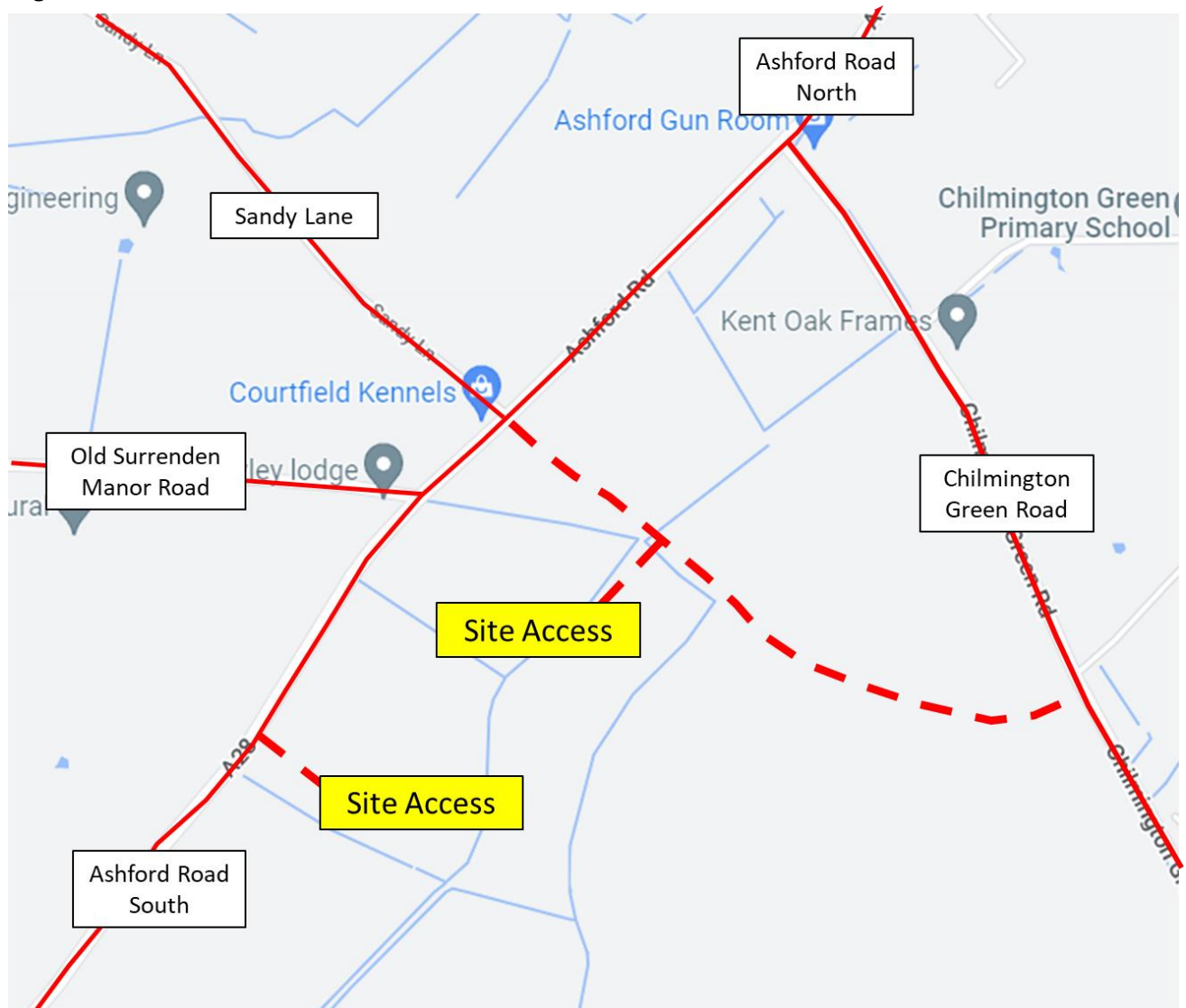
Assessment Years

- 6.6 The traffic forecast scenarios and forecast years associated with the development are as follows:
- Future Base (2031) + Development
 - Sandy Lane Roundabout (2031) + Development

Development Trip Distribution

- 6.7 In order to understand the impact of the development on the existing traffic levels, an analysis of the distribution of trips was undertaken. This involved retrieving 'Travel to Work' Census data from 2011 for MSOA 'Ashford 012' and using this to show the percentage of trips made on each road.
- 6.8 **Figure 6.1** below shows the network exit points from the site.

Figure 6.1: Network Exit Points



- 6.9 It should be noted that the dashed line representing the rough outline of the new road to be constructed to the north of the site. As this road links with Chilmington Green Road, the exit point is the same for both roads.
- 6.10 It is also important to note the distribution of these trips across both access points to the site. As mentioned, this development will have two access points, one on the north side of the site and one on the southwestern side of the site.
- 6.11 The distribution of these trips is shown in **Table 6.1** below.

Table 6.1: Trip Distribution

Network Exit	Distribution	South Access	North Access
Ashford Road North	67%	13%	54%

Network Exit	Distribution	South Access	North Access
Ashford Road South	21%	18%	3%
Chilmington Green Road	11%	0%	11%
Sandy Lane	0%	0%	0%
Old Surrenden Manor Road	1%	0%	0%
Total	100%	32%	68%

6.12 The distribution of development trips is also shown in the flow diagram provided at **Appendix D**.

Modelling Output

6.13 The proposed site access junction modelling has been modelled using the PICADY and ARCADY Junctions 9 software. The modelling results are summarised **Table 6.2**, **Table 6.3**, and **Table 6.4**. The full report is contained in **Appendix E**.

Table 6.2: New Road / Primary Site Access – Proposed Layout Junction 9 Summary

Stream	AM (08:00 – 09:00)			PM (17:00 -18:00)		
	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)	RFC
2031 Base + Development						
Stream B - C	0.2	7.28	0.19	0.1	5.96	0.09
Stream B – A	0.1	12.71	0.08	0.0	12.32	0.04
Stream C – AB	0.1	7.48	0.09	0.3	7.07	0.19

6.14 **Table 6.2** above shows that the highest RFC level is 0.19, showing no issues in with the junction.

Table 6.3: A28 / Secondary Site Access – Proposed Layout Junction 9 Summary

Stream	AM (08:00 – 09:00)			PM (17:00 -18:00)		
	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)	RFC
2031 Base + Development						
Stream B - C	0.1	7.29	0.07	0.0	6.24	0.03
Stream B – A	0.1	14.09	0.10	0.0	13.26	0.05
Stream C – AB	0.0	7.13	0.03	0.1	6.68	0.07

6.15 **Table 6.3** above shows that the highest RFC level is 0.10, showing no issues in with the junction.

- 6.16 For the Sandy Lane Roundabout, the 2031 + Development Flows were analysed. This was undertaken to assess the modelling approved within the Chilmington Green Development with the addition of the forecast Possingham Farm development traffic.

Table 6.4: Sandy Lane Roundabout Junctions 9 Summary

Stream	AM (08:00 – 09:00)			PM (17:00 -18:00)		
	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)	RFC
2031 Base + Development						
Arm 1	1.4	5.89	0.58	2.5	8.68	0.72
Arm 2	1.0	7.72	0.51	0.7	6.52	0.41
Arm 3	0.7	4.98	0.40	1.0	5.65	0.50
Arm 4	0.1	7.97	0.06	0.1	8.79	0.10

- 6.17 The junction capacity results indicate that the proposed vehicle access points will operate within capacity.

Summary

- 6.18 A capacity assessment of the proposed site accesses, and the approved Sandy Lane Roundabout, indicate that all junctions will operate well within capacity with the addition of the Possingham Farm development traffic

7 Summary and Conclusion

- 7.1 Vectos is appointed by Hodson Developments (Applicant). to provide highways and transport advice in relation to a proposed development at Land at North of Possingham Farmhouse, Ashford Road Great Chart, Kent. Kent County Council (KCC) are the local highway authority.
- 7.2 This Transport Assessment (TA) has been prepared to:
- Assess the proposed development's accessibility from a sustainable transport perspective;
 - Review national, regional, and local policy;
 - Present the proposed access arrangements;
 - Set out the expected trip generation from the site; and
 - Assess the potential effects of the development proposals on the local transport network.
- 7.3 The proposals are for a sensitively designed development that creates a logical and rational extension to the Chilmington Green Development, completing the 'missing corner' adjacent to the A28. The site will address the A28 creating a new carefully considered approach to the southwest of Ashford.
- 7.4 The access strategy encourages sustainability by linking the development to the north to the Chilmington Green development and to the new amenities including the District Centre, Local Centres, Primary and Secondary Schools.
- 7.5 The primary access to the Site is from the new road from the A28 opposite Old Surrenden Manor Road. A secondary access to the A28 is also proposed along the western boundary of the site.
- 7.6 It has been prepared with reference to relevant national and local planning and highways policy and guidance.
- 7.7 The proposed development is forecast to generate 406 and 357 two-way vehicle movements in the morning and evening peak periods respectively. The development is forecast to generate 12 and 10 two-way cycle movements in the morning and evening peak periods respectively with 21 and 19 two-way walking trips in the morning and evening peak periods.
- 7.8 A capacity assessment of the proposed site accesses, and the approved Sandy Lane Roundabout, indicate that all junctions will operate well within capacity with the addition of the Possingham Farm development traffic.

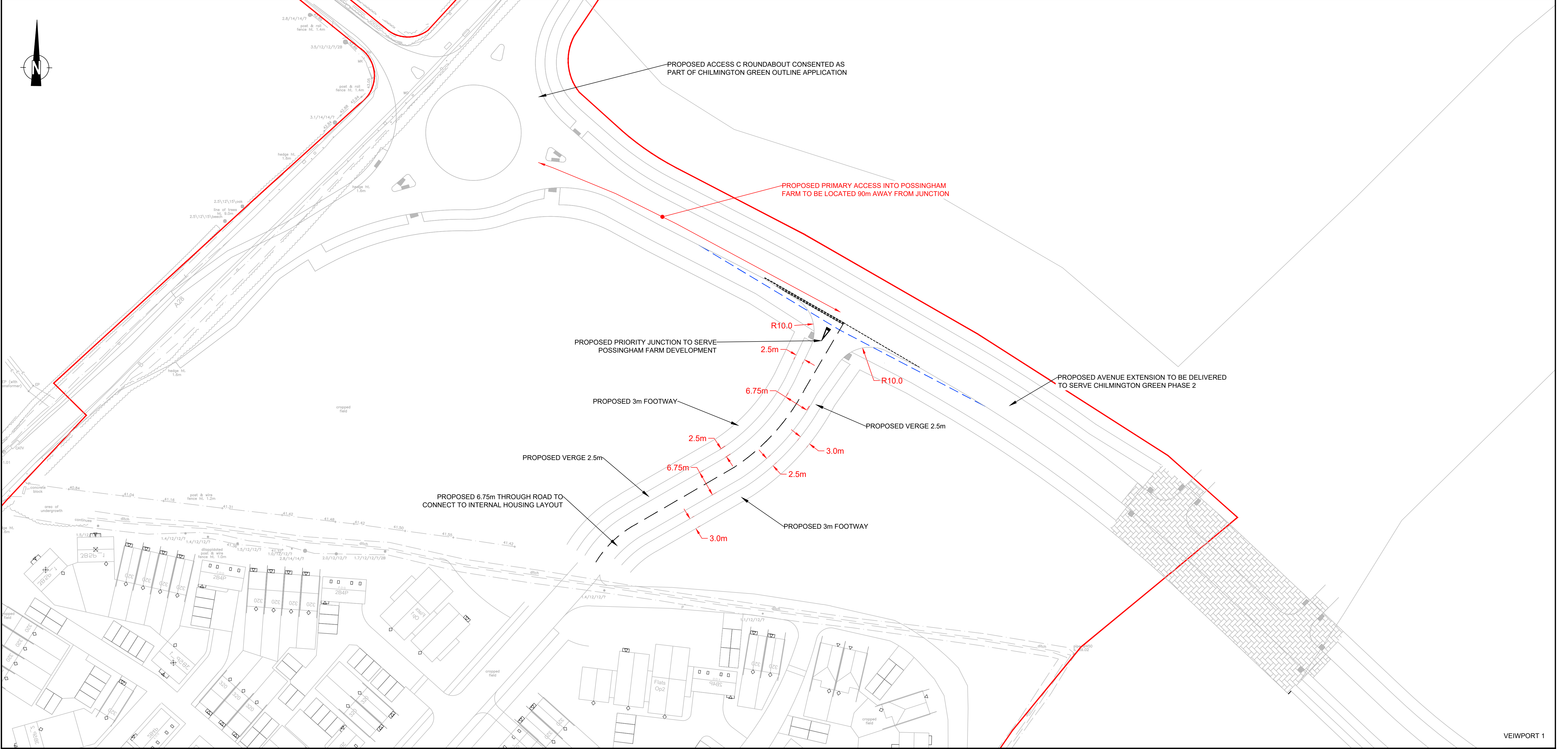
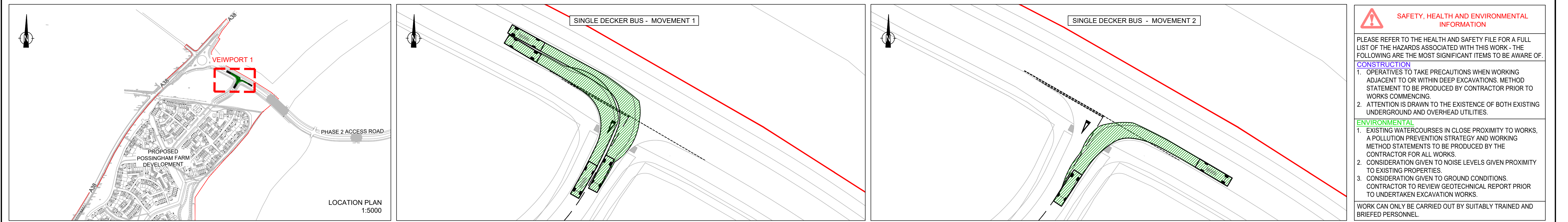
Conclusions

- 7.9 In light of the findings of this Transport Assessment it is considered that the development is acceptable from transport and highways perspective and offers significant transport and highways benefits.

Appendix A



Appendix B



REV	DETAILS	DRAWN	CHECKED	DATE	KEY	VEHICLE TRACKED	AWAITING TECHNICAL APPROVAL	PRELIMINARY	DRAWING TITLE:	CLIENT:	PROJECT:	SCALE:	DRAWING NUMBER:	REVISION:
A	MASTERPLAN UPDATED & RED LINE BOUNDARY ADDED	NL	SR	23.04.21	— SITE BOUNDARY		This drawing has NOT been technically approved by Local Authority and/or Water Authority. All works subject to change through technical review process with relevant approving authorities.		PRIMARY ACCESS ARRANGEMENT INTO POSSINGHAM FARM DEVELOPMENT	HODSON DEVELOPMENT	POSSINGHAM FARM, CHILMINGTON GREEN	1:500 @ A1	VD21426 - D100	C
B	SPINE ROAD OUTLINE ADDED	NL	SR	28.04.21	--- VISIBILITY SPLAY 2.4m x 43m									
C	SPINE ROAD VERGE WIDE INCREASED	NL	SR	07.05.21										

Appendix C

Calculation Reference: AUDIT-152301-220620-0606

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : K - MIXED PRIV HOUS (FLATS AND HOUSES)
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX 1 days
	HF	HERTFORDSHIRE 1 days
	SC	SURREY 1 days
	WS	WEST SUSSEX 2 days
03	SOUTH WEST	
	CW	CORNWALL 1 days
04	EAST ANGLIA	
	CA	CAMBRIDGESHIRE 2 days
05	EAST MIDLANDS	
	DS	DERBYSHIRE 1 days
09	NORTH	
	CB	CUMBRIA 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: 15 to 618 (units:)
Range Selected by User: 15 to 618 (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: 01/01/14 to 03/11/21

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	2 days
Tuesday	2 days
Wednesday	3 days
Thursday	3 days

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

Selected survey types:

Manual count	10 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	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:

Industrial 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.

Secondary Filtering selection:

Use Class:

C3 10 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 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:

5,001 to 10,000	6 days
10,001 to 15,000	2 days
15,001 to 20,000	2 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	4 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
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	3 days
1.1 to 1.5	5 days
1.6 to 2.0	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:

Yes	5 days
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	10 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	CA-03-K-01	MIXED HOUSES & FLATS	CAMBRIDGESHIRE
	WEASANHAM LANE		
	WISBECH		
	FENLAND		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	100	
	Survey date: MONDAY	07/09/15	Survey Type: MANUAL
2	CA-03-K-04	MIXED HOUSES & FLATS	CAMBRIDGESHIRE
	FORDHAM ROAD		
	SOHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	65	
	Survey date: WEDNESDAY	11/07/18	Survey Type: MANUAL
3	CB-03-K-02	SEMI-DETACHED & FLATS	CUMBRIA
	NATLAND ROAD		
	KENDAL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	15	
	Survey date: TUESDAY	21/06/16	Survey Type: MANUAL
4	CW-03-K-01	MIXED HOUSES & FLATS	CORNWALL
	TRELOWEN DRIVE		
	PENRYN		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	89	
	Survey date: THURSDAY	28/03/19	Survey Type: MANUAL
5	DS-03-K-01	MIXED HOUSES & FLATS	DERBYSHIRE
	PRIDE PARKWAY		
	DERBY		
	WILMORTON		
	Edge of Town		
	Industrial Zone		
	Total No of Dwellings:	618	
	Survey date: MONDAY	23/07/18	Survey Type: MANUAL
6	ES-03-K-01	MIXED HOUSES & FLATS	EAST SUSSEX
	LEWES ROAD		
	UCKFIELD		
	RIDGEWOOD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	64	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
7	HF-03-K-03	MIXED HOUSES & FLATS	HERTFORDSHIRE
	FRYTHER AVENUE		
	WELWYN		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	196	
	Survey date: WEDNESDAY	03/11/21	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	SC-03-K-01	MIXED HOUSES & FLATS	SURREY
	DE BURGH GARDENS		
	TADWORTH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	138	
	Survey date: TUESDAY	22/06/21	Survey Type: MANUAL
9	WS-03-K-04	MIXED HOUSES & FLATS	WEST SUSSEX
	HILLS FARM LANE		
	HORSHAM		
	BROADBRIDGE HEATH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	371	
	Survey date: THURSDAY	28/06/18	Survey Type: MANUAL
10	WS-03-K-05	MIXED HOUSES & FLATS	WEST SUSSEX
	WORTHING ROAD		
	SOUTHWATER		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	227	
	Survey date: WEDNESDAY	30/06/21	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CB-03-K-01	Proximity to rail station
HC-03-K-06	In built up area
NE-03-K-01	In built up area

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.78

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	188	0.063	10	188	0.225	10	188	0.288
08:00 - 09:00	10	188	0.114	10	188	0.280	10	188	0.394
09:00 - 10:00	10	188	0.110	10	188	0.158	10	188	0.268
10:00 - 11:00	10	188	0.112	10	188	0.124	10	188	0.236
11:00 - 12:00	10	188	0.107	10	188	0.118	10	188	0.225
12:00 - 13:00	10	188	0.126	10	188	0.117	10	188	0.243
13:00 - 14:00	10	188	0.127	10	188	0.125	10	188	0.252
14:00 - 15:00	10	188	0.143	10	188	0.146	10	188	0.289
15:00 - 16:00	10	188	0.177	10	188	0.151	10	188	0.328
16:00 - 17:00	10	188	0.203	10	188	0.118	10	188	0.321
17:00 - 18:00	10	188	0.253	10	188	0.137	10	188	0.390
18:00 - 19:00	10	188	0.235	10	188	0.129	10	188	0.364
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.770			1.828			3.598

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

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

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Parameter summary

Trip rate parameter range selected:	15 - 618 (units:)
Survey date range:	01/01/14 - 03/11/21
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	3

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	188	0.002	10	188	0.001	10	188	0.003
08:00 - 09:00	10	188	0.002	10	188	0.003	10	188	0.005
09:00 - 10:00	10	188	0.004	10	188	0.005	10	188	0.009
10:00 - 11:00	10	188	0.004	10	188	0.003	10	188	0.007
11:00 - 12:00	10	188	0.003	10	188	0.005	10	188	0.008
12:00 - 13:00	10	188	0.005	10	188	0.005	10	188	0.010
13:00 - 14:00	10	188	0.001	10	188	0.001	10	188	0.002
14:00 - 15:00	10	188	0.006	10	188	0.004	10	188	0.010
15:00 - 16:00	10	188	0.001	10	188	0.002	10	188	0.003
16:00 - 17:00	10	188	0.002	10	188	0.002	10	188	0.004
17:00 - 18:00	10	188	0.003	10	188	0.002	10	188	0.005
18:00 - 19:00	10	188	0.004	10	188	0.004	10	188	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.037			0.037			0.074

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	188	0.001	10	188	0.001	10	188	0.002
08:00 - 09:00	10	188	0.001	10	188	0.000	10	188	0.001
09:00 - 10:00	10	188	0.002	10	188	0.002	10	188	0.004
10:00 - 11:00	10	188	0.003	10	188	0.002	10	188	0.005
11:00 - 12:00	10	188	0.001	10	188	0.002	10	188	0.003
12:00 - 13:00	10	188	0.002	10	188	0.002	10	188	0.004
13:00 - 14:00	10	188	0.003	10	188	0.002	10	188	0.005
14:00 - 15:00	10	188	0.003	10	188	0.003	10	188	0.006
15:00 - 16:00	10	188	0.000	10	188	0.001	10	188	0.001
16:00 - 17:00	10	188	0.000	10	188	0.000	10	188	0.000
17:00 - 18:00	10	188	0.001	10	188	0.001	10	188	0.002
18:00 - 19:00	10	188	0.000	10	188	0.000	10	188	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.016			0.033

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	188	0.001	10	188	0.001	10	188	0.002
08:00 - 09:00	10	188	0.002	10	188	0.002	10	188	0.004
09:00 - 10:00	10	188	0.000	10	188	0.000	10	188	0.000
10:00 - 11:00	10	188	0.000	10	188	0.000	10	188	0.000
11:00 - 12:00	10	188	0.000	10	188	0.000	10	188	0.000
12:00 - 13:00	10	188	0.000	10	188	0.000	10	188	0.000
13:00 - 14:00	10	188	0.000	10	188	0.000	10	188	0.000
14:00 - 15:00	10	188	0.000	10	188	0.000	10	188	0.000
15:00 - 16:00	10	188	0.002	10	188	0.002	10	188	0.004
16:00 - 17:00	10	188	0.000	10	188	0.000	10	188	0.000
17:00 - 18:00	10	188	0.000	10	188	0.000	10	188	0.000
18:00 - 19:00	10	188	0.000	10	188	0.000	10	188	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	188	0.004	10	188	0.014	10	188	0.018
08:00 - 09:00	10	188	0.006	10	188	0.026	10	188	0.032
09:00 - 10:00	10	188	0.004	10	188	0.005	10	188	0.009
10:00 - 11:00	10	188	0.005	10	188	0.005	10	188	0.010
11:00 - 12:00	10	188	0.003	10	188	0.003	10	188	0.006
12:00 - 13:00	10	188	0.005	10	188	0.001	10	188	0.006
13:00 - 14:00	10	188	0.003	10	188	0.003	10	188	0.006
14:00 - 15:00	10	188	0.005	10	188	0.004	10	188	0.009
15:00 - 16:00	10	188	0.018	10	188	0.010	10	188	0.028
16:00 - 17:00	10	188	0.008	10	188	0.006	10	188	0.014
17:00 - 18:00	10	188	0.014	10	188	0.004	10	188	0.018
18:00 - 19:00	10	188	0.007	10	188	0.005	10	188	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.082			0.086			0.168

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	188	0.073	10	188	0.301	10	188	0.374
08:00 - 09:00	10	188	0.142	10	188	0.406	10	188	0.548
09:00 - 10:00	10	188	0.141	10	188	0.211	10	188	0.352
10:00 - 11:00	10	188	0.146	10	188	0.155	10	188	0.301
11:00 - 12:00	10	188	0.134	10	188	0.155	10	188	0.289
12:00 - 13:00	10	188	0.170	10	188	0.151	10	188	0.321
13:00 - 14:00	10	188	0.175	10	188	0.160	10	188	0.335
14:00 - 15:00	10	188	0.174	10	188	0.183	10	188	0.357
15:00 - 16:00	10	188	0.283	10	188	0.196	10	188	0.479
16:00 - 17:00	10	188	0.300	10	188	0.160	10	188	0.460
17:00 - 18:00	10	188	0.344	10	188	0.191	10	188	0.535
18:00 - 19:00	10	188	0.333	10	188	0.177	10	188	0.510
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.415			2.446			4.861

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	188	0.014	10	188	0.048	10	188	0.062
08:00 - 09:00	10	188	0.052	10	188	0.135	10	188	0.187
09:00 - 10:00	10	188	0.044	10	188	0.031	10	188	0.075
10:00 - 11:00	10	188	0.023	10	188	0.036	10	188	0.059
11:00 - 12:00	10	188	0.028	10	188	0.034	10	188	0.062
12:00 - 13:00	10	188	0.027	10	188	0.033	10	188	0.060
13:00 - 14:00	10	188	0.042	10	188	0.041	10	188	0.083
14:00 - 15:00	10	188	0.032	10	188	0.046	10	188	0.078
15:00 - 16:00	10	188	0.117	10	188	0.076	10	188	0.193
16:00 - 17:00	10	188	0.070	10	188	0.046	10	188	0.116
17:00 - 18:00	10	188	0.087	10	188	0.038	10	188	0.125
18:00 - 19:00	10	188	0.064	10	188	0.038	10	188	0.102
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.600			0.602			1.202

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	188	0.000	10	188	0.011	10	188	0.011
08:00 - 09:00	10	188	0.006	10	188	0.018	10	188	0.024
09:00 - 10:00	10	188	0.001	10	188	0.004	10	188	0.005
10:00 - 11:00	10	188	0.003	10	188	0.006	10	188	0.009
11:00 - 12:00	10	188	0.004	10	188	0.006	10	188	0.010
12:00 - 13:00	10	188	0.005	10	188	0.007	10	188	0.012
13:00 - 14:00	10	188	0.004	10	188	0.008	10	188	0.012
14:00 - 15:00	10	188	0.004	10	188	0.004	10	188	0.008
15:00 - 16:00	10	188	0.016	10	188	0.010	10	188	0.026
16:00 - 17:00	10	188	0.011	10	188	0.006	10	188	0.017
17:00 - 18:00	10	188	0.012	10	188	0.003	10	188	0.015
18:00 - 19:00	10	188	0.013	10	188	0.002	10	188	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.079			0.085			0.164

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	188	0.000	10	188	0.004	10	188	0.004
08:00 - 09:00	10	188	0.000	10	188	0.002	10	188	0.002
09:00 - 10:00	10	188	0.000	10	188	0.001	10	188	0.001
10:00 - 11:00	10	188	0.001	10	188	0.001	10	188	0.002
11:00 - 12:00	10	188	0.000	10	188	0.000	10	188	0.000
12:00 - 13:00	10	188	0.001	10	188	0.000	10	188	0.001
13:00 - 14:00	10	188	0.000	10	188	0.000	10	188	0.000
14:00 - 15:00	10	188	0.000	10	188	0.000	10	188	0.000
15:00 - 16:00	10	188	0.001	10	188	0.000	10	188	0.001
16:00 - 17:00	10	188	0.001	10	188	0.000	10	188	0.001
17:00 - 18:00	10	188	0.002	10	188	0.000	10	188	0.002
18:00 - 19:00	10	188	0.004	10	188	0.000	10	188	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.008			0.018

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	188	0.000	10	188	0.000	10	188	0.000
08:00 - 09:00	10	188	0.000	10	188	0.001	10	188	0.001
09:00 - 10:00	10	188	0.000	10	188	0.000	10	188	0.000
10:00 - 11:00	10	188	0.000	10	188	0.000	10	188	0.000
11:00 - 12:00	10	188	0.000	10	188	0.000	10	188	0.000
12:00 - 13:00	10	188	0.000	10	188	0.000	10	188	0.000
13:00 - 14:00	10	188	0.000	10	188	0.000	10	188	0.000
14:00 - 15:00	10	188	0.000	10	188	0.000	10	188	0.000
15:00 - 16:00	10	188	0.001	10	188	0.000	10	188	0.001
16:00 - 17:00	10	188	0.000	10	188	0.000	10	188	0.000
17:00 - 18:00	10	188	0.000	10	188	0.000	10	188	0.000
18:00 - 19:00	10	188	0.000	10	188	0.000	10	188	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	188	0.000	10	188	0.015	10	188	0.015
08:00 - 09:00	10	188	0.006	10	188	0.021	10	188	0.027
09:00 - 10:00	10	188	0.001	10	188	0.005	10	188	0.006
10:00 - 11:00	10	188	0.004	10	188	0.007	10	188	0.011
11:00 - 12:00	10	188	0.004	10	188	0.006	10	188	0.010
12:00 - 13:00	10	188	0.006	10	188	0.007	10	188	0.013
13:00 - 14:00	10	188	0.004	10	188	0.008	10	188	0.012
14:00 - 15:00	10	188	0.004	10	188	0.004	10	188	0.008
15:00 - 16:00	10	188	0.018	10	188	0.010	10	188	0.028
16:00 - 17:00	10	188	0.011	10	188	0.006	10	188	0.017
17:00 - 18:00	10	188	0.013	10	188	0.003	10	188	0.016
18:00 - 19:00	10	188	0.017	10	188	0.002	10	188	0.019
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.088			0.094			0.182

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.78

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	188	0.091	10	188	0.378	10	188	0.469
08:00 - 09:00	10	188	0.206	10	188	0.588	10	188	0.794
09:00 - 10:00	10	188	0.189	10	188	0.252	10	188	0.441
10:00 - 11:00	10	188	0.178	10	188	0.203	10	188	0.381
11:00 - 12:00	10	188	0.169	10	188	0.198	10	188	0.367
12:00 - 13:00	10	188	0.208	10	188	0.192	10	188	0.400
13:00 - 14:00	10	188	0.224	10	188	0.211	10	188	0.435
14:00 - 15:00	10	188	0.216	10	188	0.236	10	188	0.452
15:00 - 16:00	10	188	0.434	10	188	0.292	10	188	0.726
16:00 - 17:00	10	188	0.390	10	188	0.218	10	188	0.608
17:00 - 18:00	10	188	0.459	10	188	0.236	10	188	0.695
18:00 - 19:00	10	188	0.421	10	188	0.222	10	188	0.643
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.185			3.226			6.411

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	188	0.048	10	188	0.211	10	188	0.259
08:00 - 09:00	10	188	0.100	10	188	0.262	10	188	0.362
09:00 - 10:00	10	188	0.090	10	188	0.140	10	188	0.230
10:00 - 11:00	10	188	0.087	10	188	0.100	10	188	0.187
11:00 - 12:00	10	188	0.089	10	188	0.095	10	188	0.184
12:00 - 13:00	10	188	0.100	10	188	0.095	10	188	0.195
13:00 - 14:00	10	188	0.101	10	188	0.099	10	188	0.200
14:00 - 15:00	10	188	0.120	10	188	0.124	10	188	0.244
15:00 - 16:00	10	188	0.161	10	188	0.128	10	188	0.289
16:00 - 17:00	10	188	0.183	10	188	0.099	10	188	0.282
17:00 - 18:00	10	188	0.236	10	188	0.123	10	188	0.359
18:00 - 19:00	10	188	0.221	10	188	0.118	10	188	0.339
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.536			1.594			3.130

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	188	0.011	10	188	0.011	10	188	0.022
08:00 - 09:00	10	188	0.010	10	188	0.012	10	188	0.022
09:00 - 10:00	10	188	0.014	10	188	0.012	10	188	0.026
10:00 - 11:00	10	188	0.018	10	188	0.018	10	188	0.036
11:00 - 12:00	10	188	0.014	10	188	0.017	10	188	0.031
12:00 - 13:00	10	188	0.018	10	188	0.015	10	188	0.033
13:00 - 14:00	10	188	0.021	10	188	0.021	10	188	0.042
14:00 - 15:00	10	188	0.014	10	188	0.014	10	188	0.028
15:00 - 16:00	10	188	0.014	10	188	0.019	10	188	0.033
16:00 - 17:00	10	188	0.017	10	188	0.017	10	188	0.034
17:00 - 18:00	10	188	0.014	10	188	0.011	10	188	0.025
18:00 - 19:00	10	188	0.008	10	188	0.005	10	188	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.173			0.172			0.345

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 DWELLS

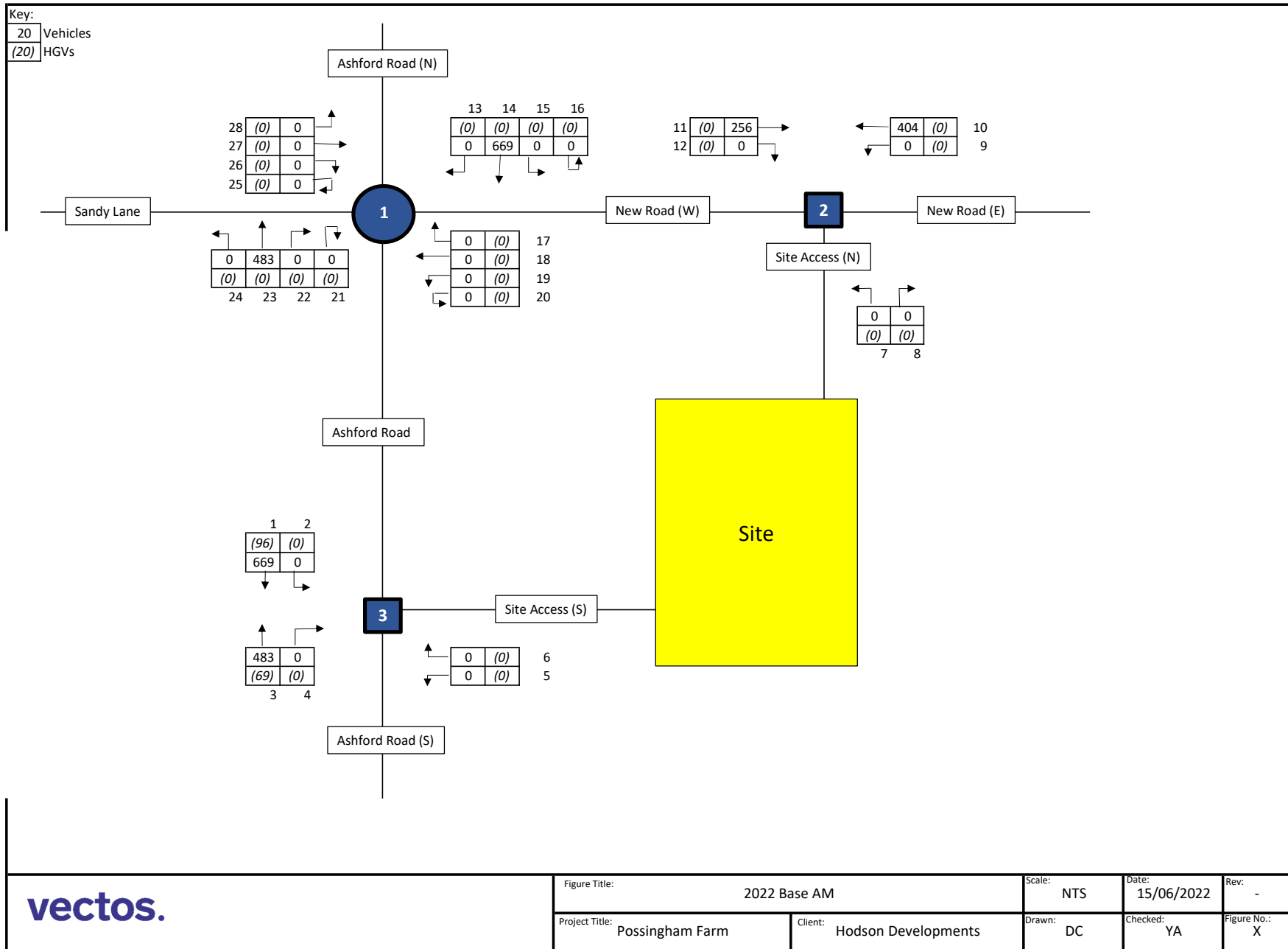
BOLD print indicates peak (busiest) period

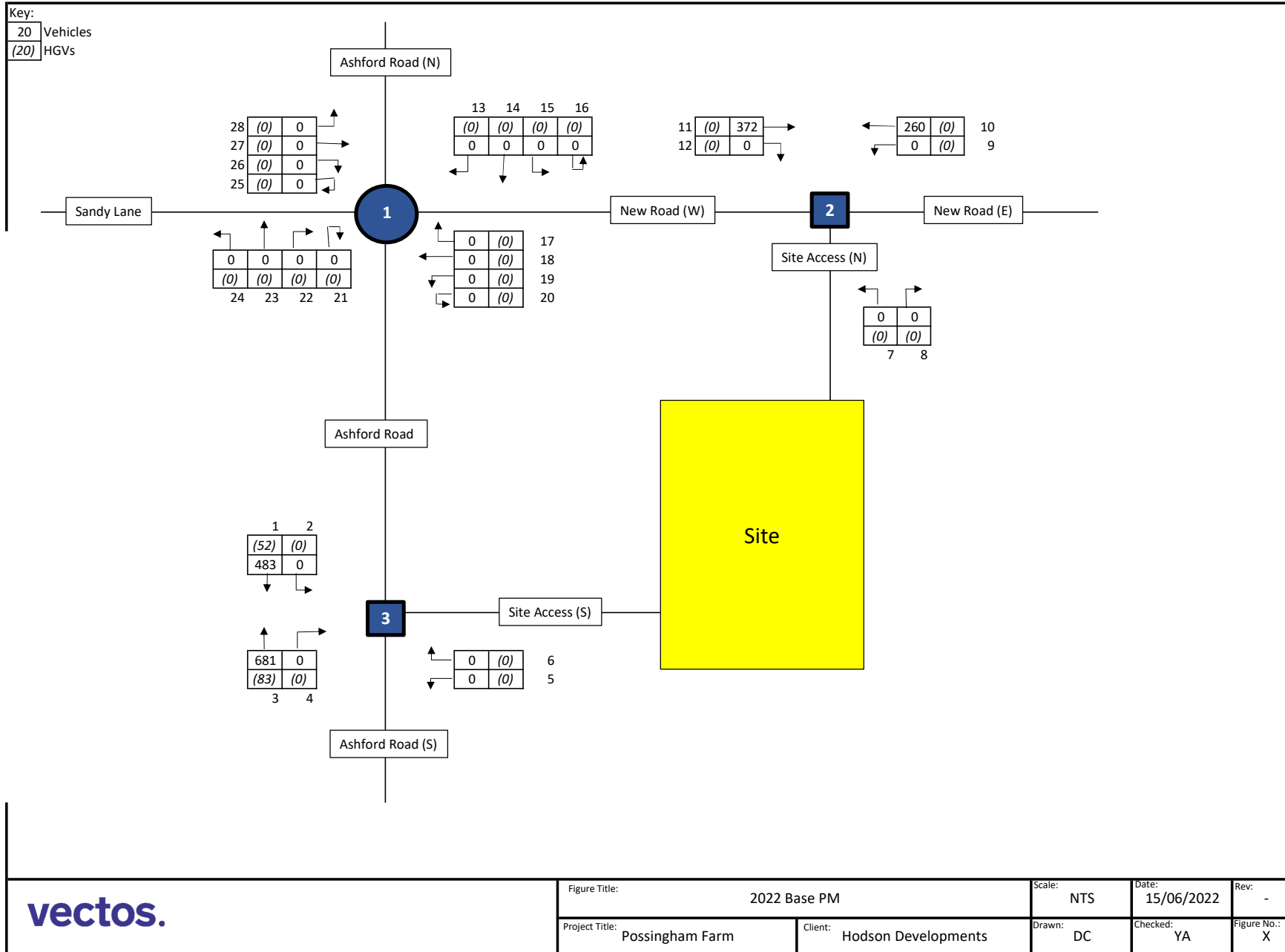
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	188	0.001	10	188	0.001	10	188	0.002
08:00 - 09:00	10	188	0.000	10	188	0.001	10	188	0.001
09:00 - 10:00	10	188	0.001	10	188	0.000	10	188	0.001
10:00 - 11:00	10	188	0.001	10	188	0.002	10	188	0.003
11:00 - 12:00	10	188	0.000	10	188	0.000	10	188	0.000
12:00 - 13:00	10	188	0.001	10	188	0.001	10	188	0.002
13:00 - 14:00	10	188	0.002	10	188	0.002	10	188	0.004
14:00 - 15:00	10	188	0.000	10	188	0.000	10	188	0.000
15:00 - 16:00	10	188	0.000	10	188	0.000	10	188	0.000
16:00 - 17:00	10	188	0.002	10	188	0.000	10	188	0.002
17:00 - 18:00	10	188	0.001	10	188	0.000	10	188	0.001
18:00 - 19:00	10	188	0.002	10	188	0.001	10	188	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.008			0.019

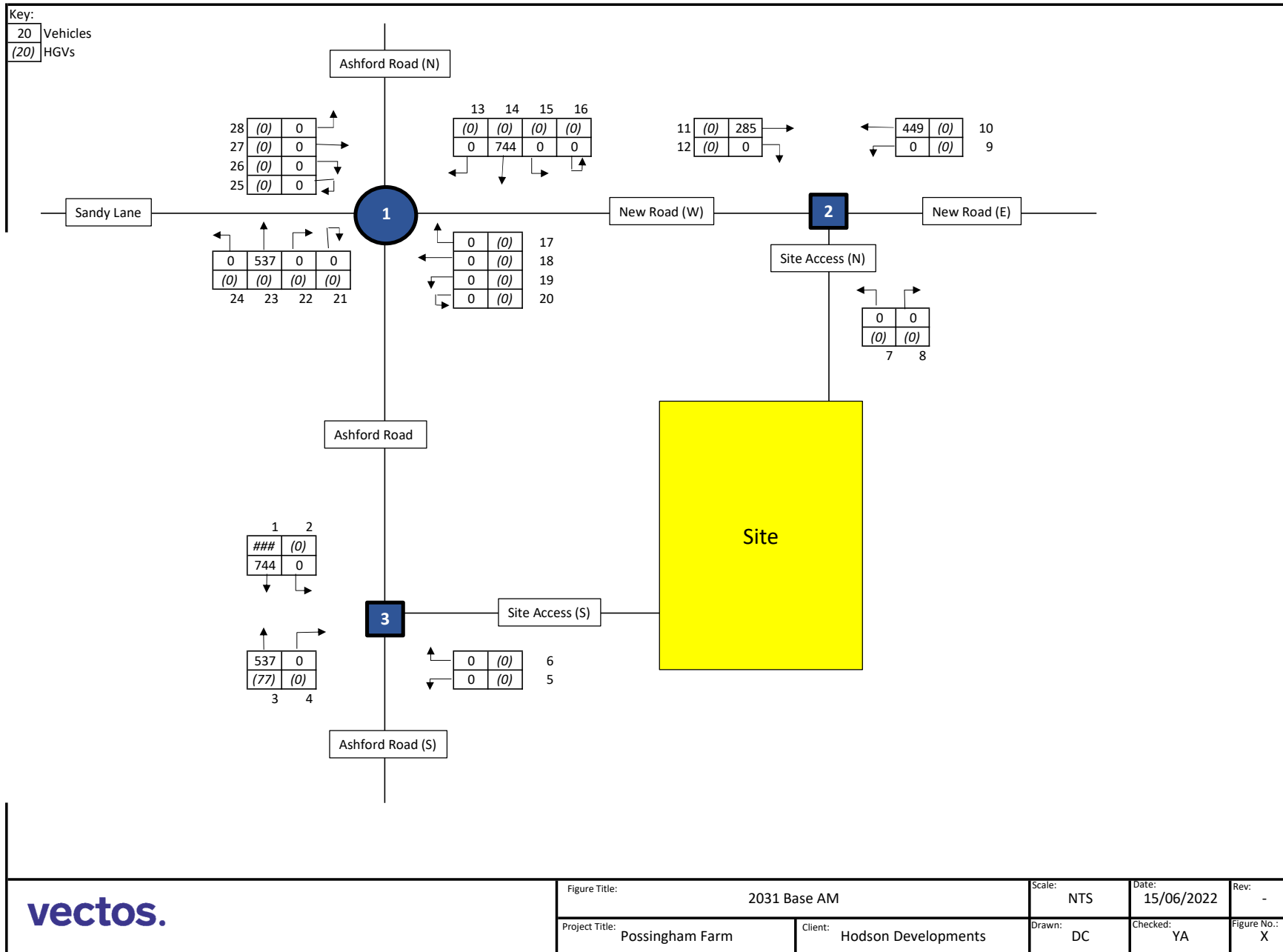
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

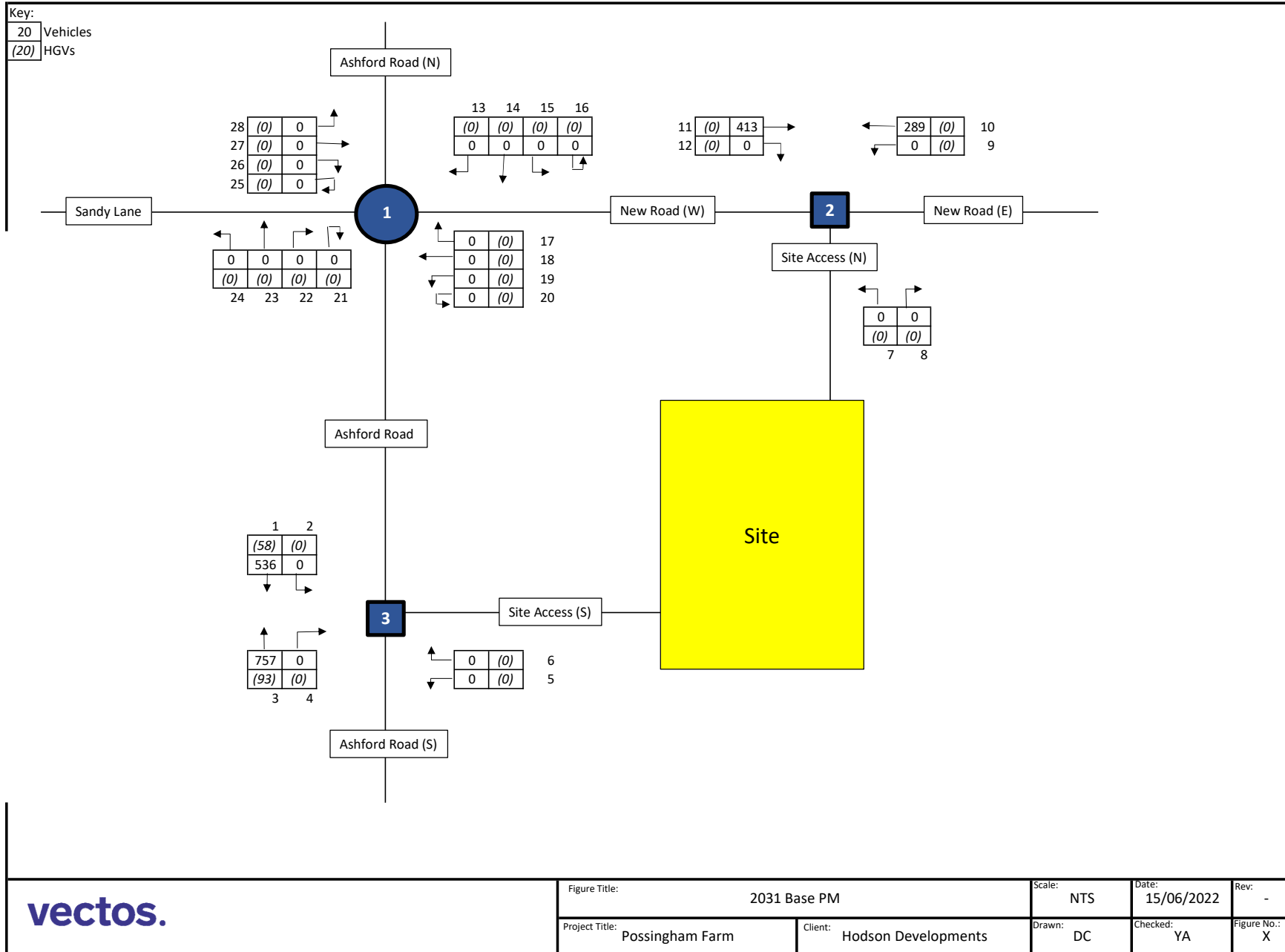
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

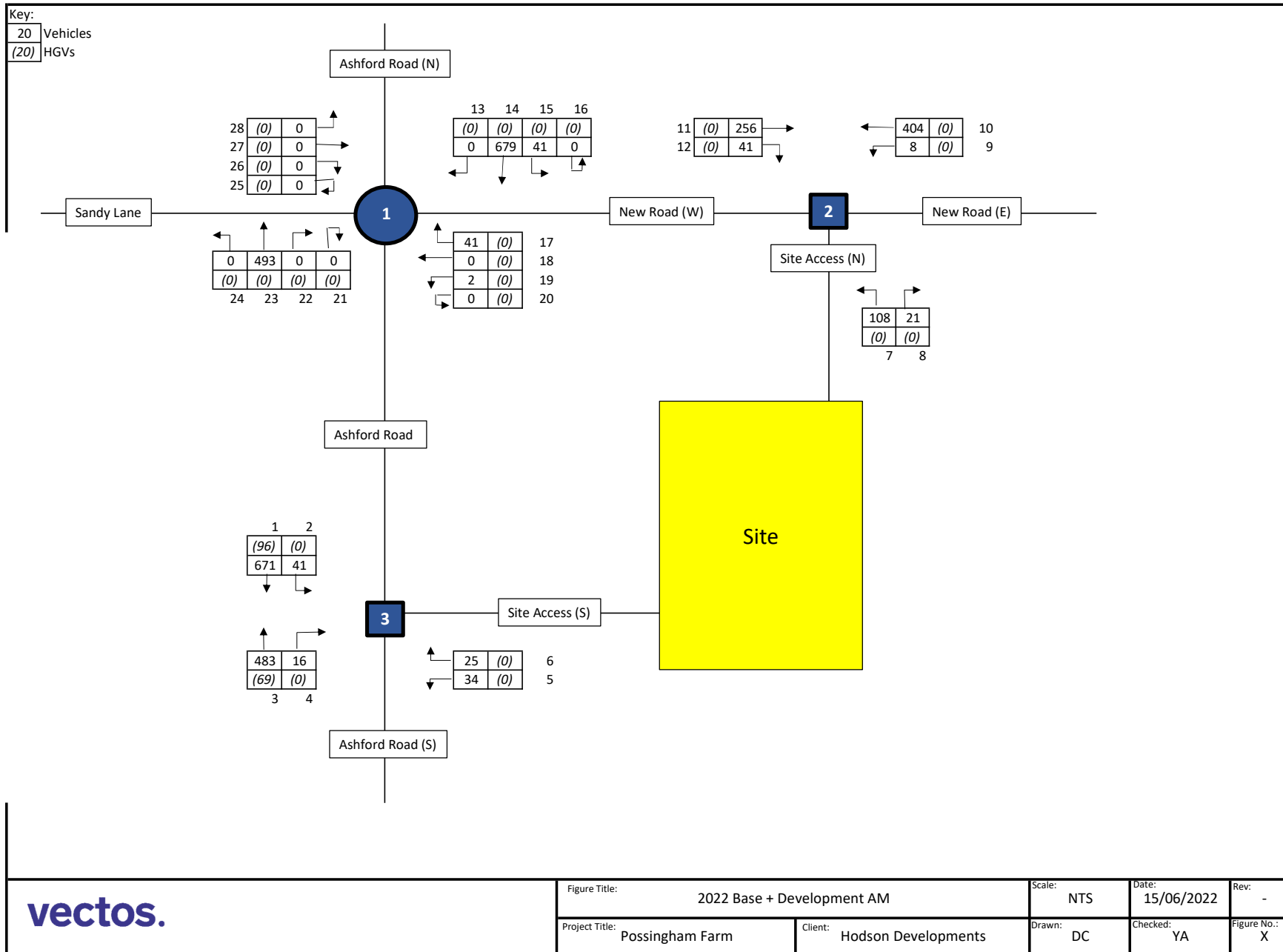
Appendix D

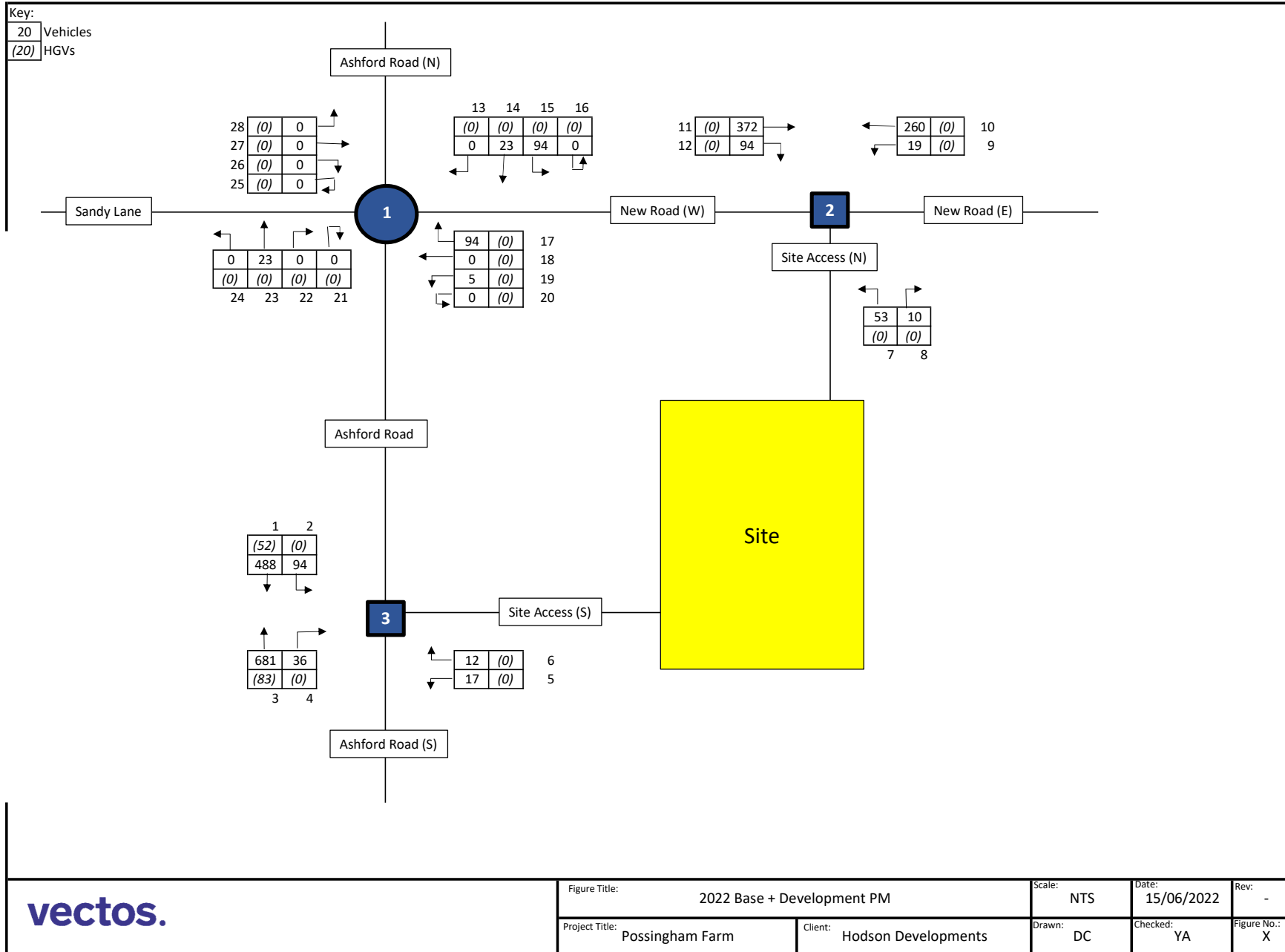


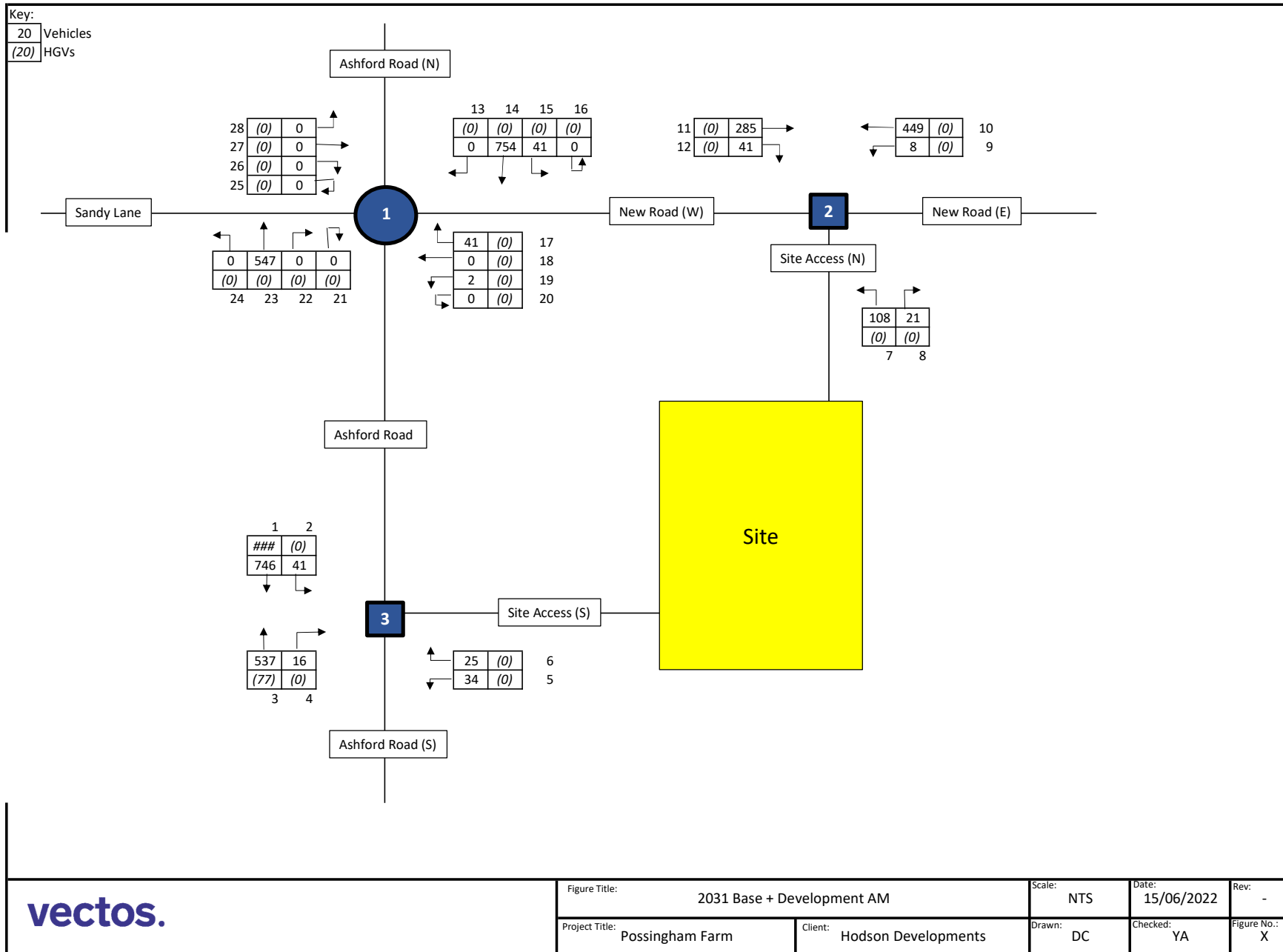


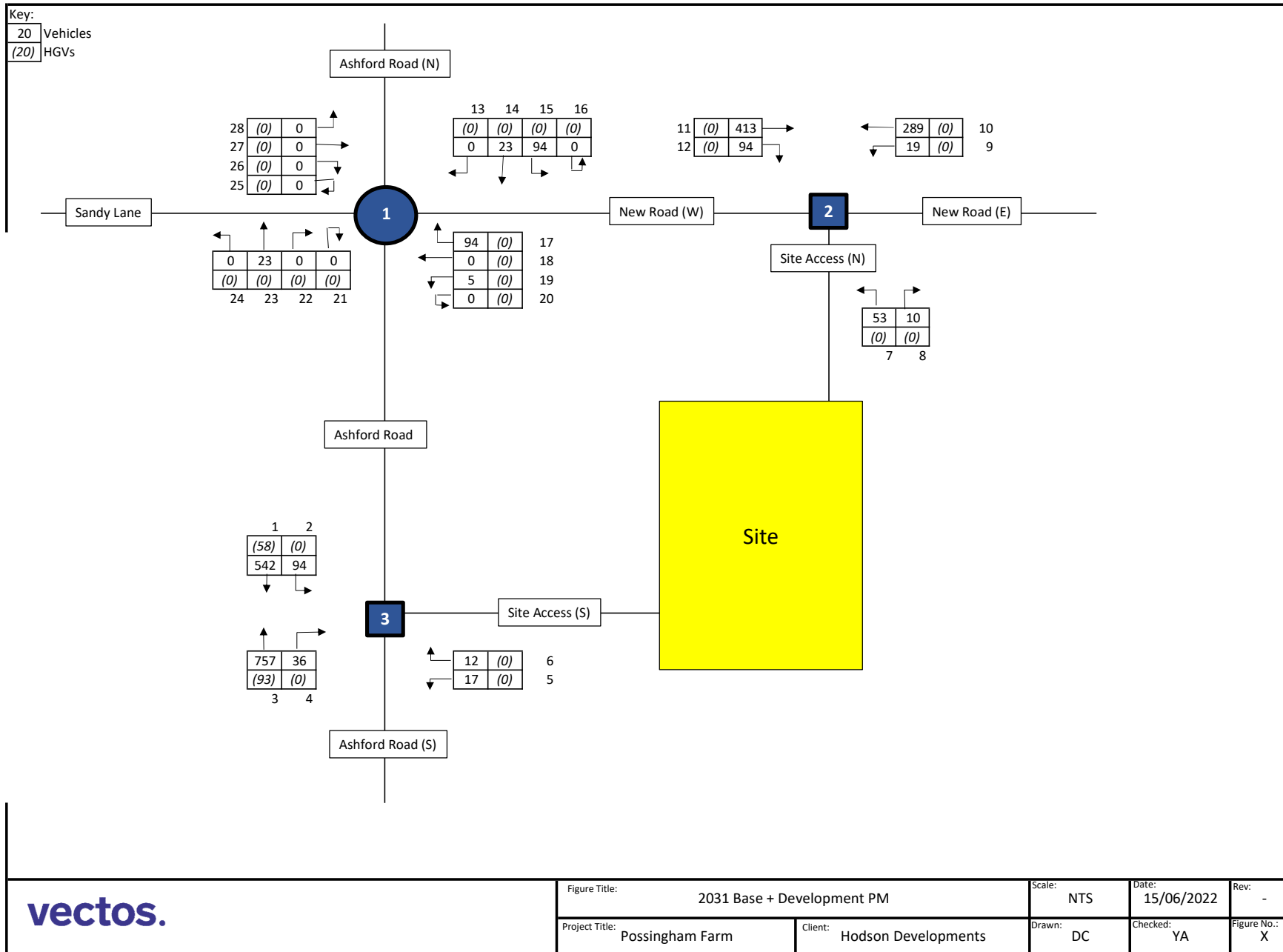


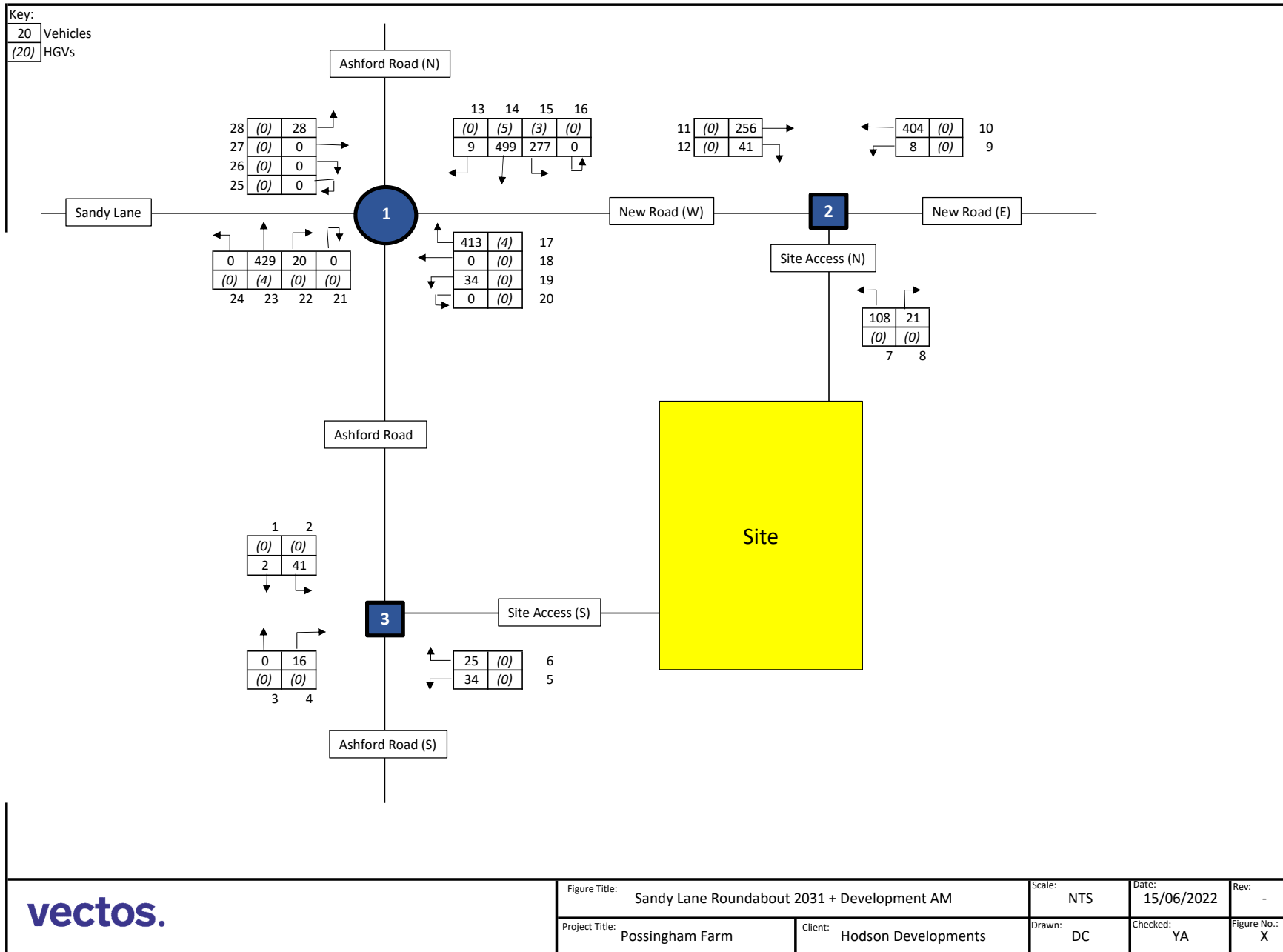


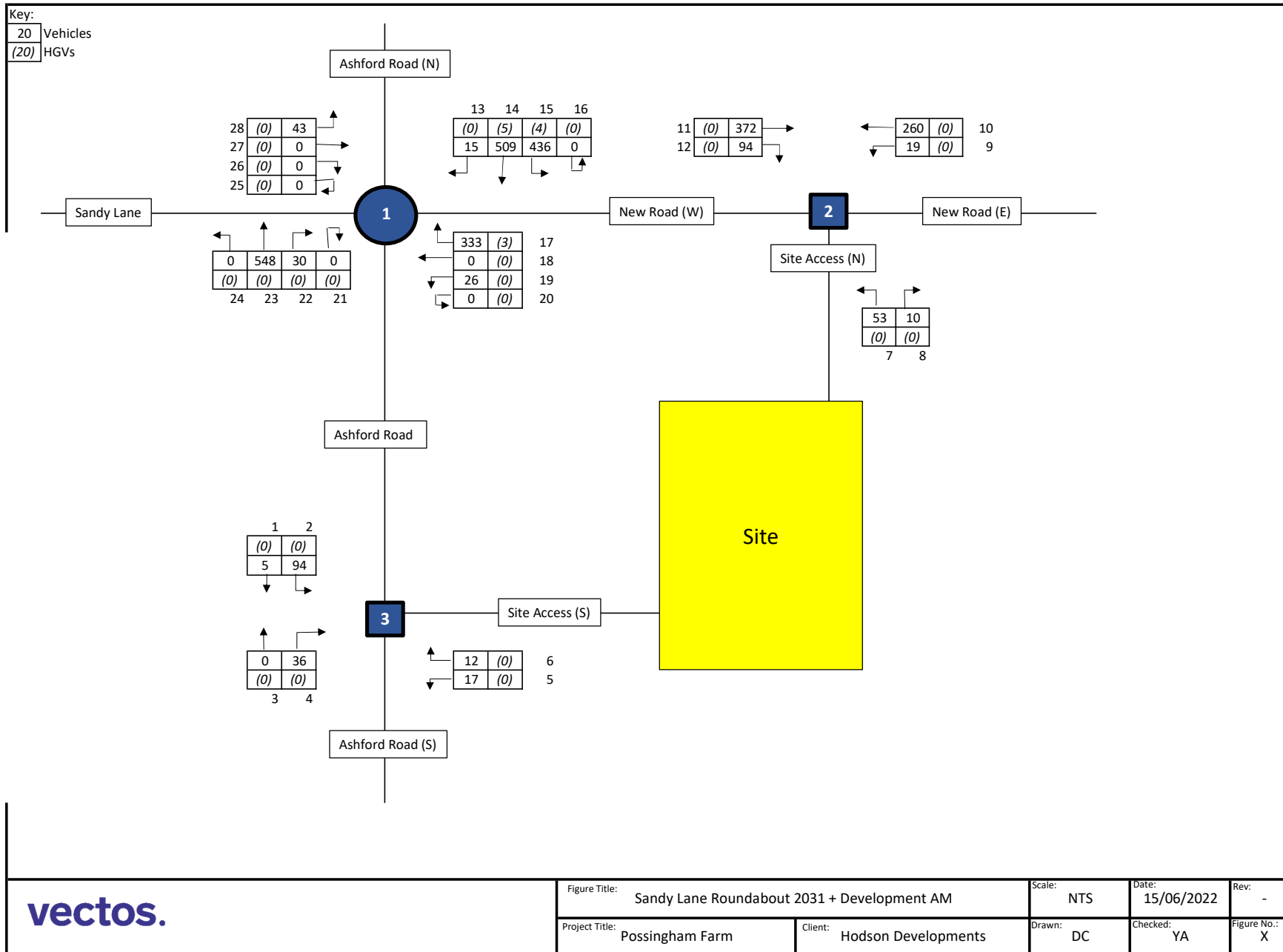












Appendix E

Junctions 9				
ARCADY 9 - Roundabout Module				
Version: 9.5.2.1013 © Copyright TRL Limited, 2019				
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Filename: Sandy Lane Junction.j9

Path: X:\Projects\220000\226730 - Possingham Farm\Modelling

Report generation date: 12/07/2022 17:41:13

»2031 + Development , AM

»2031 + Development , PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2031 + Development										
Arm 1	D1	1.4	5.89	0.58	A	D2	2.5	8.68	0.72	A
Arm 2		1.0	7.72	0.51	A		0.7	6.52	0.41	A
Arm 3		0.7	4.98	0.40	A		1.0	5.65	0.50	A
Arm 4		0.1	7.97	0.06	A		0.1	8.79	0.10	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	
Location	
Site number	
Date	12/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\Daragh.Crowe
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)
D1	2031 + Development	AM	ONE HOUR	08:00	09:30	15
D2	2031 + Development	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031 + Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.16	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	untitled	
2	untitled	
3	untitled	
4	untitled	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.25	7.05	9.2	30.0	40.0	32.0	
2	3.00	6.56	5.8	30.0	40.0	34.0	
3	3.15	7.09	11.1	22.0	40.0	33.0	
4	2.10	4.43	7.1	20.0	40.0	44.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.604	1495
2	0.558	1274
3	0.601	1504
4	0.474	932

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

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)
D1	2031 + Development	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 (%)
1		✓	785	100.000
2		✓	447	100.000
3		✓	449	100.000
4		✓	28	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	277	499	9
	2	413	0	34	0
	3	429	20	0	0
	4	28	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.58	5.89	1.4	A
2	0.51	7.72	1.0	A
3	0.40	4.98	0.7	A
4	0.06	7.97	0.1	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	591	15	1486	0.398	588	0.7	4.039	A
2	337	381	1062	0.317	335	0.5	4.984	A
3	338	316	1314	0.257	337	0.3	3.715	A
4	21	646	626	0.034	21	0.0	5.948	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	706	18	1484	0.475	705	0.9	4.658	A
2	402	456	1020	0.394	401	0.6	5.863	A
3	404	379	1276	0.316	403	0.5	4.162	A
4	25	774	565	0.045	25	0.0	6.663	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	864	22	1482	0.583	862	1.4	5.850	A
2	492	558	963	0.511	491	1.0	7.664	A
3	494	463	1225	0.403	494	0.7	4.959	A
4	31	947	483	0.064	31	0.1	7.953	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	864	22	1482	0.583	864	1.4	5.887	A
2	492	559	962	0.511	492	1.0	7.724	A
3	494	465	1224	0.404	494	0.7	4.977	A
4	31	949	482	0.064	31	0.1	7.972	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	706	18	1484	0.475	708	0.9	4.694	A
2	402	458	1019	0.394	403	0.7	5.916	A
3	404	381	1275	0.317	404	0.5	4.181	A
4	25	777	564	0.045	25	0.0	6.687	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	591	15	1486	0.398	592	0.7	4.071	A
2	337	383	1061	0.317	337	0.5	5.027	A
3	338	318	1312	0.258	339	0.4	3.733	A
4	21	650	624	0.034	21	0.0	5.973	A

2031 + Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.38	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)
D2	2031 + Development	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 (%)
1		✓	960	100.000
2		✓	359	100.000
3		✓	578	100.000
4		✓	43	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	0	436	509	15
	2	333	0	26	0
	3	548	30	0	0
	4	43	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.72	8.68	2.5	A
2	0.41	6.52	0.7	A
3	0.50	5.65	1.0	A
4	0.10	8.79	0.1	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	723	22	1482	0.488	719	1.0	4.744	A
2	270	392	1055	0.256	269	0.3	4.612	A
3	435	261	1347	0.323	433	0.5	3.932	A
4	32	683	609	0.053	32	0.1	6.246	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	863	27	1479	0.584	861	1.4	5.870	A
2	323	470	1012	0.319	322	0.5	5.263	A
3	520	312	1316	0.395	519	0.6	4.513	A
4	39	818	545	0.071	39	0.1	7.115	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1057	33	1475	0.716	1053	2.5	8.516	A
2	395	575	954	0.414	394	0.7	6.482	A
3	636	382	1274	0.500	635	1.0	5.624	A
4	47	1001	458	0.103	47	0.1	8.765	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1057	33	1475	0.717	1057	2.5	8.681	A
2	395	577	953	0.415	395	0.7	6.517	A
3	636	383	1273	0.500	636	1.0	5.651	A
4	47	1003	457	0.104	47	0.1	8.792	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	863	27	1479	0.584	867	1.4	5.988	A
2	323	473	1010	0.319	324	0.5	5.300	A
3	520	314	1315	0.395	521	0.7	4.542	A
4	39	821	543	0.071	39	0.1	7.145	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	723	23	1481	0.488	725	1.0	4.815	A
2	270	396	1054	0.256	271	0.4	4.644	A
3	435	262	1346	0.323	436	0.5	3.958	A
4	32	687	606	0.053	32	0.1	6.273	A

Junctions 9									
PICADY 9 - Priority Intersection Module									
Version: 9.5.2.1013									
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Filename: New Site Road Junction.j9

Path: X:\Projects\220000\226730 - Possingham Farm\Modelling\Sandy Lane Junction_Junctions 9 Report

Report generation date: 12/07/2022 18:26:10

«2031 Base + Development, PM

»Junction Network

»Arms

»Traffic Demand

»Origin-Destination Data

»Vehicle Mix

»Results

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2022 Base									
Stream B-C	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2031 Base									
Stream B-C	D3	0.0	0.00	0.00	A	D4	0.0	0.00	0.00	A
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2022 Base + Development									
Stream B-C	D5	0.2	7.07	0.19	A	D6	0.1	5.87	0.09	A
Stream B-A		0.1	12.10	0.07	B		0.0	11.82	0.03	B
Stream C-AB		0.1	7.35	0.09	A		0.3	7.07	0.19	A
	2031 Base + Development									
Stream B-C	D7	0.2	7.28	0.19	A	D8	0.1	5.96	0.09	A
Stream B-A		0.1	12.71	0.08	B		0.0	12.32	0.04	B
Stream C-AB		0.1	7.48	0.09	A		0.3	7.07	0.19	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	12/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\Daragh.Crowe
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

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

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	2031 Base + Development	PM	ONE HOUR	16:45	18:15	15

2031 Base + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		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	6.75			83.6	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	6.76	6.04	4.27	3.82	3.38		9.97	89	90

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	463	0.082	0.206	0.130	0.295
B-C	769	0.114	0.288	-	-
C-B	622	0.233	0.233	-	-

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

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		✓	308	100.000
B		✓	63	100.000
C		✓	507	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	19	289
	B	10	0	53
	C	413	94	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.09	5.96	0.1	A
B-A	0.04	12.32	0.0	B
C-AB	0.19	7.07	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	701	0.057	40	0.1	5.501	A
B-A	8	356	0.021	7	0.0	10.431	B
C-AB	76	607	0.125	75	0.2	6.760	A
C-A	306			306			
A-B	14			14			
A-C	218			218			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48	687	0.069	48	0.1	5.685	A
B-A	9	335	0.027	9	0.0	11.154	B
C-AB	93	614	0.152	93	0.2	6.906	A
C-A	363			363			
A-B	17			17			
A-C	260			260			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	668	0.087	58	0.1	5.959	A
B-A	11	306	0.036	11	0.0	12.318	B
C-AB	120	630	0.191	120	0.3	7.056	A
C-A	438			438			
A-B	21			21			
A-C	318			318			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	668	0.087	58	0.1	5.959	A
B-A	11	306	0.036	11	0.0	12.323	B
C-AB	120	630	0.191	120	0.3	7.065	A
C-A	438			438			
A-B	21			21			
A-C	318			318			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48	687	0.069	48	0.1	5.687	A
B-A	9	335	0.027	9	0.0	11.163	B
C-AB	93	614	0.152	93	0.2	6.921	A
C-A	363			363			
A-B	17			17			
A-C	260			260			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	700	0.057	40	0.1	5.506	A
B-A	8	356	0.021	8	0.0	10.444	B
C-AB	76	607	0.125	76	0.2	6.779	A
C-A	306			306			
A-B	14			14			
A-C	218			218			

Junctions 9				
PICADY 9 - Priority Intersection Module				
Version: 9.5.2.1013				
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Filename: Primary Access Junction.j9

Path: X:\Projects\220000\226730 - Possingham Farm\Modelling

Report generation date: 12/07/2022 19:10:48

»2022 Base, AM
 »2022 Base, PM
 »2031 Base, AM
 »2031 Base, PM
 »2022 Base + Development, AM
 »2022 Base + Development, PM
 »2031 Base + Development, AM
 »2031 Base + Development, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2022 Base									
Stream B-C	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2031 Base									
Stream B-C	D3	0.0	0.00	0.00	A	D4	0.0	0.00	0.00	A
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2022 Base + Development									
Stream B-C	D5	0.1	6.92	0.07	A	D6	0.0	6.04	0.03	A
Stream B-A		0.1	12.34	0.09	B		0.0	11.80	0.04	B
Stream C-AB		0.0	6.79	0.03	A		0.1	6.46	0.07	A
	2031 Base + Development									
Stream B-C	D7	0.1	7.29	0.07	A	D8	0.0	6.24	0.03	A
Stream B-A		0.1	14.09	0.10	B		0.0	13.26	0.05	B
Stream C-AB		0.0	7.13	0.03	A		0.1	6.68	0.07	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	
Location	
Site number	
Date	12/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\Daragh.Crowe
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)
D1	2022 Base	AM	ONE HOUR	00:00	01:30	15
D2	2022 Base	PM	ONE HOUR	00:00	01:30	15
D3	2031 Base	AM	ONE HOUR	00:00	01:30	15
D4	2031 Base	PM	ONE HOUR	00:00	01:30	15
D5	2022 Base + Development	AM	ONE HOUR	00:00	01:30	15
D6	2022 Base + Development	PM	ONE HOUR	00:00	01:30	15
D7	2031 Base + Development	AM	ONE HOUR	00:00	01:30	15
D8	2031 Base + Development	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00		✓	3.50	210.0	✓	13.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	5.67	3.57	3.50	3.50		11.23	160	160

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	670	0.122	0.308	0.194	0.441
B-C	791	0.121	0.307	-	-
C-B	794	0.308	0.308	-	-

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)
D1	2022 Base	AM	ONE HOUR	00:00	01:30	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		✓	669	100.000
B		✓	0	100.000
C		✓	483	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	0	669
	B	0	0	0
	C	483	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	14
	B	0	0	0
	C	14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	637	0.000	0	0.0	0.000	A
B-A	0	444	0.000	0	0.0	0.000	A
C-AB	0	1368	0.000	0	0.0	0.000	A
C-A	364			364			
A-B	0			0			
A-C	504			504			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	607	0.000	0	0.0	0.000	A
B-A	0	400	0.000	0	0.0	0.000	A
C-AB	0	1303	0.000	0	0.0	0.000	A
C-A	434			434			
A-B	0			0			
A-C	601			601			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	565	0.000	0	0.0	0.000	A
B-A	0	340	0.000	0	0.0	0.000	A
C-AB	0	1214	0.000	0	0.0	0.000	A
C-A	532			532			
A-B	0			0			
A-C	737			737			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	565	0.000	0	0.0	0.000	A
B-A	0	340	0.000	0	0.0	0.000	A
C-AB	0	1214	0.000	0	0.0	0.000	A
C-A	532			532			
A-B	0			0			
A-C	737			737			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	607	0.000	0	0.0	0.000	A
B-A	0	400	0.000	0	0.0	0.000	A
C-AB	0	1303	0.000	0	0.0	0.000	A
C-A	434			434			
A-B	0			0			
A-C	601			601			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	637	0.000	0	0.0	0.000	A
B-A	0	444	0.000	0	0.0	0.000	A
C-AB	0	1368	0.000	0	0.0	0.000	A
C-A	364			364			
A-B	0			0			
A-C	504			504			

2022 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	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)
D2	2022 Base	PM	ONE HOUR	00:00	01:30	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		✓	483	100.000
B		✓	0	100.000
C		✓	681	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	0	483
	B	0	0	0
	C	681	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	11
	B	0	0	0
	C	12	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	680	0.000	0	0.0	0.000	A
B-A	0	458	0.000	0	0.0	0.000	A
C-AB	0	1446	0.000	0	0.0	0.000	A
C-A	513			513			
A-B	0			0			
A-C	364			364			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	658	0.000	0	0.0	0.000	A
B-A	0	417	0.000	0	0.0	0.000	A
C-AB	0	1400	0.000	0	0.0	0.000	A
C-A	612			612			
A-B	0			0			
A-C	434			434			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	628	0.000	0	0.0	0.000	A
B-A	0	360	0.000	0	0.0	0.000	A
C-AB	0	1336	0.000	0	0.0	0.000	A
C-A	750			750			
A-B	0			0			
A-C	532			532			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	628	0.000	0	0.0	0.000	A
B-A	0	360	0.000	0	0.0	0.000	A
C-AB	0	1336	0.000	0	0.0	0.000	A
C-A	750			750			
A-B	0			0			
A-C	532			532			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	658	0.000	0	0.0	0.000	A
B-A	0	417	0.000	0	0.0	0.000	A
C-AB	0	1400	0.000	0	0.0	0.000	A
C-A	612			612			
A-B	0			0			
A-C	434			434			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	680	0.000	0	0.0	0.000	A
B-A	0	458	0.000	0	0.0	0.000	A
C-AB	0	1446	0.000	0	0.0	0.000	A
C-A	513			513			
A-B	0			0			
A-C	364			364			

2031 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	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)
D3	2031 Base	AM	ONE HOUR	00:00	01:30	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		✓	744	100.000
B		✓	0	100.000
C		✓	537	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	0	744
	B	0	0	0
	C	537	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	14
	B	0	0	0
	C	14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	620	0.000	0	0.0	0.000	A
B-A	0	419	0.000	0	0.0	0.000	A
C-AB	0	1330	0.000	0	0.0	0.000	A
C-A	404			404			
A-B	0			0			
A-C	560			560			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	586	0.000	0	0.0	0.000	A
B-A	0	370	0.000	0	0.0	0.000	A
C-AB	0	1259	0.000	0	0.0	0.000	A
C-A	483			483			
A-B	0			0			
A-C	669			669			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	540	0.000	0	0.0	0.000	A
B-A	0	303	0.000	0	0.0	0.000	A
C-AB	0	1160	0.000	0	0.0	0.000	A
C-A	591			591			
A-B	0			0			
A-C	819			819			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	540	0.000	0	0.0	0.000	A
B-A	0	303	0.000	0	0.0	0.000	A
C-AB	0	1160	0.000	0	0.0	0.000	A
C-A	591			591			
A-B	0			0			
A-C	819			819			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	586	0.000	0	0.0	0.000	A
B-A	0	370	0.000	0	0.0	0.000	A
C-AB	0	1259	0.000	0	0.0	0.000	A
C-A	483			483			
A-B	0			0			
A-C	669			669			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	620	0.000	0	0.0	0.000	A
B-A	0	419	0.000	0	0.0	0.000	A
C-AB	0	1330	0.000	0	0.0	0.000	A
C-A	404			404			
A-B	0			0			
A-C	560			560			

2031 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	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)
D4	2031 Base	PM	ONE HOUR	00:00	01:30	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		✓	536	100.000
B		✓	0	100.000
C		✓	757	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	0	536
	B	0	0	0
	C	757	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	11
	B	0	0	0
	C	12	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	668	0.000	0	0.0	0.000	A
B-A	0	435	0.000	0	0.0	0.000	A
C-AB	0	1420	0.000	0	0.0	0.000	A
C-A	570			570			
A-B	0			0			
A-C	404			404			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	644	0.000	0	0.0	0.000	A
B-A	0	389	0.000	0	0.0	0.000	A
C-AB	0	1369	0.000	0	0.0	0.000	A
C-A	681			681			
A-B	0			0			
A-C	482			482			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	610	0.000	0	0.0	0.000	A
B-A	0	326	0.000	0	0.0	0.000	A
C-AB	0	1298	0.000	0	0.0	0.000	A
C-A	833			833			
A-B	0			0			
A-C	590			590			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	610	0.000	0	0.0	0.000	A
B-A	0	326	0.000	0	0.0	0.000	A
C-AB	0	1298	0.000	0	0.0	0.000	A
C-A	833			833			
A-B	0			0			
A-C	590			590			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	644	0.000	0	0.0	0.000	A
B-A	0	389	0.000	0	0.0	0.000	A
C-AB	0	1369	0.000	0	0.0	0.000	A
C-A	681			681			
A-B	0			0			
A-C	482			482			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	668	0.000	0	0.0	0.000	A
B-A	0	435	0.000	0	0.0	0.000	A
C-AB	0	1420	0.000	0	0.0	0.000	A
C-A	570			570			
A-B	0			0			
A-C	404			404			

2022 Base + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.51	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)
D5	2022 Base + Development	AM	ONE HOUR	00:00	01:30	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		✓	712	100.000
B		✓	59	100.000
C		✓	499	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	41	671
	B	25	0	34
	C	483	16	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	14
	B	0	0	0
	C	14	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.07	6.92	0.1	A
B-A	0.09	12.34	0.1	B
C-AB	0.03	6.79	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	638	0.040	25	0.0	5.875	A
B-A	19	426	0.044	19	0.0	8.836	A
C-AB	12	629	0.019	12	0.0	5.891	A
C-A	364			364			
A-B	31			31			
A-C	505			505			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	605	0.051	31	0.1	6.271	A
B-A	22	381	0.059	22	0.1	10.035	B
C-AB	14	597	0.024	14	0.0	6.239	A
C-A	434			434			
A-B	37			37			
A-C	603			603			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	558	0.067	37	0.1	6.916	A
B-A	28	319	0.086	27	0.1	12.333	B
C-AB	18	553	0.032	18	0.0	6.792	A
C-A	532			532			
A-B	45			45			
A-C	739			739			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	558	0.067	37	0.1	6.918	A
B-A	28	319	0.086	28	0.1	12.341	B
C-AB	18	553	0.032	18	0.0	6.792	A
C-A	532			532			
A-B	45			45			
A-C	739			739			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	604	0.051	31	0.1	6.275	A
B-A	22	381	0.059	23	0.1	10.043	B
C-AB	14	597	0.024	14	0.0	6.242	A
C-A	434			434			
A-B	37			37			
A-C	603			603			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	638	0.040	26	0.0	5.883	A
B-A	19	426	0.044	19	0.0	8.846	A
C-AB	12	629	0.019	12	0.0	5.894	A
C-A	364			364			
A-B	31			31			
A-C	505			505			

2022 Base + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.36	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)
D6	2022 Base + Development	PM	ONE HOUR	00:00	01:30	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		✓	582	100.000
B		✓	29	100.000
C		✓	717	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	94	488
	B	12	0	17
	C	681	36	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	11
	B	1	0	1
	C	12	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.03	6.04	0.0	A
B-A	0.04	11.80	0.0	B
C-AB	0.07	6.46	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	681	0.019	13	0.0	5.437	A
B-A	9	427	0.021	9	0.0	8.699	A
C-AB	27	659	0.041	27	0.0	5.692	A
C-A	513			513			
A-B	71			71			
A-C	367			367			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	656	0.023	15	0.0	5.672	A
B-A	11	382	0.028	11	0.0	9.781	A
C-AB	32	633	0.051	32	0.1	5.992	A
C-A	612			612			
A-B	85			85			
A-C	439			439			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	621	0.030	19	0.0	6.035	A
B-A	13	321	0.041	13	0.0	11.800	B
C-AB	40	597	0.066	40	0.1	6.459	A
C-A	750			750			
A-B	103			103			
A-C	537			537			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	621	0.030	19	0.0	6.036	A
B-A	13	321	0.041	13	0.0	11.802	B
C-AB	40	597	0.066	40	0.1	6.459	A
C-A	750			750			
A-B	103			103			
A-C	537			537			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	656	0.023	15	0.0	5.677	A
B-A	11	383	0.028	11	0.0	9.784	A
C-AB	32	633	0.051	32	0.1	5.996	A
C-A	612			612			
A-B	85			85			
A-C	439			439			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	681	0.019	13	0.0	5.442	A
B-A	9	427	0.021	9	0.0	8.703	A
C-AB	27	659	0.041	27	0.0	5.697	A
C-A	513			513			
A-B	71			71			
A-C	367			367			

2031 Base + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.51	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)
D7	2031 Base + Development	AM	ONE HOUR	00:00	01:30	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		✓	787	100.000
B		✓	59	100.000
C		✓	553	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	41	746
	B	25	0	34
	C	537	16	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	14
	B	0	0	0
	C	14	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.07	7.29	0.1	A
B-A	0.10	14.09	0.1	B
C-AB	0.03	7.13	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	620	0.041	25	0.0	6.051	A
B-A	19	401	0.047	19	0.0	9.408	A
C-AB	12	612	0.020	12	0.0	6.062	A
C-A	404			404			
A-B	31			31			
A-C	562			562			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	583	0.052	31	0.1	6.515	A
B-A	22	352	0.064	22	0.1	10.936	B
C-AB	14	576	0.025	14	0.0	6.469	A
C-A	483			483			
A-B	37			37			
A-C	671			671			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	531	0.070	37	0.1	7.292	A
B-A	28	283	0.097	27	0.1	14.078	B
C-AB	18	527	0.033	18	0.0	7.131	A
C-A	591			591			
A-B	45			45			
A-C	821			821			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	531	0.071	37	0.1	7.295	A
B-A	28	283	0.097	28	0.1	14.092	B
C-AB	18	527	0.033	18	0.0	7.131	A
C-A	591			591			
A-B	45			45			
A-C	821			821			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	583	0.052	31	0.1	6.521	A
B-A	22	352	0.064	23	0.1	10.947	B
C-AB	14	576	0.025	14	0.0	6.472	A
C-A	483			483			
A-B	37			37			
A-C	671			671			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	620	0.041	26	0.0	6.058	A
B-A	19	401	0.047	19	0.0	9.418	A
C-AB	12	612	0.020	12	0.0	6.063	A
C-A	404			404			
A-B	31			31			
A-C	562			562			

2031 Base + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.35	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	2031 Base + Development	PM	ONE HOUR	00:00	01:30	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		✓	636	100.000
B		✓	29	100.000
C		✓	793	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	94	542
	B	12	0	17
	C	757	36	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	11
	B	1	0	1
	C	12	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.03	6.24	0.0	A
B-A	0.05	13.26	0.0	B
C-AB	0.07	6.68	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	669	0.019	13	0.0	5.544	A
B-A	9	404	0.022	9	0.0	9.209	A
C-AB	27	647	0.042	27	0.0	5.807	A
C-A	570			570			
A-B	71			71			
A-C	408			408			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	641	0.024	15	0.0	5.813	A
B-A	11	355	0.030	11	0.0	10.563	B
C-AB	32	618	0.052	32	0.1	6.145	A
C-A	681			681			
A-B	85			85			
A-C	487			487			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	602	0.031	19	0.0	6.234	A
B-A	13	287	0.046	13	0.0	13.252	B
C-AB	40	579	0.069	40	0.1	6.679	A
C-A	833			833			
A-B	103			103			
A-C	597			597			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	602	0.031	19	0.0	6.236	A
B-A	13	287	0.046	13	0.0	13.256	B
C-AB	40	579	0.069	40	0.1	6.679	A
C-A	833			833			
A-B	103			103			
A-C	597			597			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	640	0.024	15	0.0	5.818	A
B-A	11	355	0.030	11	0.0	10.569	B
C-AB	32	618	0.052	32	0.1	6.146	A
C-A	681			681			
A-B	85			85			
A-C	487			487			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	668	0.019	13	0.0	5.549	A
B-A	9	404	0.022	9	0.0	9.215	A
C-AB	27	647	0.042	27	0.0	5.812	A
C-A	570			570			
A-B	71			71			
A-C	408			408			

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