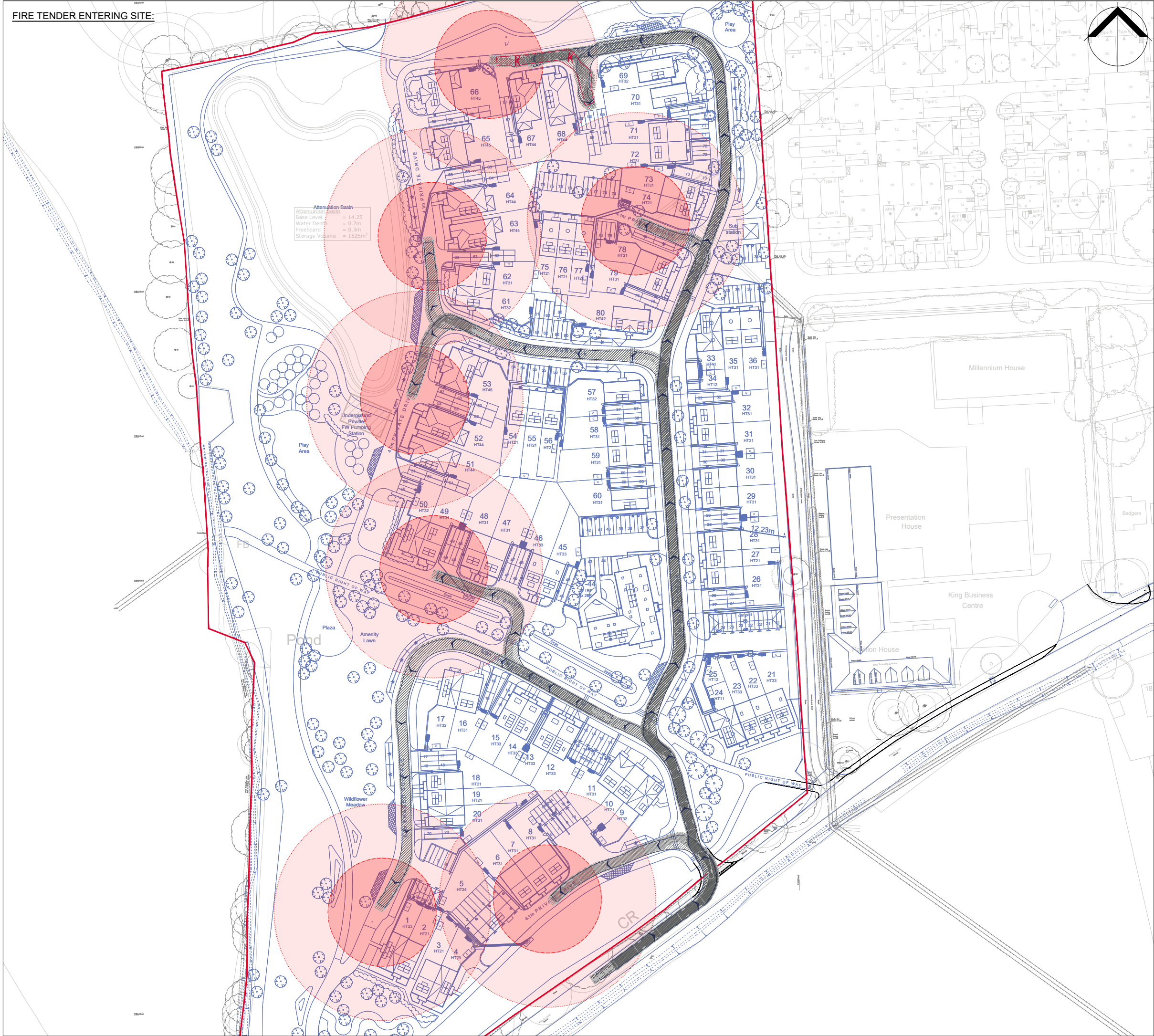


FIRE TENDER ENTERING SITE:



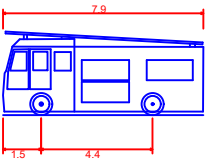
- NOTES:
- THIS DRAWING IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH LOCAL & NATIONAL HIGHWAY AUTHORITIES. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, TOPOGRAPHY, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
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KEY:

60M RADIUS (HOSE REACH) FROM FIRE TENDER

45M RADIUS (HOSE REACH) FROM FIRE TENDER

VEHICLE PROFILE:



Pumping Appliance (Wing Mirrors)
Overall Length 7.900m
Overall Width 2.500m
Overall Body Height 3.300m
Min Body Ground Clearance 0.140m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.750m

A	26/11/2025	Updated to reflect new plans	TS	HG	CB
REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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CLIENT

RESIDE GROUP

PROJECT

SAYERS COMMONS, REEDS LANE

TITLE
SWEPT PATH ANALYSIS
(FIRE TENDER)

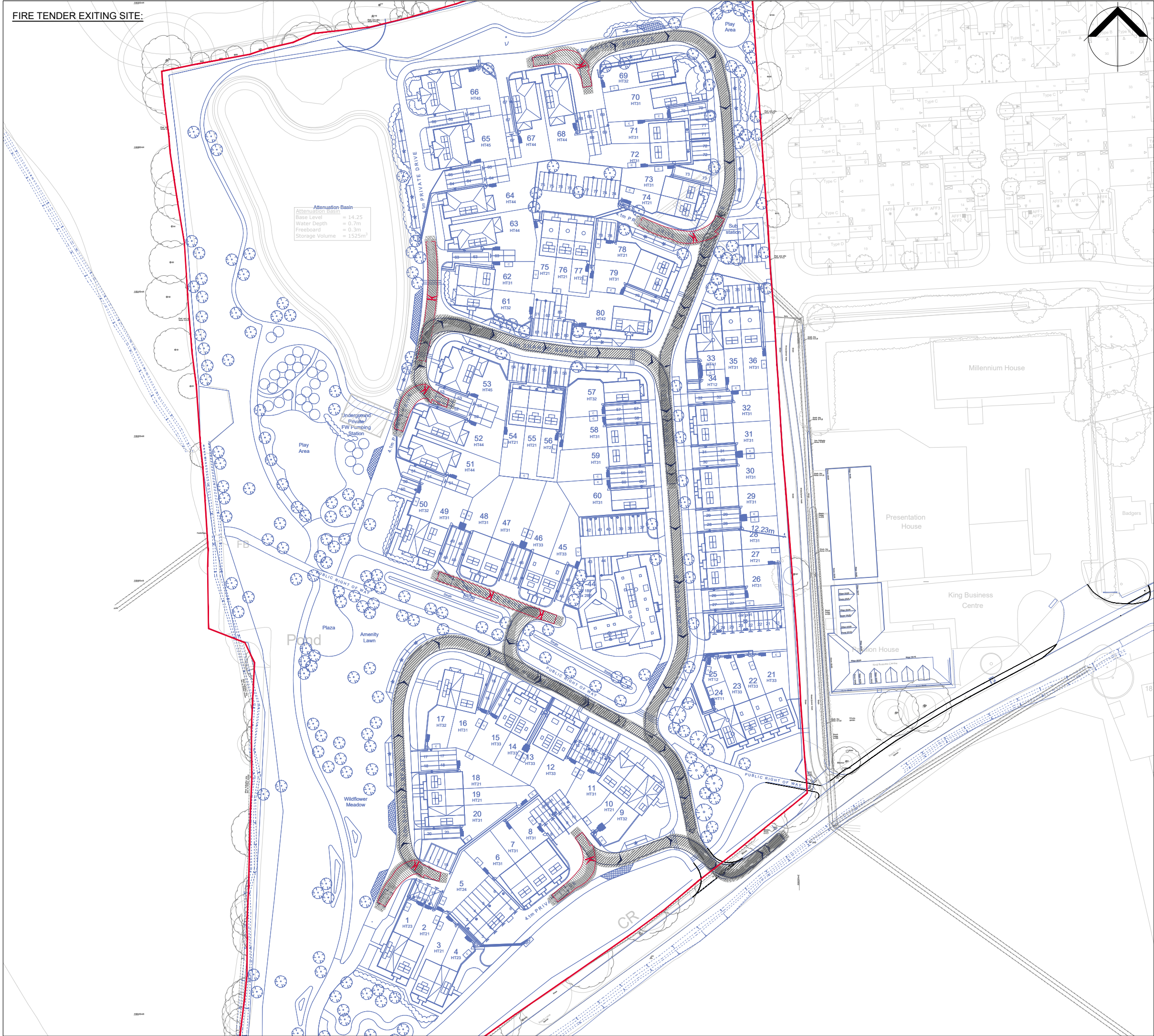
DRAWN BY KM	CHECKED BY NM 04.11.2025	APPROVED BY CB 04.11.2025
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SCALE @ A3 1:1000	DATE 04.11.2025
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PROJECT NO. I002003	DRAWING NO. 03.6	REV. A
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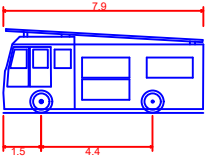
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FIRE TENDER EXITING SITE:



- NOTES:
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VEHICLE PROFILE:



Pumping Appliance (Wing Mirrors)
Overall Length 7.900m
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Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.750m

A	26/11/2025	Updated to reflect new plans	TS	HG	CB
REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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CLIENT

RESIDE GROUP

PROJECT

SAYERS COMMON, REEDS LANE

TITLE

SWEPT PATH ANALYSIS
(FIRE TENDER)

DRAWN BY KM	CHECKED BY NM 04.11.2025	APPROVED BY CB 04.11.2025
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SCALE @ A3 1:1000	DATE 04.11.2025
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PROJECT NO. I002003	DRAWING NO. 03.7	REV. A
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A5. PICADY OUTPUTS

Junctions 10											
PICADY 10 - Priority Intersection Module											
Version: 10.1.1.1905											
© Copyright TRL Software Limited, 2023											
For sales and distribution information, program advice and maintenance, contact TRL Software:											
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com											
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution											

Filename: Access SC.j10

Path: C:\Users\rbroom\Iceni Projects Limited\iBIS - Projects - Projects\I000650__Maidstone_Rd_Swanley_no-\03
Calcs\Junction Models\Crow Lane

Report generation date: 19/11/2025 16:57:17

»2039 Dev Case, AM

»2039 Dev Case, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
2039 Dev Case												
Stream B-AC	D1	0.1	8.39	0.07	A	289 %	D2	0.0	7.99	0.04	A	377 %
Stream C-AB		0.0	5.44	0.01	A	[Stream B-AC]		0.0	5.16	0.03	A	[Stream B-AC]

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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	19/11/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ICENIPROJECTS\rbroom
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75					✓	Delay	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)	Run automatically
D1	2039 Dev Case	AM	ONE HOUR	07:45	09:15	15	✓
D2	2039 Dev Case	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2039 Dev Case, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.68	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	289	Stream B-AC	0.68	A

Arms

Arms

Arm	Name	Description	Arm type
A	Reeds Lane (W)		Major
B	Site Access		Minor
C	Reeds Lane (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.40			120.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.70	17	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	476	0.089	0.225	0.142	0.321
B-C	615	0.097	0.244	-	-
C-B	643	0.256	0.256	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2039 Dev Case	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	227	100.000
B		ONE HOUR	✓	28	100.000
C		ONE HOUR	✓	149	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	8	219
	B	14	0	14
	C	142	7	0

Vehicle Mix

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

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.07	8.39	0.1	A	26	39
C-AB	0.01	5.44	0.0	A	8	12
C-A					129	193
A-B					7	11
A-C					201	301

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	485	0.044	21	0.0	0.0	7.765	A
C-AB	6	2	669	0.009	6	0.0	0.0	5.433	A
C-A	106	26			106				
A-B	6	2			6				
A-C	165	41			165				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	474	0.053	25	0.0	0.1	8.015	A
C-AB	8	2	674	0.012	8	0.0	0.0	5.399	A
C-A	126	32			126				
A-B	7	2			7				
A-C	197	49			197				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	460	0.067	31	0.1	0.1	8.384	A
C-AB	10	3	682	0.015	10	0.0	0.0	5.352	A
C-A	154	39			154				
A-B	9	2			9				
A-C	241	60			241				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	460	0.067	31	0.1	0.1	8.386	A
C-AB	10	3	682	0.015	10	0.0	0.0	5.356	A
C-A	154	39			154				
A-B	9	2			9				
A-C	241	60			241				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	474	0.053	25	0.1	0.1	8.019	A
C-AB	8	2	674	0.012	8	0.0	0.0	5.403	A
C-A	126	32			126				
A-B	7	2			7				
A-C	197	49			197				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	485	0.044	21	0.1	0.0	7.770	A
C-AB	6	2	669	0.009	6	0.0	0.0	5.435	A
C-A	106	26			106				
A-B	6	2			6				
A-C	165	41			165				

2039 Dev Case, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.54	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	377	Stream B-AC	0.54	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2039 Dev Case	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	156	100.000
B		ONE HOUR	✓	15	100.000
C		ONE HOUR	✓	213	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	13	143
	B	8	0	7
	C	200	13	0

Vehicle Mix

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

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.04	7.99	0.0	A	14	21
C-AB	0.03	5.16	0.0	A	16	24
C-A					179	269
A-B					12	18
A-C					131	197

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	488	0.023	11	0.0	0.0	7.550	A
C-AB	12	3	711	0.017	12	0.0	0.0	5.153	A
C-A	148	37			148				
A-B	10	2			10				
A-C	108	27			108				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	479	0.028	13	0.0	0.0	7.732	A
C-AB	16	4	725	0.021	16	0.0	0.0	5.075	A
C-A	176	44			176				
A-B	12	3			12				
A-C	129	32			129				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	467	0.035	16	0.0	0.0	7.993	A
C-AB	20	5	744	0.027	20	0.0	0.0	4.974	A
C-A	214	54			214				
A-B	14	4			14				
A-C	157	39			157				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	467	0.035	17	0.0	0.0	7.993	A
C-AB	20	5	744	0.027	20	0.0	0.0	4.975	A
C-A	214	54			214				
A-B	14	4			14				
A-C	157	39			157				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	479	0.028	14	0.0	0.0	7.734	A
C-AB	16	4	725	0.022	16	0.0	0.0	5.080	A
C-A	176	44			176				
A-B	12	3			12				
A-C	129	32			129				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	488	0.023	11	0.0	0.0	7.554	A
C-AB	12	3	711	0.018	12	0.0	0.0	5.157	A
C-A	148	37			148				
A-B	10	2			10				
A-C	108	27			108				