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A Planning Application by

ELIVIA HOMES EASTERN

In respect of

Land at the Old Vicarage and the Old Estate Yard, Church Road, TURNERS HILL

Technical Note

2202-008/TN/03 | August 2025

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1 Introduction

1.1 Transport Planning Associates (TPA) has been commissioned by Elivia Homes Eastern to provide transport planning consultancy services in relation to the proposed development of land at Old Vicarage Field and Old Estate Yard, on Church Road in Turners Hill.("**the site**", "**proposed development**").

1.2 The site, which totals approximately 3.38 hectares, is located on the western edge of Turners Hill, a small village in West Sussex. The development proposals will replace the existing field with a residential development consisting of 40 dwellings, with vehicular access provided from Church Road via a new priority junction. Two existing dwellings will be retained, however the vehicular access to these two dwellings will be relocated from Church Road to be within the site, with pedestrian access provided at the existing location onto Church Road. The existing cross over at this location will be re-instated as pavement.

1.3 A planning application for the scheme (DM/25/1467) was submitted in June 2025, which was supported by a Transport Assessment (2202-008/TA/02) prepared by TPA. Post-submission consultation comments have been received from West Sussex County Council, which have requested further information in relation to the highways aspect of the scheme. These comments are presented in **Appendix A**.

1.4 The further information relates to the following matters which are summarised in the conclusion to the highway authority's consultation response.

- Updates to the Travel Plan;
- Off-site improvements on the pedestrian desire line – e.g. tactile at the Fire Station access, footway widening at the Fire Station and potential crossing of North Street to the bus stop;
- Internal layout in terms of pedestrian and vehicle access points through the site, linking the car parks;
- Turners Hill Neighbourhood Plan policy THP2 requires that the site contribute toward village enhancement scheme via S106/CIL funding. More detail on this should be provided.;
- Additional junction capacity modelling;
- Can the surface of PROW TUH/68W/1 where this meets with Lion Lane be improved, can vehicle access to northern car park be from within site?
- Some visitor bays to be marked with additional hatching as accessible bays; and,
- How will the car parks be managed?

1.5 The additional information relating to the above will be provided within this note under specific sub-heading with the County Council's comments followed by the additional information that has been requested.

2 Updates to the Travel Plan

2.1 In relation to the Travel Plan the highway authority requested updates as follows

- *"More detail on the regular travel survey. This should seek to find out how often and by what mode residents travel etc.*
- *Residential sites should also create links with local school(s), which will almost certainly have a Travel Plan in operation – is there a TP for the primary school?*
- *Whilst the £25 voucher toward cycle and £25 toward bus travel is welcomed, the LHA ordinarily request that a single travel voucher per household of £150 be provided which could be exchanged for one of the following:*
    - *a season ticket for the local bus service*
    - *a rail season ticket or network card*
    - *a contribution towards the purchase of a new bicycle and/or equipment*
    - *Bikeability training up to 4 members of the household (further details and course costs are available at www.westsussex.gov.uk/roadsafety)*
    - *12 months free membership to any local Car Club (including joining fee)"*

2.2 The Travel Plan has been updated to reflect the requests made above and a revised version will be submitted alongside this report, and it is agreed that the monitoring fee that will be provided will be £1,695.00 + VAT which should be secured via a legal agreement.

3 Off-site Improvements

3.1 In relation to off-site improvements the highway authority has commented as follows:

> *"The LHA consider that applicant should explore potential for providing off-site highway improvements on the nearby pedestrian infrastructure, such as:*
>
> - *Tactile paving at the fire station;*
> - *Localised widening of the footway outside the Fire Station"*

Pavement Widening

3.2 We have reviewed this request and we would propose the improvements as presented in TPA drawing **2202-008/SK01**. These improvements include the widening of the footway outside the Fire Station and the replacement of the kerbed bellmouth into the existing car park, with a crossover junction. As the access will be replaced by a crossover, we do not consider that tactile paving would be required.

3.3 It would be proposed that these works be included in the S278 works necessary to provide the proposed site access junction and new pavement on the northern side of Church Road.

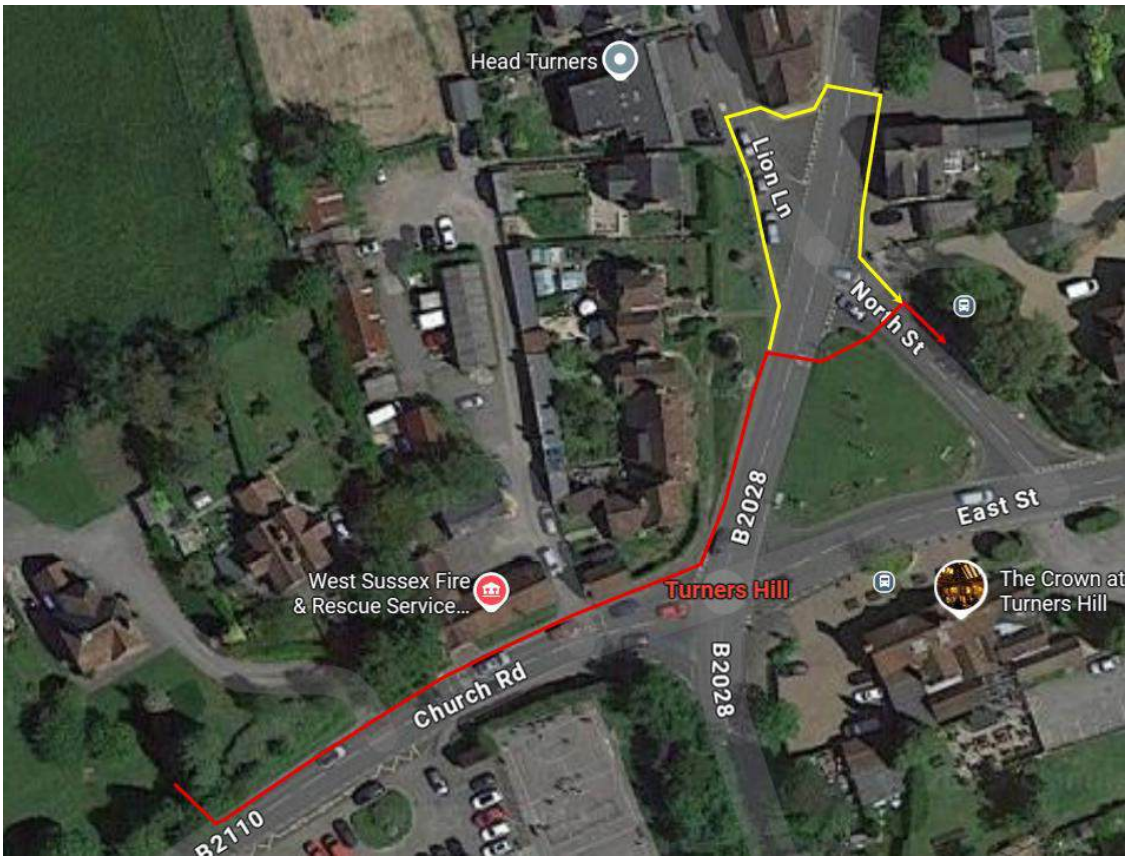
Route to North Street Bus Stop

3.4 The highway authority have also indicated that the pedestrian route to the bus stop on North Street be assessed to determine if there is the potential to provide an uncontrolled crossing to aid pedestrian access to the stop.

3.5 The pedestrian desire lines from the development to the bus stop would be via the new pavement on the northern side of Church Road, across the Fire Station frontage and onto the pavement on the western side of North Street. The desire line would then cross North Street onto the village green area, which is contained within the triangular North Street/East Street junction and then cross the eastern North Street arm of the junction to reach the bus stop.

3.6 The desire lines to the bus stop are presented in red in **Figure 3.1**.

Figure 3.1 Desire Line to North Street Bus Stop



3.7 As indicated in yellow, a route to the bus stop further north already benefits from uncontrolled crossings of Lion Lane and North Street, whilst this route is not on the direct desire line it does allow for safer crossing of both roads for those wishing to access the bus stops.

3.8 It would be possible to provide a pedestrian route from the southern access, across both arms of North Street and the green, but this would require a path to be constructed across the northern area of the green and the benefits of providing this route would need to be assessed against the impact on the green space. The levels would require that any path would have to be bound by a slope/retaining feature, which would heighten the visual impact of the path through the green space.

3.9 The applicant has been in regular discussions with the Parish Council and improvements to the route to the bus stop have not been mentioned, so we do not consider that the improvements to pedestrian amenity outweigh the damage that the creation of the route would make to the village green.

Internal Layout

3.10 Since the submission of the planning application, minor amendments have been made to the Masterplan for the site, with the revised Masterplan presented in ON Architect drawing 1001 Revision B which is contained in **Appendix B**.

3.11 The highway authority have raised some concerns in relation to the pedestrian and vehicle access into the northern Lions Lane car park. Vehicular access into this car park is shared with PRoW THU/66W/1 for a short distance directly to the west of Lion Lane. The PRoW officer initially expressed some concerns in relation to the shared use of this access, but it is understood that these concerns have been addressed, as the number of vehicle movements into and out of this car park would remain unchanged by this application. The highway authority have indicated that Turners Hill Neighbourhood Plan Policy THP2 would be applicable in relation to the access into this car park, but it is understood that this policy is only applicable to the village car park to the south, which is to be accessed through the proposed development (as required by Policy THP2).

3.12 As part of the works associated with the development, we can confirm that the surfacing of the access into the Lion Lane car park would be improved as part of the development. Due to the width constraints at the access it is not possible for two cars to pass on the access road. To widen the access would require 3ed party land which is not available to the applicant.

3.13 Correspondence with the PRoW officer on this matter is presented in **Appendix C**, which indicates that the additional information has overcome these concerns.

3.14 The highway authority have also requested further information in relation to why pedestrian access has not been made available from the development into the northern Lion Lane car parking area. At present it is proposed that fencing and a landscape buffer is provided to screen the car park from property numbers 27, 28 and 29 as indicated on the extract from the Landscape Masterplan presented in **Figure 3.2**.

Figure 3.2 Extract from Landscape Masterplan

3.15 To preserve the residential amenity of these properties it is considered necessary that there is some separation between the car park and these home. The necessary landscape buffer between the car park and the residential properties would prevent pedestrian access between the two. With the fence and hedgerow that will be provided will be being thick enough to deter this.

3.16 The proposed route to the public right of way from the northern part of the development would be via the route through to the undesignated path which is marked by Point 20 on the Landscape Masterplan.

3.17 Access to the northern car parking area can also be gained from the footpath on the eastern side of the development, which can be accessed from the path in the centre of the southern car park as indicated in **Figure 3.3**.

Figure 3.3 Link from to the Eastern Footpath from the Southern Car Park.

3.18 This path would provide a convenient route for the majority of residents living in the southern side of this development to access the PRoW and Lion Lane.

4 Car Parking

4.1 In relation to the car parking provision on the site, the highway authority have commented as follows:

> *"We would however advise some of the development visitor spaces be marked as accessible parking bays in line with DfT Inclusive Mobility. LHA also require clarification on how the Lions Lane and village car parks will be managed to prevent parking from residents of development"*

4.2 In relation to the number of diabled visitor spaces, the standards within the WSCC Guidance on Parking require disabled parking to be provided at 5% of the total provision. At present one disabled visitor space will be provided in the south-east corner of the southern car parking area. In addition to the visitor spaces in the car park, there are an additional 10 visitor spaces which are located throughout the development. The one disabled space therefore represents 5% of the total number of the 20 visitor spaces that are provided. This provision is therefore considered to be appropriate. If considered necessary by the highway authority an additional visitor space within the development could be marked as disabled.

4.3 It would be expected that the management of the Lions Lane and village car park will be handled by a management company that will be appointed to oversee the development. As the management company has not yet been appointed, it is not possible to determine the precise nature of the car park management that would be implemented. It would be suggested that a planning condition be imposed that would require a Car Park Management Plan be provided prior to the car park being bought into use.

4.4 It would also be expected that the management of the village car parks be discussed with the Parish Council, to determine their views on the management regime that will be implemented. Measures to control parking could include permits, time limits etc and it would be expected that the use of the car parks be monitored to determine if the measures to control parking that are implemented are appropriate.

5 Planning Obligations

5.1 Turners Hill Neighbourhood Plan Policy THP2 indicates that:

> *"S106 / CIL funds from this development will provide a financial contribution to the Village Enhancement Scheme."*

5.2 The applicant has had recent discussions with the Parish Council and a contribution in relation to this policy has not been mentioned. Further discussions have been held with Mid Sussex District Council in relation to S106 Contributions and they have also requesting a Total Access Demand (TAD) contribution which is also currently being reviewed in conjunction with other planning obligations. It is understood that provided the car parking spaces provided within the village and Lion Lane car park are seen to replace existing car parking spaces, rather than being new, then The TAD contribution would amount to £151,627.00.

5.3 The overall S106 contributions are being discussed separately with the planning authority. Whilst any contribution to the Village Enhancement Scheme is not considered necessary to make the development acceptable in planning terms,, if any contribution towards, the scheme is considered necessary this would need to be included within these discussions.

> *"Double yellow lines are also proposed on north side Church Road, in to site. To prevent on-street parking. These would require a Traffic Regulation Order (TRO) to be secured via s106 agreement. The TRO fee is £10,205."*

5.4 It would be agreed that a Traffic Regulation Order would be necessary to implement the double yellow lines on the north side of Church Road. The implementation of the double yellow lines would take place as part of the S278 process to design and contest the site access junction and pavement works. The fee for the TRO would be payable at this time in addition to the highway authority's detailed design fees. It us agreed that this obligation could be secured through the S106 agreement.

6 Highway Impact Modelling

6.1 The submitted Transport Assessment included highway impact modelling of the site access junction.

6.2 In their consultation response the highway authority have indicated that:

> *"RFC figures are well within operational thresholds for the site access. However, due to local concerns about the nearby crossroads and the vehicle movements outlined in table 5.6 and resultant distribution of trips, the LHA consider that the nearest junctions should also be modelled for capacity (where these are likely to see near or over 30 additional movements in any hour). We advise crossroads to east and Paddockhurst Road/Turners Hill Road junction to west are modelled for capacity for future year 2030 + development trips as outlined in table 5.6."*
>
> *Whilst the LHA still require further demonstration that the development will not severely impact operational capacity of nearby road network and junctions, we are mindful that the scale of development and no patterns of recorded road traffic incidents means it is unlikely the LHA could cite a reason of 'severe' impact as per National Planning Policy Framework para. 116. It is considered that the limits on visibility and navigating crossroads is an existing issue that will not be significantly worsened by the proposals."*

6.3 The trip generation figures presented in the Transport Assessment Table 5.6 are replicated in Table 6.1.

Table 6.1 Total Vehicle Trip Generation (40 Dwellings and Car Parks)

	AM Peak (08:00 - 09:00)			PM Peak (17:00 - 18:00)			Daily		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
40 Dwellings	7	13	20	12	7	18	95	95	190
Residents Car Park Traffic	2	4	6	3	2	5	29	29	57
Village Car Park – School drop off	12	12	24	0	0	0	24	24	48
Village Car park – other uses	8	8	16	12	12	24	29	29	55
Total	29	37	66	27	21	47	177	177	350

6.4 It should be noted that although the trips to the village car parks on the site are new movements to the site access junction, these will be made by vehicles which would already be on the highway network and would not be 'new' trips at offsite junctions. Therefore, the impact of the development on the offsite junctions would be limited to the traffic attracted to the 40 new residential units, although it is acknowledged that there may be some redistribution of the village traffic through the Church Road, East Road, North Road crossroad.

6.5 Given the above the modelling of the two offsite junctions will be carried out using the impact of the residential traffic only, with an additional sensitivity test conducted assuming that all of the traffic entering the site (including village traffic) is new.

6.6 Traffic flow generation and this modelling is presented in the following sections of the report.

Traffic Flow Generation

6.7 As identified in the TA a traffic survey of the local highway network was conducted in March 2022 which identified both the existing vehicle movements across the site frontage on Church Road, and turning movements at the Turners Hill Road / Church Road / Paddockhurst Road and the Selsfield Road / Church Road / North Street / East Street junctions, with the full MCC survey results presented in **Appendix D**.

6.8 Peak hour analysis from the surveyed junctions suggests that the local network peak hours are between 07:30 and 08:30 for the morning peak and 17:45 and 18:45 for the evening peak. The peak hour analysis is contained within **Appendix E**.

6.9 The surveyed (2022) traffic flows for the morning and evening peak periods is presented in **Figure 6.1** and **Figure 6.2**, respectively.

6.10 Background traffic growth has been applied to the 2022 survey data, we a design year of 2030 assumed. The traffic growth factors applied are outlined in the Transport Assessment and are summarised in Table 6.2.

Table 6.2 TEMPro Growth Factors 2022-2030

	Local Growth		NTM Adjusted
	Origin	Destination	
Weekday Morning Peak	1.0462	1.0545	1.0619
Weekday Afternoon Peak	1.0531	1.048	1.0621

Source: TEMPro 8.1

6.11 The total forecast base (2030) traffic flows for the morning and evening peak periods is presented in **Figure 6.3** and **Figure 6.4**, respectively.

6.12 The residential only and total development traffic flows have been assigned to the local highway network in the proportions identified in the TA, which forecasts that 37.2% of traffic would arrive and depart from the east and 62.8% from the west.

6.13 The proportions of this traffic turning at each of the offsite junctions was determined by using the existing turning proportions identified in the 2022 survey.

6.14 The resulting residential traffic flows are presented in **Figure 6.5** and **Figure 6.6** for the morning and evening peak periods respectively.

6.15 The total development traffic flows (including the village car parks) are presented in **Figure 6.7** and **Figure 6.8** for the morning and evening peak periods respectively.

6.16 The total forecast traffic (2030) traffic flows are the sum of the total forecast base (2030) traffic flows and the residential development traffic flows. These are presented for the morning and evening peak hours in **Figure 6.9** and **Figure 6.10**, respectively.

6.17 For the sensitivity test, including the village car park traffic, total forecast traffic (2030) traffic flows are the sum of the total forecast base (2030) traffic flows and the total development traffic flows. These are presented for the morning and evening peak hours in **Figure 6.11** and **Figure 6.12**, respectively.

Junction Capacity

6.18 The junctions requested by West Sussex County Council have been modelled using the priority junction ("**PICADY**") module of the Transport Research Laboratory ("**TRL**") Junctions 11 software suite.

6.19 In the first instance, the capacity performance of the junctions is assessed under the loading surveyed traffic flows, to replicate the existing on-street performance of the local highway network. The traffic flow information is entered into the model in vehicles with a corresponding proportion of HGVs defined. Junction 11 calculates queues and delays and the critical outputs are the Ratio of Flow to Capacity ("RFC") and maximum queue predicted for each arm.

6.20 To provide an indication of the modelled performance during the peak times within each peak hour, modelled results for the busiest 15-minute interval within each peak hour have been initially output.

6.21 To identify this, a validation exercise has been undertaken whereby model parameters including existing geometric parameters and surveyed traffic flows were entered into the models, with the resulting modelled queue information compared against the surveyed queue data.

Junction 1: Turners Hill Road/ Church Road/ Paddockhurst Road – Priority Junction - Surveyed (2022) Modelling Results

6.22 The operation of this Crossroads Junction has been modelled under the loading of the Surveyed 2022 traffic flows using the PICADY module within Junctions 11.

6.23 Junction 1 is comprised of 3 priority junctions which have been modelled separately.

- Junction 1 – Paddockhurst Road (West) / Turners Hill Road / Paddockhurst Road (East)
- Junction 2 – Turners Hill Road (East) / Turners Hill Road / Turners Hill Road (West)
- Junction 3 – Paddockhurst Road / Turners Hill Road / Church Road

6.24 The full modelling output report, along with Transport Planning Associates' geometric parameter drawing (Drawing Reference: 2202-008.MP01) are contained in **Appendix F**, with a summary of the surveyed modelling results contained in Table 6.3.

Table 6.3 Junction 1: Turners Hill Road / Church Road / Paddockhurst Road – Priority Junction - Surveyed (2022) Modelling Results

Arm	Morning Peak (07:30-08:30)			Evening Peak (16:45-17:45)		
	RFC	Modelled Queue	Average Surveyed Queue	RFC	Modelled Queue	Average Surveyed Queue
Junction 1						
Turners Hill Road	0.00	0.0	-	0.01	0.0	-
Paddockhurst Road (East)	0.00	0.0	-	0.00	0.0	-
Junction 2						
Turners Hill Road	0.01	0.0	-	0.00	0.0	-
Turners Hill Road (West)	0.00	0.0	-	0.00	0.0	-
Junction 3						
Turners Hill Road	0.06	0.1	3.1	0.07	0.1	2.2
Church Road	0.15	0.2	2.4	0.12	0.2	2.5

6.25 The modelling results presented in Table 6.3 demonstrate that the junction operates well within theoretical capacity during both morning and evening peak hour periods under the loading of the Surveyed (2022) traffic flows.

6.26 Results for the future year scenarios are presented in Table 6.4 for the total forecast (2030) traffic flows and Table 6.5 for the sensitivity test traffic flows which includes the village car park traffic flows.

Table 6.4 Junction 1: Turners Hill Road/ Church Road/ Paddockhurst Road – Priority Junction – Total Forecast (2030) Modelling Results

Arm	Morning Peak (07:30-08:30)			Evening Peak (16:45-17:45)		
	RFC	Modelled Queue	Average Surveyed Queue	RFC	Modelled Queue	Average Surveyed Queue
Junction 1						
Turners Hill Road	0.00	0.0	-	0.01	0.0	-
Paddockhurst Road (East)	0.00	0.0	-	0.00	0.0	-
Junction 2						
Turners Hill Road	0.01	0.0	-	0.00	0.0	-
Turners Hill Road (West)	0.00	0.0	-	0.01	0.0	-
Junction 3						
Turners Hill Road	0.06	0.1	3.1	0.08	0.1	2.2
Church Road	0.16	0.2	2.4	0.13	0.2	2.5

Table 6.5 Junction 1: Turners Hill Road/ Church Road/ Paddockhurst Road – Priority Junction – Sensitivity (2030) Modelling Results

Arm	Morning Peak (07:30-08:30)			Evening Peak (16:45-17:45)		
	RFC	Modelled Queue	Average Surveyed Queue	RFC	Modelled Queue	Average Surveyed Queue
Junction 1						
Turners Hill Road	0.00	0.0	-	0.01	0.0	-
Paddockhurst Road (East)	0.00	0.0	-	0.00	0.0	-
Junction 2						
Turners Hill Road	0.01	0.0	-	0.00	0.0	-
Turners Hill Road (West)	0.00	0.0	-	0.01	0.0	-
Junction 3						
Turners Hill Road	0.06	0.1	3.1	0.08	0.1	2.2
Church Road	0.17	0.2	2.4	0.13	0.2	2.5

Junction 2: Selsfield Road (B2028 South) / Church Road / East Street / North Street (B2028 North) Priority Junctions

6.27 The operation of these Priority Junctions and Crossroads has been modelled under the loading of the Surveyed 2022 traffic flows using the PICADY module within Junctions 11.

6.28 Junction 2 is comprised of a crossroads and two priority junctions, all of which have been modelled separately.

- Junction 1 – B2028 / North Street priority junction
- Junction 2 – East Street / North Street priority junction
- Junction 3 – Selsfield Road (B2028 South) / Church Road / North Street (B2028 North) / East Street

6.29 The full modelling output report, along with Transport Planning Associates' geometric parameter drawing (Drawing Reference: 2202-008.MP02) are contained in **Appendix G**, with a summary of the surveyed modelling results contained in Table 6.6.

Table 6.6 Junction 2 : Selsfield Road / Church Road / North Street / East Street Priority Junctions and crossroads – Surveyed (2022) Modelling Results

Arm	Morning Peak (07:30-08:30)			Evening Peak (16:45-17:45)		
	RFC	Modelled Queue	Average Surveyed Queue	RFC	Modelled Queue	Average Surveyed Queue
Junction 1						
North Street	0.12	0.1	3.1	0.13	0.1	3.1
B2028 (South)	0.01	0.0	0.9	0.01	0.0	0.0
Junction 2						
North Street	0.12	0.1	2.7	0.11	0.1	1.8
East Street	0.11	0.1	1.3	0.12	0.2	2.5
Junction 3						
East Street	0.08	0.1	5.6	0.09	0.1	5.3
B2028 (North)	0.11	0.1	6.8	0.07	0.1	2.8
Church Road	0.21	0.3	23.6	0.22	0.3	20.5
B2028 (South)	0.01	0.0	1.3	0.01	0.0	0.3

6.30 The total forecast base (2030) modelling results are presented in Table 6.7 below.

Table 6.7 Junction 2 : Selsfield Road / Church Road / North Street / East Street Priority Junctions and crossroads – Forecast Base (2030) Modelling Results

Arm	Morning Peak (07:30-08:30)			Evening Peak (16:45-17:45)		
	RFC	Modelled Queue	Average Surveyed Queue	RFC	Modelled Queue	Average Surveyed Queue
Junction 1						
North Street	0.12	0.1	3.1	0.14	0.2	3.1
B2028 (South)	0.01	0.0	0.9	0.01	0.0	0.0
Junction 2						
North Street	0.13	0.2	2.7	0.12	0.1	1.8
East Street	0.12	0.2	1.3	0.13	0.2	2.5
Junction 3						
East Street	0.09	0.1	5.6	0.10	0.1	5.3
B2028 (North)	0.12	0.1	6.8	0.08	0.1	2.8
Church Road	0.23	0.3	23.6	0.24	0.3	20.5
B2028 (South)	0.01	0.0	1.3	0.01	0.0	0.3

6.31 Table 6.8 presents the results of the sensitivity test which is the combined 2030 base and total development traffic.

Table 6.8 Junction 2 : Selsfield Road / Church Road / North Street / East Street Priority Junctions and crossroads – Sensitivity (2030) Modelling Results

Arm	Morning Peak (07:30-08:30)			Evening Peak (16:45-17:45)		
	RFC	Modelled Queue	Average Surveyed Queue	RFC	Modelled Queue	Average Surveyed Queue
Junction 1						
North Street	0.12	0.1	3.1	0.14	0.2	3.1
B2028 (South)	0.01	0.0	0.9	0.01	0.0	0.0
Junction 2						
North Street	0.13	0.2	2.7	0.12	0.1	1.8
East Street	0.12	0.2	1.3	0.13	0.2	2.5
Junction 3						
East Street	0.09	0.1	5.6	0.10	0.1	5.3
North Street (B2028 North)	0.12	0.1	6.8	0.08	0.1	2.8
Church Road	0.23	0.3	23.6	0.24	0.3	20.5
Selsfield Road (B2028 South)	0.01	0.0	1.3	0.01	0.0	0.3

6.32 A comparison of the modelling results presented in Table 6.6 indicates that the modelling does not well replicate the queuing experience at the junction. This is especially evident when comparing the modelled queues with the average surveyed queues on Church Road where the surveyed queues exceed 20 PCUs, which is significantly higher than the modelling suggests.

6.33 To address this discrepancy and ensure the model more accurately represents the delays currently experienced at the junction, the Church Road arm has been calibrated.

6.34 A custom intercept adjustment was applied to the model for the D-C movement (Church Road to Selsfield Road (B2028 (South)). The level of calibration applied was selected to raise the RFC to 0.85, for the worst 15 minute period in the Surveyed (2022) scenario. Any calibration above this level would imply that the surveyed traffic flows in this period, would not be able to pass through the junction, which is obviously not the case.

6.35 Whilst, it is acknowledged that this calibration would still underestimate the queuing on this arm of the junction, the modelling results provides a more realistic baseline for assessing the impact of the

development traffic at the junction and ensures that any future modelling outputs better reflect the existing conditions on the local highway.

6.36 Table 6.9 and Table 6.10 present the calibrated surveyed (2022) and sensitivity (2030) modelling results for the AM peak hour and PM peak hour, respectively. The Ratio of Flow to Capacity (RFC) value for Church Road has been increased to 0.85 for the surveyed (2022) scenario to better reflect the existing junction conditions. The full Junctions 11 output report for the AM and PM peak hours are contained within **Appendix H** and **Appendix I**, respectively.

Table 6.9 Junction 2 : Selsfield Road / Church Road / North Street / East Street Crossroads – Calibrated Surveyed and Sensitivity Modelling Results for the AM Peak Hour

Arm	Calibrated Surveyed (2022)			Calibrated Sensitivity (2030)	
	RFC	Modelled Queue	Average Surveyed Queue	RFC	Modelled Queue
East Street	0.08	0.1	5.6	0.09	0.1
North Street (B2028 North)	0.11	0.1	6.8	0.12	0.1
Church Road	0.85	3.5	23.6	0.98	6.5
Selsfield Road (B2028 South)	0.01	0.0	1.3	0.01	0.0

Table 6.10 Junction 2 : Selsfield Road / Church Road / North Street / East Street Crossroads – Calibrated Surveyed and Sensitivity Modelling Results for the PM Peak Hour

Arm	Calibrated Surveyed (2022)			Calibrated Sensitivity (2030)	
	RFC	Modelled Queue	Average Surveyed Queue	RFC	Modelled Queue
East Street	0.09	0.1	5.3	0.10	0.1
North Street (B2028 North)	0.07	0.1	2.8	0.08	0.1
Church Road	0.84	3.5	20.5	0.97	6.5
Selsfield Road (B2028 South)	0.01	0.0	0.3	0.01	0.0

6.37 As shown in Table 6.9 and Table 6.10, increasing the RFC in the calibrated model provides a more realistic representation of the conditions observed at the junction. the results indicate RFC of 0.98 for

the worst 15 minute period during the AM peak hour and 0.97 during the PM peak hour for the Church Road approach. It should be noted, however, that the RFC reported from Junctions 11 represent the highest 15 minute period within the peak hour. Further analysis from the full Junction 11 report indicates that capacity does existing for the remainder of the hour, therefore the junction is still considered to be under capacity across the whole of the peak hour periods.

7 Summary and Conclusion

7.1 Transport Planning Associates (TPA) has been commissioned by Elivia Homes Eastern to provide transport planning consultancy services in relation to the proposed development of land at Old Vicarage Field and Old Estate Yard, on Church Road in Turners Hill

7.2 The site, which totals approximately 3.38 hectares, is located on the western edge of Turners Hill, a small village in West Sussex. The development proposals will replace the existing field with a residential development consisting of 40 dwellings, with vehicular access provided from Church Road via a new priority junction. Two existing dwellings will be retained, however the vehicular access to these two dwellings will be relocated from Church Road to be within the site, with pedestrian access provided at the existing location onto Church Road. The existing cross over at this location will be re-instated as pavement.

7.3 A planning application (DM/25/1467) was submitted in June 2025, which was supported by a Transport Assessment (2202-008/TA/02) prepared by TPA. Post-submission consultation comments have been received from West Sussex County Council, which have requested further information in relation to the highways aspect of the scheme.

7.4 The Travel Plan has been updated to reflect the highway authority comments and the monitoring fees have increased to £1,695.00;

7.5 Off-site improvements on the pedestrian desire line have been proposed including footway widening at the Fire Station.

7.6 The pedestrian route to the North Street bus stop has been reviewed and whilst it would be possible to improve this by providing a crossing of North Street. However, this would involve a new pedestrian route across the village green area. It is not considered necessary to provide this route to make the development acceptable in planning terms..

7.7 The request additional junction capacity modelling has been carried out and this confirms that the impact of the proposed development on the local highway network is not severe.

7.8 It would be proposed that a condition is applied to the planning application to provide a Car Park Management Plan. This will include details of how the village car park will be managed.

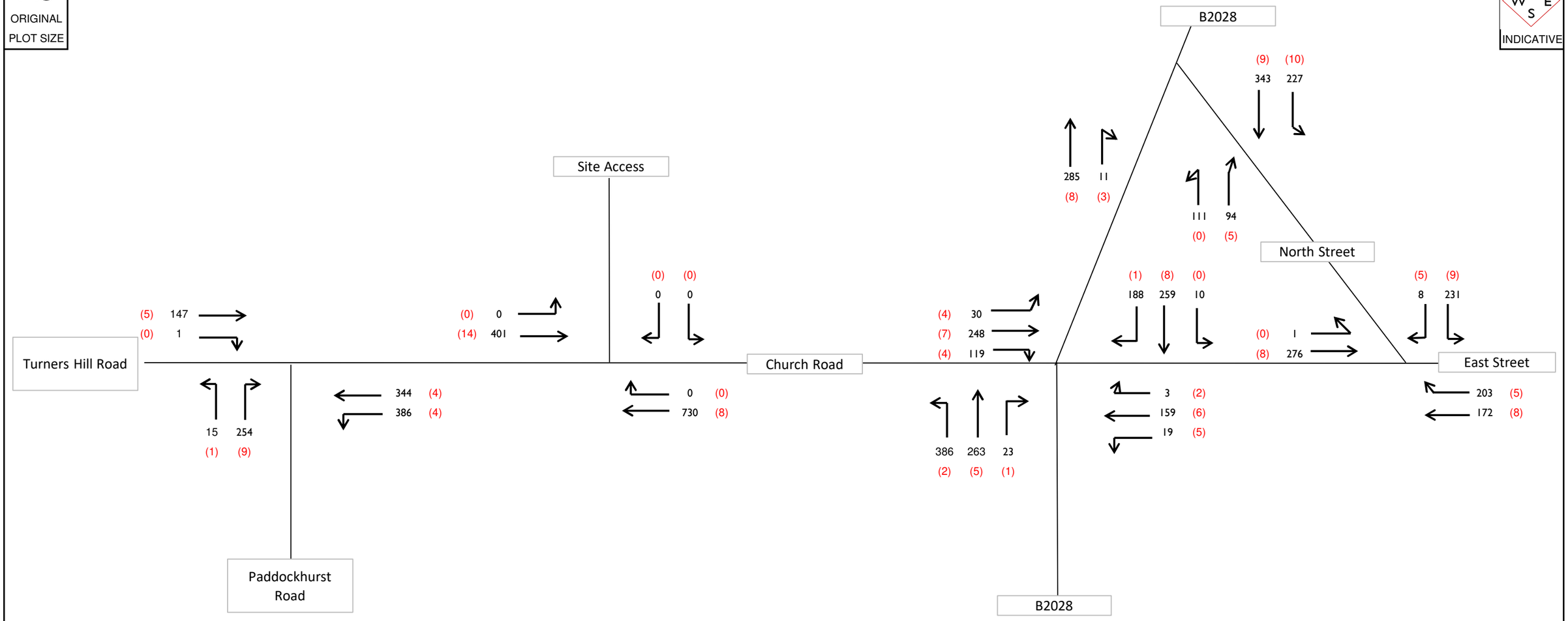
7.9 The provision accessible parking within the development has been reviewed and the existing provision of 1 space is considered to be reasonable in relation to the overall number of bays proposed (20). If considered necessary an additional visitor space within the development could be marked as disabled.

7.10 It is considered that the additional information provided within this note address the concerns of the highway authority and there should therefore be no outstanding highways matters that would prevent the grant of planning permission for the proposed development.

FIGURES

A3
ORIGINAL
PLOT SIZE

INDICATIVE



Traffic Flow : Total
(2) HGV

Bristol
Cambridge
London
Welwyn Garden City

No.9 Journey Campus
Castle Park
Cambridge
CB3 0AX

01223 455385
www.tpa.uk.com

Surveyed (2022) Traffic Flows - Morning Peak - 07:30 to 08:30

Church Road, Turners Hill

Elivia Homes Eastern

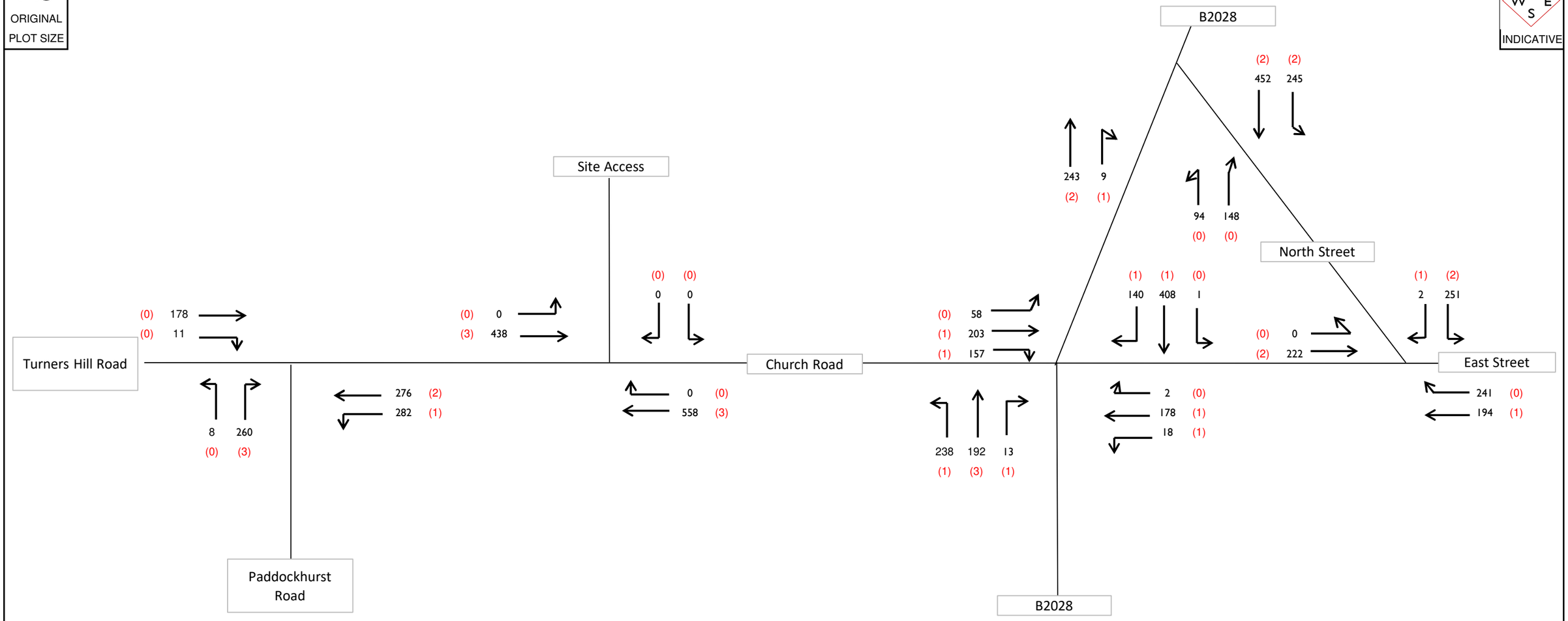
Date:	Status:	Scale:
22/07/25	INFORMATION	NTS

Prepared By:	Checked By:	Approved By:
GM	IB	IB

Project No:	Figure No:	Revision:
2202-008	Figure 6.1	-

A3
ORIGINAL
PLOT SIZE

INDICATIVE



Traffic Flow : Total
(2) HGV

Bristol
Cambridge
London
Welwyn Garden City

tpa Transport Planning Associates

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Cambridge
CB3 0AX

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Surveyed (2022) Traffic Flows -Evening Peak - 17:45 to 18:45

Church Road, Turners Hill

Elivia Homes Eastern

ELIVIA HOMES

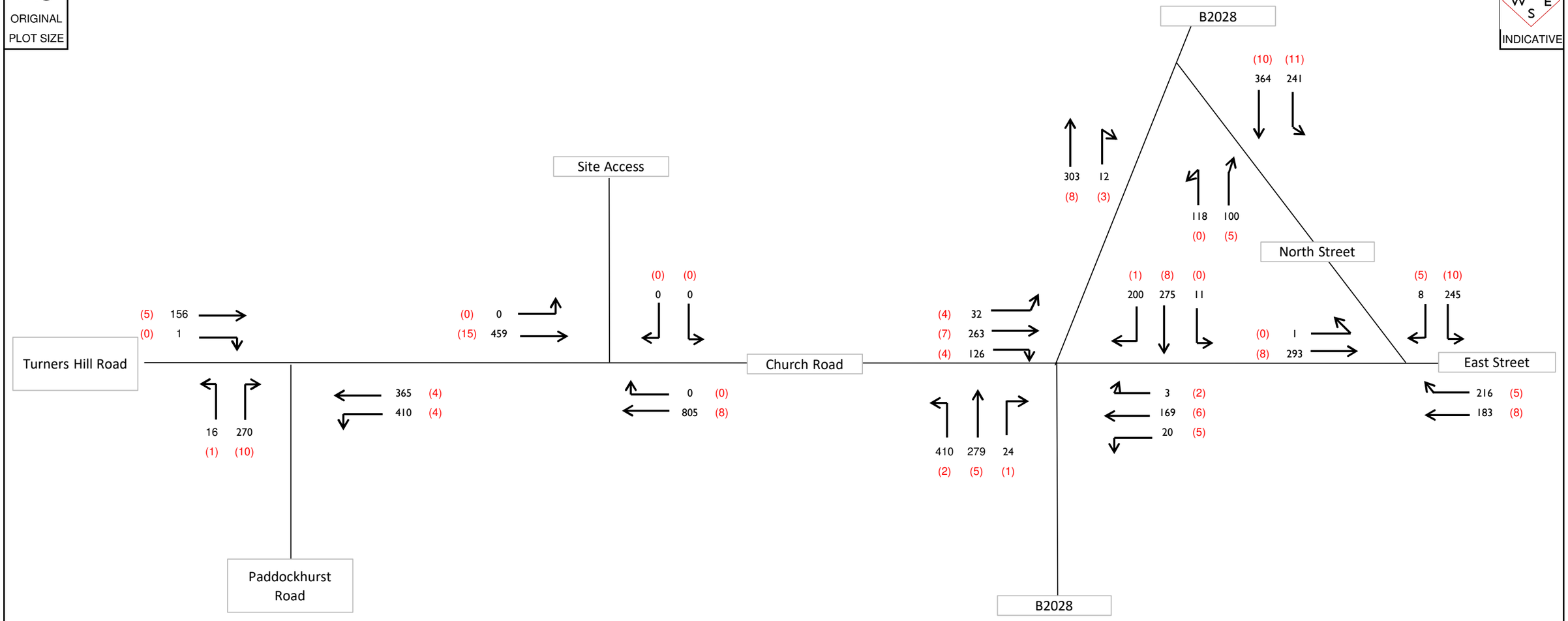
Date:	Status:	Scale:
22/07/25	INFORMATION	NTS

Prepared By:	Checked By:	Approved By:
GM	IB	IB

Project No:	Figure No:	Revision:
2202-008	Figure 6.2	-

A3
ORIGINAL
PLOT SIZE

INDICATIVE



Traffic Flow : Total
(2) HGV

Bristol
Cambridge
London
Welwyn Garden City

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Cambridge
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Base (2030) Traffic Flows - Morning Peak - 07:30 to 08:30

Church Road, Turners Hill

Elivia Homes Eastern

ELIVIA HOMES

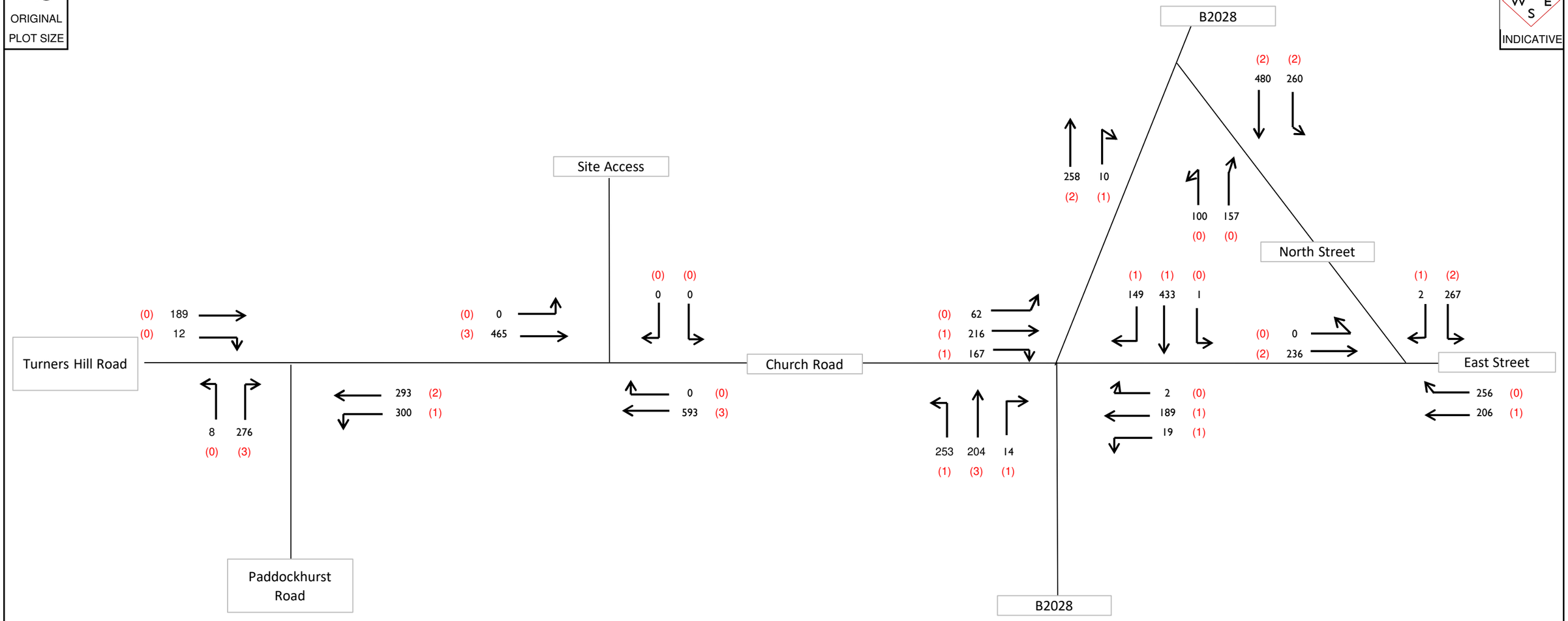
Date:	Status:	Scale:
22/07/25	INFORMATION	NTS

Prepared By:	Checked By:	Approved By:
GM	IB	IB

Project No:	Figure No:	Revision:
2202-008	Figure 6.3	-

A3
ORIGINAL
PLOT SIZE

INDICATIVE



Traffic Flow : Total
(2) HGV

Bristol
Cambridge
London
Welwyn Garden City

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Castle Park
Cambridge
CB3 0AX

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Base (2030) Traffic Flows - Evening Peak - 17:45 to 18:45

Church Road, Turners Hill

Elivia Homes Eastern

ELIVIA HOMES

Date:	Status:	Scale:
22/07/25	INFORMATION	NTS

Prepared By:	Checked By:	Approved By:
GM	IB	IB

Project No:	Figure No:	Revision:
2202-008	Figure 6.4	-

A3
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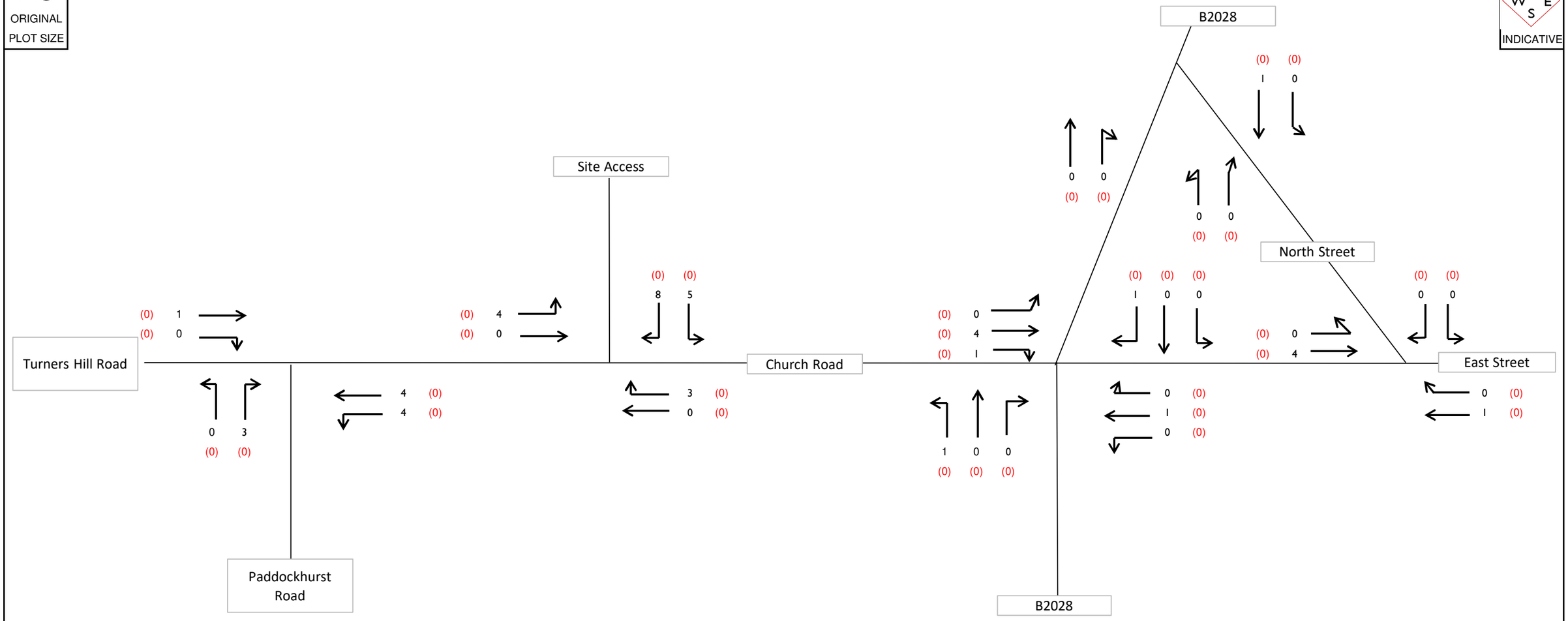
PLOT SIZE

INDICATIVE



Traffic Flow : Total
(2) HGV

Bristol
Cambridge
London
Welwyn Garden City

No.9 Journey Campus
Castle Park
Cambridge
CB3 0AX

01223 455385
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Residential Development Traffic Flows - Morning Peak - 07:30 to 08:30

Church Road, Turners Hill

Elivia Homes Eastern

Date:	Status:	Scale:
22/07/25	INFORMATION	NTS

Prepared By:	Checked By:	Approved By:
GM	IB	IB

Project No:	Figure No:	Revision:
2202-008	Figure 6.5	-

A3
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PLOT SIZE

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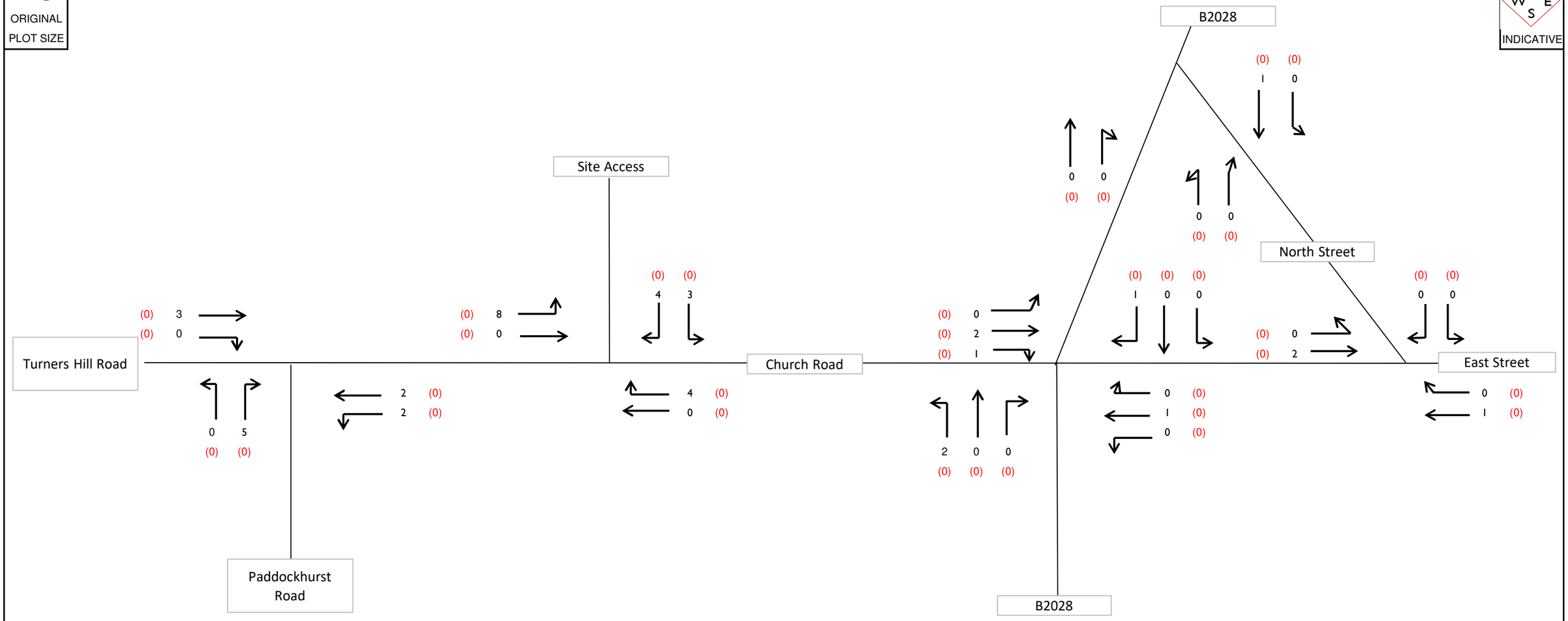

Traffic Flow : Total
(2) HGV

Bristol
Cambridge
London
Welwyn Garden City

No.9 Journey Campus
Castle Park
Cambridge
CB3 0AX

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Residential Development Traffic Flows - Evening Peak - 17:45 to 18:45

Church Road, Turners Hill

Elivia Homes Eastern

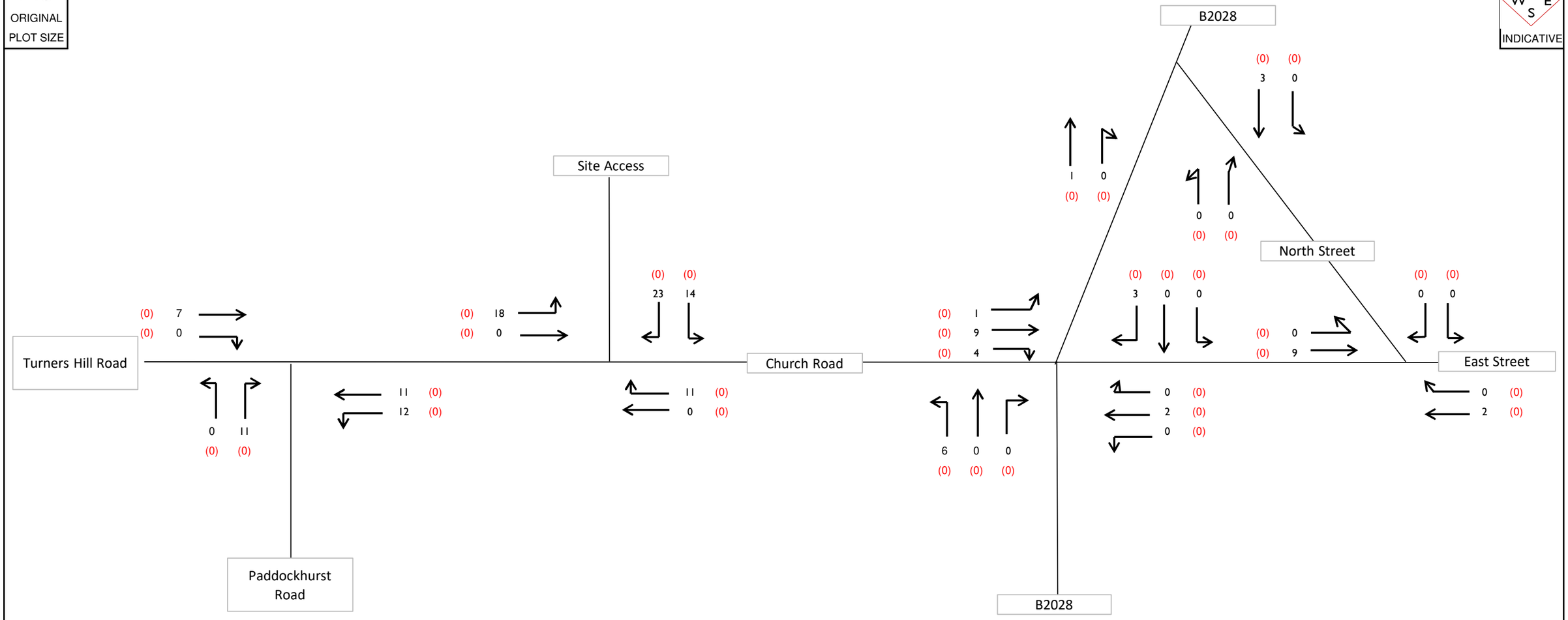
Date:	Status:	Scale:
22/07/25	INFORMATION	NTS

Prepared By:	Checked By:	Approved By:
GM	IB	IB

Project No:	Figure No:	Revision:
2202-008	Figure 6.6	-

A3
ORIGINAL
PLOT SIZE

INDICATIVE



Traffic Flow : Total
(2) HGV

Bristol
Cambridge
London
Welwyn Garden City

Transport Planning Associates

No.9 Journey Campus
Castle Park
Cambridge
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Full Development Traffic Flows - Morning Peak - 07:30 to 08:30

Church Road, Turners Hill

Elivia Homes Eastern

ELIVIA HOMES

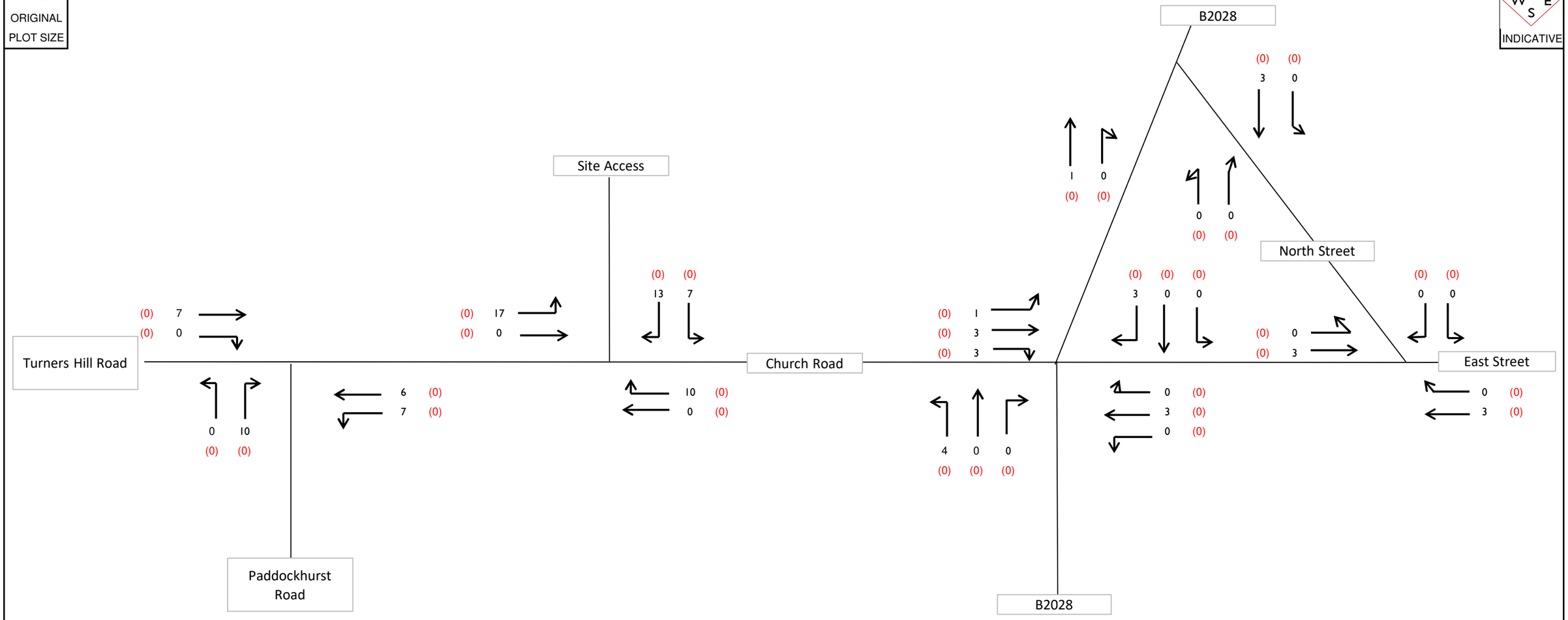
Date:	Status:	Scale:
22/07/25	INFORMATION	NTS

Prepared By:	Checked By:	Approved By:
GM	IB	IB

Project No:	Figure No:	Revision:
2202-008	Figure 6.7	-

A3
ORIGINAL
PLOT SIZE

INDICATIVE



Traffic Flow : Total
(2) HGV

Bristol
Cambridge
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Welwyn Garden City

No.9 Journey Campus
Castle Park
Cambridge
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Full Development Traffic Flows - Evening Peak - 17:45 to 18:45

Church Road, Turners Hill

Elivia Homes Eastern

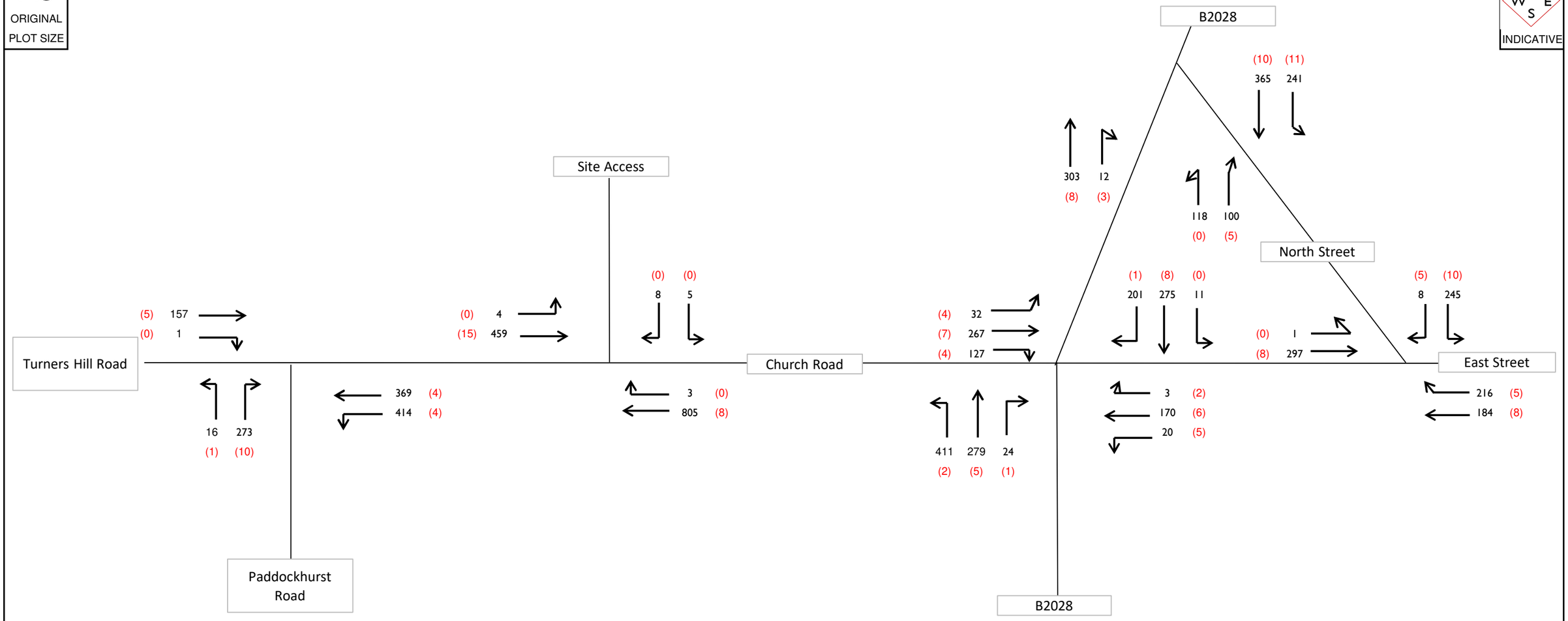
Date:	Status:	Scale:
22/07/25	INFORMATION	NTS

Prepared By:	Checked By:	Approved By:
GM	IB	IB

Project No:	Figure No:	Revision:
2202-008	Figure 6.8	-

A3
ORIGINAL
PLOT SIZE

INDICATIVE



Traffic Flow : Total
(2) HGV

Bristol
Cambridge
London
Welwyn Garden City

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Castle Park
Cambridge
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Residential Total Forecast (2030) Traffic Flows - Morning Peak - 07:30 to 08:30

Date:	Status:	Scale:
22/07/25	INFORMATION	NTS

Church Road, Turners Hill

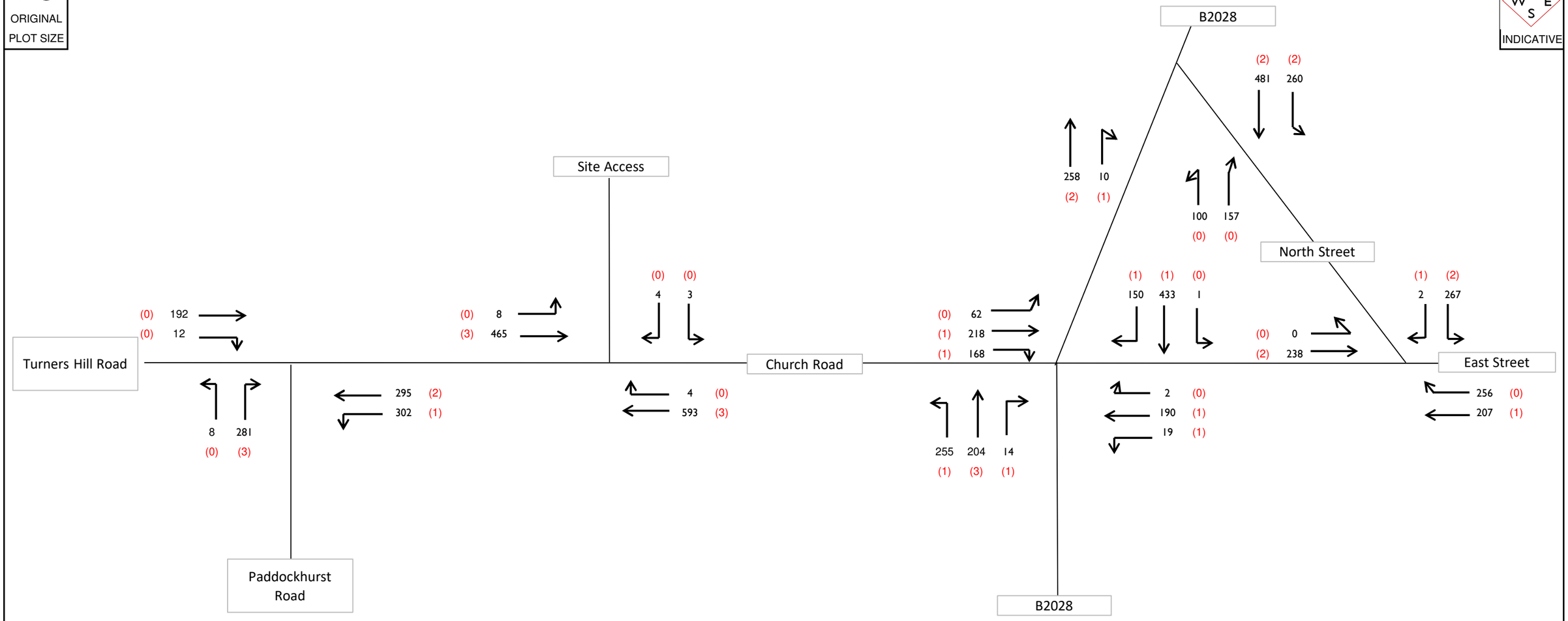
Prepared By:	Checked By:	Approved By:
GM	IB	IB

Elivia Homes Eastern

Project No:	Figure No:	Revision:
2202-008	Figure 6.9	-

A3
ORIGINAL
PLOT SIZE

INDICATIVE



Traffic Flow : Total
(2) HGV

Bristol
Cambridge
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Residential Total Forecast (2030) Traffic Flows - Evening Peak - 17:45 to 18:45

Church Road, Turners Hill

Elivia Homes Eastern

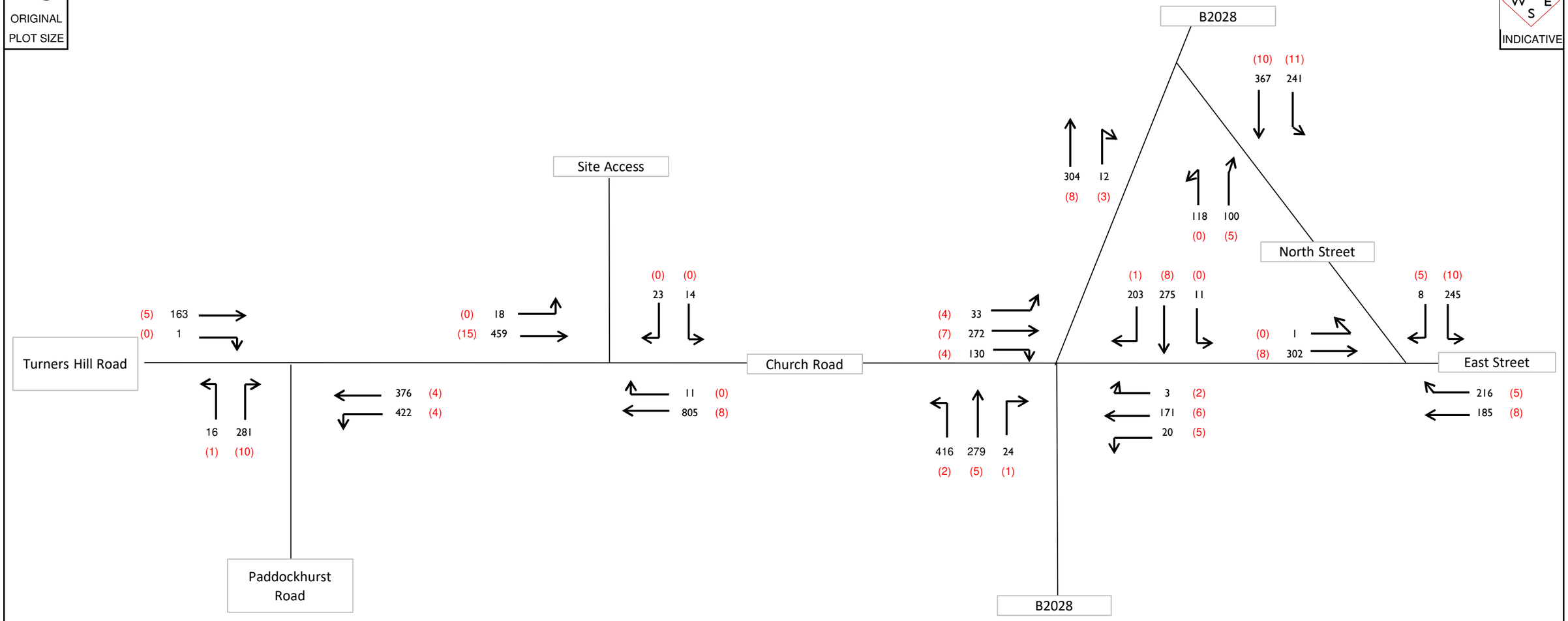
Date:	Status:	Scale:
22/07/25	INFORMATION	NTS

Prepared By:	Checked By:	Approved By:
GM	IB	IB

Project No:	Figure No:	Revision:
2202-008	Figure 6.10	-

A3
ORIGINAL
PLOT SIZE

INDICATIVE



Traffic Flow : Total
(2) HGV

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Sensitivity Test Total Forecast (2030) Traffic Flows - Morning Peak - 07:30 to 08:30

Church Road, Turners Hill

Elivia Homes Eastern

ELIVIA HOMES

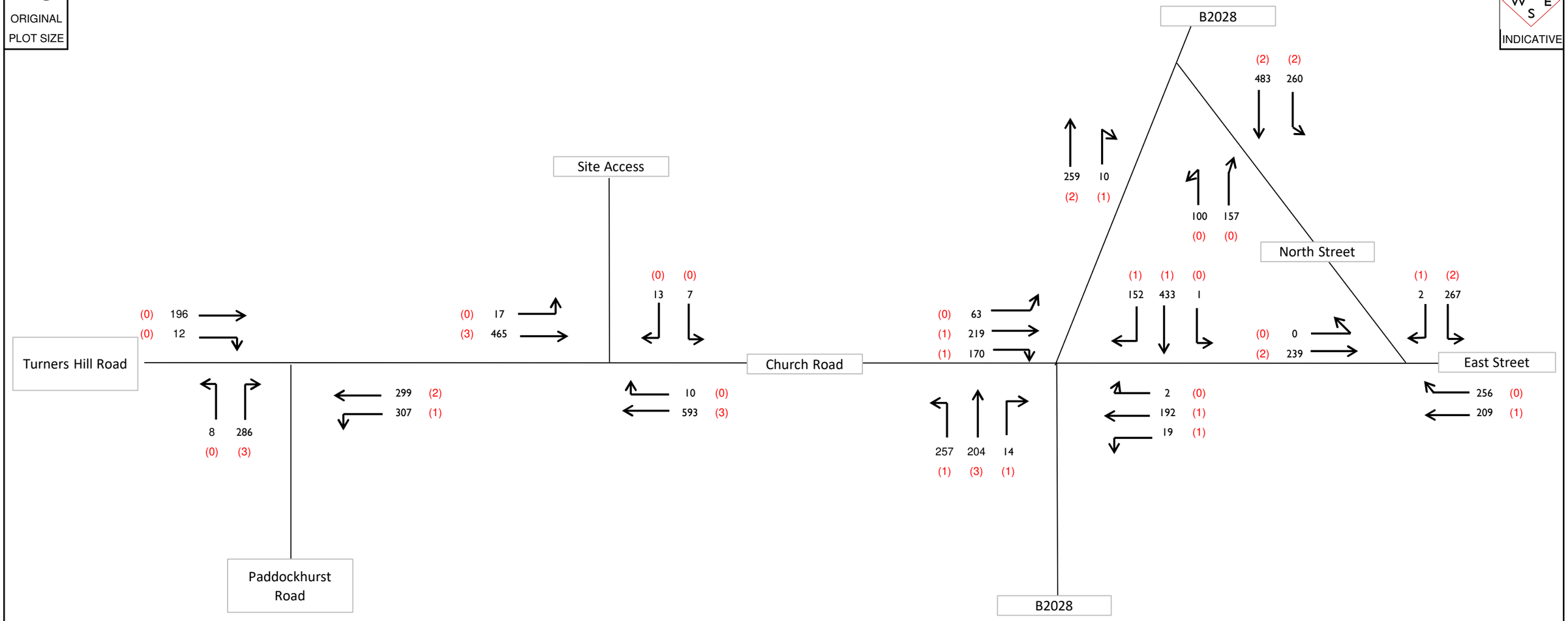
Date:	Status:	Scale:
22/07/25	INFORMATION	NTS

Prepared By:	Checked By:	Approved By:
GM	IB	IB

Project No:	Figure No:	Revision:
2202-008	Figure 6.11	-

A3
ORIGINAL
PLOT SIZE

INDICATIVE



Traffic Flow : Total
(2) HGV

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Cambridge
London
Welwyn Garden City

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Cambridge
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Transport Planning Associates

Sensitivity Test Total Forecast (2030) Traffic Flows -Evening Peak - 17:45 to 18:45

Church Road, Turners Hill

Elivia Homes Eastern

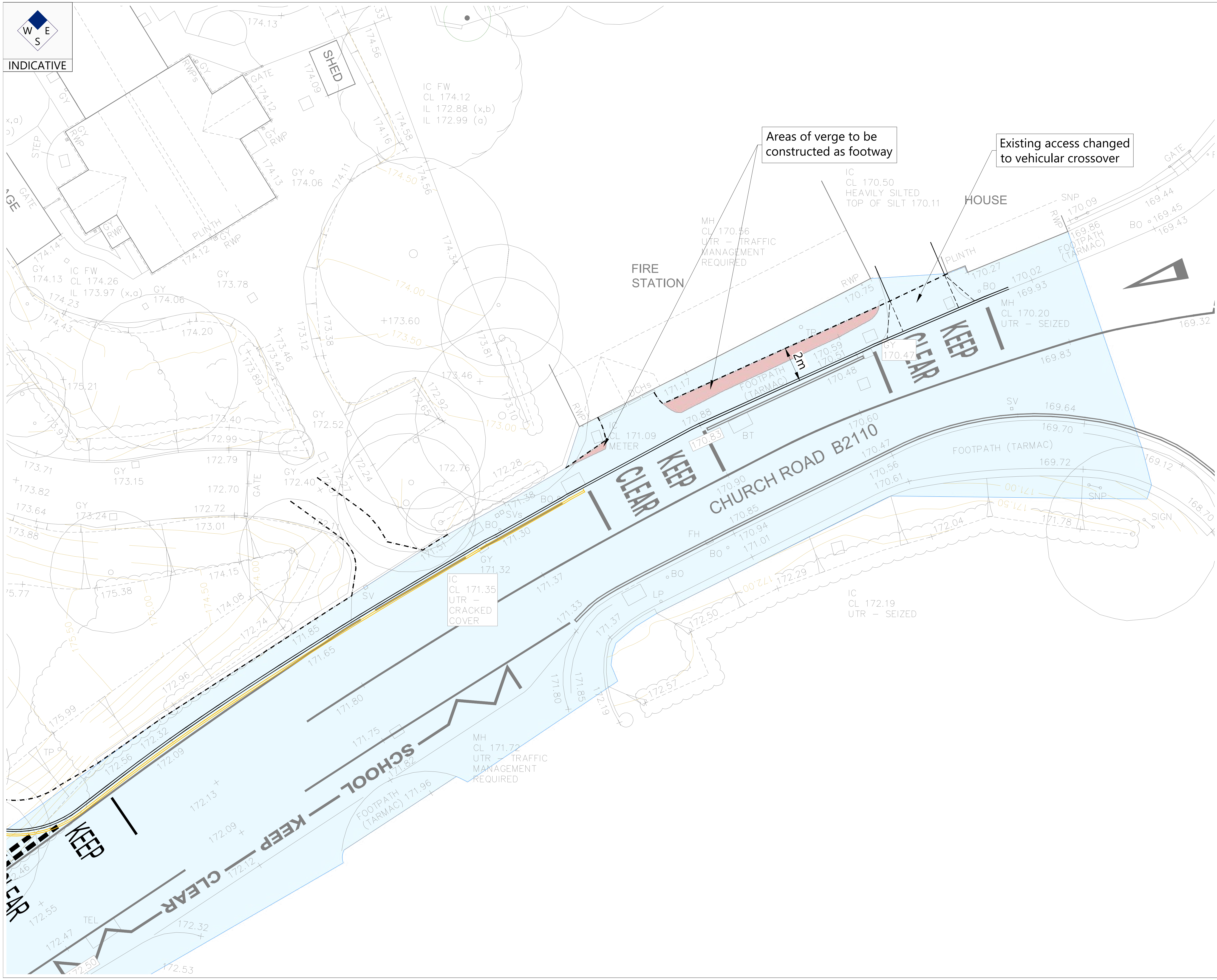
ELIVIA HOMES

Date:	Status:	Scale:
22/07/25	INFORMATION	NTS

Prepared By:	Checked By:	Approved By:
GM	IB	IB

Project No:	Figure No:	Revision:
2202-008	Figure 6.12	-

DRAWINGS



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Notes:

1. Based on Topographical Survey.
2. Highway Boundary interpreted from information supplied by Wessex County Council.

Key:

- Highway Boundary maintainable at Public Expense.
- Area of verge to be constructed as footway.

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

Bristol
Cambridge
London
Welwyn Garden City

Transport Planning Associates

No. 9 Journey Campus
Castle Park
Cambridge
CB3 0AX
01223 455 385
www.tpa.uk.com

CLIENT: ELIVIA HOMES

PROJECT:
Old Vicarage Field,
Church Road,
Turners Hill

TITLE:
Potential
Pedestrian Improvements
B2110 Church Road

STATUS:
PRELIMINARY

SCALE @A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:200	17.07.25	JA	IB	IB

PROJECT NO:	DRAWING NO:	REVISION:
2202-008	SK01	-

APPENDIX A

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council - FAO: Rachel Richardson
FROM:	WSCC – Highways Authority
DATE:	30 June 2025
LOCATION:	Land At Old Vicarage Field And The Old Estate Yard Church Road Turners Hill West Sussex RH10 4PA
SUBJECT:	DM/25/1467 Demolition of existing buildings and the development of 40 dwellings (including affordable housing) with open space, access, parking, drainage, landscaping and other associated works as well as the creation of a new community car park and replacement parking for Lion Lane residents.
DATE OF SITE VISIT:	19 June 2025
RECOMMENDATION:	More Information

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been consulted on proposals for 40 x dwellings and associated works. Two existing dwellings remaining will be accessed from within the site.

The application is supported by various technical documents and plans including Transport Assessment (TA), Travel Plan (TP) and Stage 1 Road Safety Audit (RSA) with accompanying Designers Response (DR).

The application has been identified in the MSDC RAG (Red, Amber, and Green) Report as "Red" with comments raised regarding the proximity to the crossroads with the local councillor commenting "this junction is among the stressed in the District. This application will add to the problem". Therefore, a site visit was undertaken on 19/06/25.

Site Context & Accessibility

The site is located west of Lion Lane and north of Church Road (B2110). Church Road is subject to 30mph speed restriction across site frontage. The site comprises grassland, 3 x properties and informal car park for Lion Lane residents. Access from Lion Lane for the existing car park, allotments and PROW. Crossroads junction with Selsfield Road/North Street/East Street is approx. 50m east from the proposed site access from Church Road.

The site is allocated in Turners Hill Neighbourhood Plan policy THP2 (2 x adjoining sites) suitable for 44 x homes – the policy requires that village car park must be incorporated with pedestrian access via The Bank and Fire Station and that new entrance road will serve new car park with S106/CIL funding toward village enhancement scheme.

Footway on Church Road along southern side extends from site to the crossroads. Footway on northern side starts east of vehicle crossover (outside Fire Station) and includes a dropped kerb/tactile paved crossing of Church Road linking to Primary School. There are pedestrian guardrails in key locations on this route toward the crossroads and outside the school access.

Cycling takes place on carriageway with NCR21 within 2km north of site (via Turners Hill Road or within Crawley Down). NCR21 provides link to Crawley, Three Bridges and East Grinstead.

Bus stops on East Street and North Street, within 250m. Services to Crawley, Haywards Heath, East Grinstead, Brighton etc. There is an existing RTPI display on North Street (the bus stop with the shelter). It is not possible to install an RTPI on the bus stop outside the pub on East Street as this is within private land and replacing the existing pole with a RTPI display would potentially block the school warning sign.

The closest Train Station at Three Bridges whilst outside of suitable walking distance, is just under 5 mile which could be suitable cycle distance for some, utilising NCR21.

Some local amenities within walking distance of site include Primary School and local convenience store as well as bus stops, though it is likely there would be some reliance on the private car for daily journeys further afield.

Travel Plan (TP)

The aim of the TP is to promote sustainable methods of travel and reduce trips by private car by raising awareness of alternative modes and monitor and review targets and initiatives with a view to increasing sustainable transport modes.

The mode split targets in table 4.1 are based on national statistics data but do appear to use baseline trip rate data from the TA. Considering Turners Hill is a rural village with limited local amenities, the LHA are satisfied with the target being TA trips – 11% as stated as this is in line with full TP guidance of target -10% trip rate for rural sites.

Travel surveys will be undertaken to monitor whether these targets are being met.

The TP also sets out:

- Background information about the site and its accessibility credentials.
- Role of Travel Plan Co-ordinator, who will be responsible for implementing and promoting the Travel Plan.
- Residents welcome pack to include information on public transport, car sharing, cycle and walking routes, national events, health and other benefits to sustainable transport, journey planning, home shopping services. A communal noticeboard will also provide this information.
- Local cycle stores will be contacted to discuss potential resident discounts.
- £25 voucher for each household to use for cycle/cycle equipment.
- £25 voucher for each household to use toward bus travel.
- Electric vehicle parking.

The LHA require further updates/ modification of the TP as follows:

- More detail on the regular travel survey. This should seek to find out how often and by what mode residents travel etc.
- Residential sites should also create links with local school(s), which will almost certainly have a Travel Plan in operation – is there a TP for the primary school?
- Whilst the £25 voucher toward cycle and £25 toward bus travel is welcomed, the LHA ordinarily request that a single travel voucher per household of £150 be provided which could be exchanged for one of the following:
  a. a season ticket for the local bus service
  b. a rail season ticket or network card
  c. a contribution towards the purchase of a new bicycle and/or equipment
  d. Bikeability training up to 4 members of the household (further details and course costs are available at www.westsussex.gov.uk/roadsafety)
  e. 12 months free membership to any local Car Club (including joining fee)

TP refers to £1500 being set aside for auditing/monitoring fees however the monitoring fee for the TP is £1,695 which should be secured via legal agreement. The Travel Plan auditing fees reflect the amount of local authority officer time required to evaluate the initial plan, assess the monitoring data and participate in on-going review and agreement to any amended plans in the future, including post planning once the development is built out and occupied. The costs have been benchmarked against fees charged by other Local Authorities and are considered to proportionate and reflective of the costs incurred.

Access Arrangements

The LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There has been 8 x recorded injury incidents nearby with 7 of these at the crossroads junction. There have been no incidents related to the existing access to The Old Vicarage. From an inspection of incident data 1 of the incidents (vehicle crossing junction of North Street to continue west) cited the reason of 'vehicle blind spot'. However, it is worth noting that other causes listed were; exceeding speed limit, failure to look properly and disobeying give way markings. It is acknowledged that during the site visit the officer noted an existing issue at the crossroads with visibility south (from either direction if you were on the B2110) because the road layout bends away (south and west) and the intersection of the crossroad is at the crest of a hill. Manual for Streets 2 para. 10.4.2 states that" *It has often been assumed that a failure to provide visibility at priority junctions in accordance with the values recommended in MfS1 or DMRB (as appropriate) will result in an increased risk of injury collisions. Research carried out by TMS Consultancy for MfS2 has found no evidence of this".* It is also worth noting that the Clock Field development (TH/06/02740/FUL – 51 dwellings and later amended by 11/01332/OUT for 48 dwellings – including mini roundabout) raised no highways concerns in terms of visibility at the nearby crossroads junction, neither capacity concerns. Whilst the LHA still require further demonstration that the development will not severely impact operational capacity of nearby road network and junctions, we are mindful that the scale of development and no patterns of recorded road traffic incidents means it is unlikely the LHA could cite a reason of 'severe' impact as per National Planning Policy Framework para. 116. It is considered that the limits on visibility and navigating crossroads is an existing issue that will not be significantly worsened by the proposals.

Vehicular access is proposed from Church Road via simple bellmouth priority junction with access road width of 5.5m and radii of 6m, suitable gradient and accompanying pedestrian footway. The existing crossover to Old Vicarage will be removed (property accessed from within site) and reinstated as footway.

'Keep Clear' markings are proposed at the junction to ensure queuing from crossroads does not impact site access. Double yellow lines are also proposed on north side Church Road, in to site. To prevent on-street parking. These would require a Traffic Regulation Order (TRO) to be secured via s106 agreement. The TRO fee is £10,205.

85th percentile speeds were 33mph eastbound and 32 mph westbound. This is supported by officer observations on site whereby vehicle speeds slowed past the site to either approach to the crossroad or having just navigated it. Visibility splays of 2.4m x 59m from the site access on to Church Road (east and west) have been demonstrated. This is more than what would be required under Manual for Streets co-efficients (49m west and 47m east) for calculating stopping sight distance and thus no concern is raised in visibility terms. The splay would require some tree/vegetation removal which appears to be either within the red edge or extent of publicly maintained highway land. The splays should be maintained in perpetuity via a suitably worded condition.

Off-Site Improvements

The LHA consider that applicant should explore potential for providing off-site highway improvements on the nearby pedestrian infrastructure, such as:

Tactile paving at Fire Station Access

Localised widening of footway outside Fire Station

The pedestrian route to North Street bus stop should also be assessed – is there potential to provide an uncontrolled crossing to this? Road layout here may limit opportunity for this, but applicant should fully explore pedestrian desire line to bus stops and convenience store and highlight where any improvement/crossing could be made.

Turners Hill Neighbourhood Plan policy THP2 requires that the site contribute toward village enhancement scheme via S106/CIL funding. More detail on this should be provided.

Stage 1 Road Safety Audit (RSA)

The RSA identified 3 x issues and Designers Response provided (attached).

2.1 – recommended to clear vegetation in visibility splays – Designer Agrees.

2.2 – recommended that motorists emerging from site between queuing traffic have adequate visibility of westbound vehicles and thus Keep Clear markings should be extended eastwards – Designer Agrees.

2.3 – recommended to demonstrate that opposing drivers will have adequate intervisibility – Designer Agrees and has demonstrated forward visibility for a refuse collection vehicle.

Trip Generation/ Junction Capacity

Traffic counts identified queues on Church Road of 33 vehicles in AM and 35 in PM peak hours which would extend beyond site access location. Traffic flows on Church Road were 966 movements in AM and 869 in PM peaks.

Movements from development would be 20 two-way vehicle trips in the AM and 18 in the PM peak hours. The proposed car parks will also result in some movements by residents though it is considered these could already be on the road network (diverted).

Travel to work census data has determined distribution of trips 37.2% Church Road east and 62.8% Church Road west. To support junction capacity assessment on site access, trips in and out of car parks have been added based on assumptions made in para. 5.17 summarised in table 5.6 as 66 trips in AM and 47 trips in PM peak hours.

Tempro growth factors have been applied and future year 2030 + development trips assessed. Table 7.1 details junction capacity outputs for the site access/Church Road. RFC figures are well within operational thresholds for the site access. However, due to local concerns about the nearby crossroads and the vehicle movements outlined in table 5.6 and resultant distribution of trips, the LHA consider that the nearest junctions should also be modelled for capacity (where these are likely to see near or over 30 additional

movements in any hour). We advise crossroads to east and Paddockhurst Road/Turners Hill Road junction to west are modelled for capacity for future year 2030 + development trips as outlined in table 5.6.

Internal Layout

Pedestrian access will be provided from Church Road (east side of access) and extend within the site along the main spine road. Within the site the looped estate road becomes shared surface which is appropriate considering anticipated low speeds and vehicle volumes (Manual for Streets para. 7.2.14).

It is stated that a second pedestrian access is proposed in northeast corner of site from within Lions Lane resident's car park yet this appears to be from the southern car park. This does not appear to follow desire line and links to this could be improved. See below - could a link also be provided from within north-east car park? Could north-east car park be accessed from within site to prevent conflict on PROW and accord with Turners Hill Neighbourhood Plan policy THP2 whereby "new entrance road will serve new car park".

An 8 x space village car park is also proposed and improvement/formalisation of 2 x existing car parks providing total 33 x spaces for residents of Lion Lane. Access to southern car park will be moved from within the site. Northern car park (13 spaces for Lion Lane residents) will be accessed off existing point on Lions Lane – PROW have provided comments on this where it crosses PROW TUH/68W/1. Whilst this is existing access it looks as if road surface could do with improvement – can two cars pass? Why can't northern car park access be from within site to avoid vehicle movement on the narrower PROW?

Swept path tracking shows all anticipated vehicles (car, fire appliance, refuse vehicle) accessing site and turning within site (including looped estate road manoeuvre) to exit in a forward gear. The LHA agree that whilst refuse collection vehicle would not allow car to pass within the estate road, this occurrence is considered minimal and driveway/ visitor parking spaces could be used for vehicles to pass. This may cause minor inconvenience but is not anticipated to result in highway safety concern.

Car Parking

The car parking provision has been assessed based on 8 x 1-bed, 5 x 2-bed, 20 x 3-bed, 7 x 4-bed using WSCC Guidance on Parking at new developments. The site is in PBZ2 and the demand stated against what is provided is below:

Demand 11.2 for 8 x 1 bed units – 8 x spaces provided – short by 3.2.

Demand for 8.5 spaces for 5 x 2-bed units – 10 spaces provided.

Demand for 42 spaces for 20 x 3-bed units – 40.5 spaces provide (garages count as 0.5 space) – short by 1.5.

Demand for 18.9 spaces for 7 x 4-bed units – 19 spaces provided.

Plus, demand 0.2 visitor space per unit = 8 visitor spaces demand, provided on site = 10

Thus, total demand 80.6 + 8 visitor = 88.6, total provided = 77.5 + 10 visitor = 87.5.

Meaning total provision across site is shortfall only by 1.1 spaces. Factoring in provision of 8 x space visitor village car park and a total 33 x private car parking spaces for Lions Lane residents the LHA consider the parking provided is appropriate.

We would however advise some of the development visitor spaces be marked as accessible parking bays in line with DfT Inclusive Mobility. LHA also require clarification on how the Lions Lane and village car parks will be managed to prevent parking from residents of development.

Bicycle storage is provided in each plot and a communal facility for the 1-bed flats. These facilities appear to be spacious enough to meet WSCC guidance (0.5 space per 1 bed flat, 1 space per 1 & 2 bed house and 2 space per 3+ bed house). These details should be secured in perpetuity via suitably worded condition.

CONCLUSION –

Additional information is required:

- Updates to TP.
- Off-site improvements on pedestrian desire line – e.g. tactile at Fire Station access, footway widening at Fire Station and potential for crossing of North Street to the bus stop?
- Address Internal Layout comments in terms of pedestrian and vehicle access points through site, linking car parks.
- Turners Hill Neighbourhood Plan policy THP2 requires that the site contribute toward village enhancement scheme via S106/CIL funding. More detail on this should be provided.
- Additional junction capacity modelling.
- Can the surface of PROW TUH/68W/1 where this meets with Lion Lane be improved, can vehicle access to northern car park be from within site?
- Some visitor bays to be marked with additional hatching as accessible bays
- How will car parks be managed?

Please ask the applicant for this additional information and re-consult.

Katie Kurek

West Sussex County Council – Planning Services

APPENDIX B

Proposed Site Layout Plan
Scale 1:500 @ A1

Scale: 1:500

0 10 30 50m

ELIVIA HOMES

Revision Note & Date

Rev	Date	Note	Amended	Checked
A	27/05/25	Updated following landscaping.	GA	GA
B	30/07/25	Minor amendments following LA's comments.	GA	DK

ON ARCHITECTURE

Canterbury Studio
Logan House, St Andrews Close
Canterbury,
CT1 2RP

info@onarchitecture.co.uk
onarchitecture.co.uk
01227 634334

Project Title
Proposed Residential Development, Church Road, Turners Hill
Clients Details
Elivia Homes Eastern

Drawing Title
Proposed Site Layout Plan (Coloured)

BIM Number
-

Scale	Date	Drawn	Checked
1:500@A1	May 2025	GA	RDT

Drawing Status
Planning Issue

Project No.	Drawing No.	Status	Revision
20.173	1001	-	B

APPENDIX C

3rd July 2025

By email: Rachel.Richardson@midsussex.gov.uk

Dear Rachel,

Re: DM/25/1467 – WSCC Highways – Public Rights of Way Comments Dated: 18.06.2025

We write on behalf of our client, Elivia Homes, in response to the above comments. The comments received were as follows:

"The only PROW that this application may impact is Footpath 68W and the areas of concern are:

1) The northeast site entrance from Lion Lane is located on the PROW with the significant potential for conflict between vehicles and users of the PROW.
2) The PROW crosses the site boundary at two locations in the area of the proposed 'Damp Meadow Mix' – location '9' on D3162-FAB-00-XX-DR-L-1001 (sheet 2of2) '02'.

Within the related documents I have seen no direct reference to the presence of the PROW and so I am unable to provide meaningful comments.

Please could the Applicant provide reference to the PROW and address:
1) Management of potential conflict between vehicles and users of the PROW.
2) Proposed layout of the site boundary where it is crossed by the PROW."

Applicant's Response

To clarify the PROW (specifically footpath 68W) is identified within the Landscape and Visual Appraisal with Impact Overview May 2025, prepared by Fabrik. This is within figure 3.2. It is also identified within figure 3.3 of the submitted Transport Assessment prepared by Transport Planning Associates.

Points 1 and 2 as set out above, are addressed below.

"Management of potential conflict between vehicles and users of the PROW" (in relation to the north east site entrance from Lion Lane)

To confirm, the north east access does not provide vehicular access into the proposed development. This access is as existing, and currently provides access to an area of parking for existing Lion Lane residents; it also provides access for pedestrians on to footpath 68W. As part of the proposed development, the surfacing of this access is to be improved for existing users (vehicles and pedestrians), along with formalising the existing area of parking for Lion Lane residents. The area of parking will remain the same in terms of quantum when compared to the existing situation and therefore there will be no increase in the number of vehicles using this access as a result of the proposed development.

Based upon the above, any potential conflict between vehicles and users of the PROW will not differ than that which exists on site today. During the construction phases, appropriate measures will be taken to ensure that the PROW is not blocked or obstructed at any time.

From: Steve Alexander <steve.alexander@westsussex.gov.uk>
Sent: 07 July 2025 16:43:52 UTC+01:00
To: "Rachel Richardson" <Rachel.Richardson@midsussex.gov.uk>
Subject: RE: Response To PROW Comments on DM/25/1467 at Land At Old Vicarage Field And The Old Estate Yard Church Road Turners Hill West Sussex RH10 4PA ***DM/25/1467***

Dear Rachel,

I can confirm that this additional information does overcome my concerns,however I would make the following comments:

1. The applicant is advised that a public access right has precedence over a private access right. Where a PROW runs along or crosses a route also used for private access purposes, usually for private vehicle access, this shared use has the potential for accident or injury – the applicant must consider how access is managed so the public is not endangered or inconvenienced.

2. Safe and convenient public access is to be available at all times across the full width of the PROW, which may be wider than the available and used route – advice on the legal width can be provided by the WSCC PROW Team. If this condition cannot be met then an application must be made to WSCC for a temporary closure order.

3. It is an offence to damage the surface of a PROW without the prior consent of the WSCC PROW Team. The applicant must supply a specification and secure the approval of the WSCC PROW Team before works affecting the PROW begin, even if the surface is to be improved. Where a PROW surface is damaged and there was no prior consent, the applicant will be liable and required to make good the surface to a standard satisfactory to the WSCC PROW Team.

4. No new structures, such as gates and stiles, are to be installed within the width of the PROW without the prior consent of the WSCC PROW Team. These will constitute an offence of obstruction under the Highways Act 1980.

Regards,

Steve A

Steve ALEXANDER
Senior Access Ranger
Rights of Way
Highways Operations
West Sussex County Council
1st Floor Northleigh
Tower Street
Chichester
West Sussex
Phone: 03302 227316
Mob: 07856 480732
Email: steve.alexander@westsussex.gov.uk Web: www.westsussex.gov.uk

From: Rachel Richardson <Rachel.Richardson@midsussex.gov.uk>
Sent: 03 July 2025 16:19
To: Steve Alexander <steve.alexander@westsussex.gov.uk>
Subject: FW: Response To PROW Comments on DM/25/1467 at Land At Old Vicarage Field And The Old Estate Yard Church Road Turners Hill West Sussex RH10 4PA

****EXTERNAL****

Hi Steve,

Please see below and as attached.

Please advise if this overcomes any previous concerns?

Kind regards,

Rachel.

Rachel Richardson Bsc (Hons) DIP TP MRTPI
Senior Planning Officer
Development Management
www.midsussex.gov.uk
01444 477 224

Please note I work part-time (usually over Monday to Thursday) and from home Monday to Wednesday.

From: Jordan Wiseman <jordan@gillingsplanning.co.uk>
Sent: 03 July 2025 11:58
To: Rachel Richardson <Rachel.Richardson@midsussex.gov.uk>
Subject: RE: Response To PROW Comments on DM/25/1467 at Land At Old Vicarage Field And The Old Estate Yard Church Road Turners Hill West Sussex RH10 4PA

Dear Rachel,

Please find attached the applicants response to the comments received regarding the PRoW, along with an updated Landscape Strategy Plan which reflects the response.

We trust this is sufficient to address the comments at this stage, but please do let me know if you require anything additional.

Kind regards,

Jordan

Jordan Wiseman

Associate
Gillings Planning

Tel: 023 8235 8855 | Mob: 07842 409555

From: Rachel Richardson <Rachel.Richardson@midsussex.gov.uk>
Sent: 23 June 2025 14:45
To: Jordan Wiseman <jordan@gillingsplanning.co.uk>
Subject: FW: Response To Application Number DM/25/1467 at Land At Old Vicarage Field And The Old Estate Yard Church Road Turners Hill West Sussex RH10 4PA [Filed 23 Jun 2025 14:54]

Dear Jordan,

Please see attached and reply accordingly.

Kind regards,

Rachel.

Rachel Richardson Bsc (Hons) DIP TP MRTPI
Senior Planning Officer
Development Management
www.midsussex.gov.uk
01444 477 224

Please note I work part-time (usually over Monday to Thursday) and from home Monday to Wednesday.

From: planninginfo <planninginfo@midsussex.gov.uk>
Sent: 18 June 2025 16:49
To: Rachel Richardson <Rachel.Richardson@midsussex.gov.uk>

Subject: FW: Response To Application Number DM/25/1467 at Land At Old Vicarage Field And The Old Estate Yard Church Road Turners Hill West Sussex RH10 4PA

Hi Rachael,

Attached PROW comments have been saved to the file.

Regards

Peter

Peter Davies BSc (Hons)
Trainee Planning Officer
Development Management
Mid Sussex District Council
01444 477193
www.midsussex.gov.uk

Working together for a better Mid Sussex

- SAVE A TREE Only print this email if absolutely necessary.

From: planninghighways@westsussex.gov.uk <planninghighways@westsussex.gov.uk>
Sent: 18 June 2025 14:55
To: planninginfo <planninginfo@midsussex.gov.uk>
Subject: Response To Application Number DM/25/1467 at Land At Old Vicarage Field And The Old Estate Yard Church Road Turners Hill West Sussex RH10 4PA

Please could the attached response be distributed to the relevant case officer.

Regards

Steve Alexander

Please do not reply directly to this email.

Any formal reconsultation on the application should be directed to SULocalDevelopment@westsussex.gov.uk but the responding officer can be contacted directly via email if there are any questions relating to this response.

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"Proposed layout of the site boundary where it is crossed by the PROW"

To address this, please the accompanying updated Landscape Strategy Plan (provided via WeTransfer) which now clearly identifies the precise points at which footpath 68W and an undesignated footpath, interacts with the sites boundaries. These are at points 14, 19 and 20 on the accompanying plan. The plan confirms that the public right of way connection (68W) is to be maintained at the boundaries and kept clear of any new landscape features/planting.

We trust that this sufficiently addresses the queries raised. However, please do not hesitate to contact us should anything further be required.

Yours Sincerely

Jordan Wiseman
Associate

jordan@gillingsplanning.co.uk

APPENDIX D

Crawley, Thursday 10th March 2022

Traffic Information Consultancy

Junction: 1A
Approach: B2028 North

	To North Street										To B2028 (S)									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL			CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL		
07:00 - 07:15	0	0	9	4	0	0	1	**14**			0	1	31	22	0	0	0	**54**		
07:15 - 07:30	0	0	8	3	0	0	1	**12**			0	0	35	13	0	0	0	**48**		
07:30 - 07:45	0	0	26	4	1	1	0	**32**			0	1	55	18	2	0	1	**77**		
07:45 - 08:00	0	0	36	11	1	1	1	**50**			0	1	66	18	2	2	0	**89**		
Hourly Total	**0**	**0**	**79**	**22**	**2**	**2**	**3**	**108**			**0**	**3**	**187**	**71**	**4**	**2**	**1**	**268**		
08:00 - 08:15	0	0	54	7	3	0	1	**65**			0	0	66	18	0	0	1	**85**		
08:15 - 08:30	0	0	62	17	0	1	0	**80**			0	0	70	21	1	0	0	**92**		
08:30 - 08:45	0	0	73	11	1	1	0	**86**			0	2	63	11	5	0	0	**81**		
08:45 - 09:00	0	0	65	2	1	3	0	**71**			0	0	66	15	1	0	0	**82**		
Hourly Total	**0**	**0**	**254**	**37**	**5**	**5**	**1**	**302**	**3%**		**0**	**2**	**265**	**65**	**7**	**0**	**1**	**340**	**2%**	
09:00 - 09:15	0	0	39	4	4	1	1	**49**			1	0	49	13	1	0	0	**64**		
09:15 - 09:30	0	0	39	10	0	2	0	**51**			0	0	35	10	0	0	0	**45**		
09:30 - 09:45	0	0	36	7	1	4	0	**48**			0	0	36	15	2	1	0	**54**		
09:45 - 10:00	0	0	33	3	2	1	0	**39**			2	1	41	10	2	2	1	**59**		
Hourly Total	**0**	**0**	**147**	**24**	**7**	**8**	**1**	**187**			**3**	**1**	**161**	**48**	**5**	**3**	**1**	**222**		
TOTAL	**0**	**0**	**480**	**83**	**14**	**15**	**5**	**597**			**3**	**6**	**613**	**184**	**16**	**5**	**3**	**830**		
16:00 - 16:15	0	0	29	11	0	0	0	**40**			0	0	74	19	0	0	0	**93**		
16:15 - 16:30	0	1	38	5	1	2	0	**47**			0	2	59	21	0	1	0	**83**		
16:30 - 16:45	0	1	35	10	1	3	0	**50**			0	2	81	24	0	0	0	**107**		
16:45 - 17:00	0	0	36	5	0	0	0	**41**	**245**	**0%**	0	2	85	19	1	0	0	**107**	**452**	
Hourly Total	**0**	**2**	**138**	**31**	**2**	**5**	**0**	**178**			**0**	**6**	**299**	**83**	**1**	**1**	**0**	**390**		
17:00 - 17:15	0	0	54	14	1	0	0	**69**			0	1	101	15	1	0	0	**118**		
17:15 - 17:30	0	0	60	9	0	0	0	**69**			0	0	101	20	0	0	0	**121**		
17:30 - 17:45	0	2	55	8	0	0	1	**66**			0	0	96	10	0	0	0	**106**		
17:45 - 18:00	0	0	48	4	0	0	0	**52**			0	2	70	10	0	0	0	**82**		
Hourly Total	**0**	**2**	**217**	**35**	**1**	**0**	**1**	**256**			**0**	**3**	**368**	**55**	**1**	**0**	**0**	**427**		
18:00 - 18:15	0	0	34	5	0	0	0	**39**			0	1	73	7	0	0	0	**81**		
18:15 - 18:30	0	0	36	2	0	0	0	**38**			0	0	54	11	0	1	0	**66**		
18:30 - 18:45	0	1	33	0	0	0	0	**34**			0	0	52	4	0	0	0	**56**		
18:45 - 19:00	0	0	26	1	0	0	0	**27**			0	0	40	4	0	0	0	**44**		
Hourly Total	**0**	**1**	**129**	**8**	**0**	**0**	**0**	**138**			**0**	**1**	**219**	**26**	**0**	**1**	**0**	**247**		
TOTAL	**0**	**5**	**484**	**74**	**3**	**5**	**1**	**572**			**0**	**10**	**886**	**164**	**2**	**2**	**0**	**1064**		

Crawley, Thursday 10th March 2022

Traffic Information Consultancy

Junction: 1A
Approach: North Street

	To B2028 (S)										To B2028 (N)								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL			CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	
07:00 - 07:15	0	0	5	0	0	0	0	**5**			0	0	9	1	4	0	0	**14**	
07:15 - 07:30	0	0	7	0	0	0	0	**7**			0	0	12	3	3	1	0	**19**	
07:30 - 07:45	0	0	19	5	0	0	0	**24**			0	0	14	3	1	0	0	**18**	
07:45 - 08:00	0	0	25	2	0	0	0	**27**			0	0	16	1	0	0	0	**17**	
Hourly Total	**0**	**0**	**56**	**7**	**0**	**0**	**0**	**63**			**0**	**0**	**51**	**8**	**8**	**1**	**0**	**68**	
08:00 - 08:15	0	0	35	1	0	0	0	**36**			0	0	26	4	0	2	0	**32**	
08:15 - 08:30	0	0	24	0	0	0	0	**24**			0	0	20	5	1	1	0	**27**	
08:30 - 08:45	0	0	17	0	0	0	0	**17**			0	0	20	4	1	0	1	**26**	
08:45 - 09:00	0	0	11	0	0	0	0	**11**			0	0	20	2	0	1	0	**23**	
Hourly Total	**0**	**0**	**87**	**1**	**0**	**0**	**0**	**88**	**0%**		**0**	**0**	**86**	**15**	**2**	**4**	**1**	**108**	**6%**
09:00 - 09:15	0	0	6	0	0	0	0	**6**			0	0	24	6	0	3	0	**33**	
09:15 - 09:30	0	0	7	2	0	0	0	**9**			0	0	14	2	3	0	0	**19**	
09:30 - 09:45	0	0	5	1	0	0	0	**6**			0	0	17	0	2	3	0	**22**	
09:45 - 10:00	0	0	1	0	0	0	0	**1**			0	0	13	3	2	3	0	**21**	
Hourly Total	**0**	**0**	**19**	**3**	**0**	**0**	**0**	**22**			**0**	**0**	**68**	**11**	**7**	**9**	**0**	**95**	
TOTAL	**0**	**0**	**162**	**11**	**0**	**0**	**0**	**173**			**0**	**0**	**205**	**34**	**17**	**14**	**1**	**271**	
16:00 - 16:15	0	0	14	0	0	0	0	**14**			0	0	27	4	0	4	0	**35**	
16:15 - 16:30	0	0	17	1	0	0	0	**18**			0	0	30	4	0	0	0	**34**	
16:30 - 16:45	0	0	21	1	0	0	0	**22**			0	0	26	2	2	1	1	**32**	
16:45 - 17:00	0	0	20	1	0	0	0	**21**	**94**	**0%**	0	0	34	2	0	0	0	**36**	**148**
Hourly Total	**0**	**0**	**72**	**3**	**0**	**0**	**0**	**75**			**0**	**0**	**117**	**12**	**2**	**5**	**1**	**137**	
17:00 - 17:15	0	0	25	4	0	0	0	**29**			0	0	38	5	0	0	0	**43**	
17:15 - 17:30	0	1	27	1	0	0	0	**29**			0	0	28	2	0	0	0	**30**	
17:30 - 17:45	0	0	15	0	0	0	0	**15**			0	0	31	8	0	0	0	**39**	
17:45 - 18:00	0	0	15	3	0	0	0	**18**			0	0	22	2	0	0	0	**24**	
Hourly Total	**0**	**1**	**82**	**8**	**0**	**0**	**0**	**91**			**0**	**0**	**119**	**17**	**0**	**0**	**0**	**136**	
18:00 - 18:15	0	0	9	1	0	0	0	**10**			0	0	15	2	0	1	0	**18**	
18:15 - 18:30	0	0	8	0	0	0	0	**8**			0	0	16	0	0	0	0	**16**	
18:30 - 18:45	0	0	5	0	0	0	0	**5**			0	0	18	1	0	0	0	**19**	
18:45 - 19:00	0	0	2	0	0	0	0	**2**			0	0	16	1	0	0	0	**17**	
Hourly Total	**0**	**0**	**24**	**1**	**0**	**0**	**0**	**25**			**0**	**0**	**65**	**4**	**0**	**1**	**0**	**70**	
TOTAL	**0**	**1**	**178**	**12**	**0**	**0**	**0**	**191**			**0**	**0**	**301**	**33**	**2**	**6**	**1**	**343**	

Crawley, Thursday 10th March 2022

Junction: 1A
Approach: B2028 South

	To B2028 (N)										To North Street									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL			CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL		
07:00 - 07:15	0	0	54	18	1	0	0	**73**			0	0	0	0	0	0	0	**0**		
07:15 - 07:30	0	2	62	13	1	0	0	**78**			0	0	0	0	0	0	0	**0**		
07:30 - 07:45	0	1	53	15	2	0	1	**72**			0	0	2	0	0	0	1	**3**		
07:45 - 08:00	0	1	48	12	1	1	1	**64**			0	0	4	0	0	0	2	**6**		
Hourly Total	**0**	**4**	**217**	**58**	**5**	**1**	**2**	**287**			**0**	**0**	**6**	**0**	**0**	**0**	**3**	**9**		
08:00 - 08:15	0	0	54	16	2	0	0	**72**			0	0	1	0	0	0	0	**1**		
08:15 - 08:30	0	1	67	9	0	0	0	**77**			0	0	1	0	0	0	0	**1**		
08:30 - 08:45	0	0	48	10	2	0	0	**60**			0	0	0	0	0	0	0	**0**		
08:45 - 09:00	0	0	52	12	1	2	0	**67**			0	0	1	0	0	0	0	**1**		
Hourly Total	**0**	**1**	**221**	**47**	**5**	**2**	**0**	**276**	**3%**		**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0%**	
09:00 - 09:15	0	1	37	11	1	2	0	**52**			0	0	2	0	0	0	1	**3**		
09:15 - 09:30	0	0	58	8	3	0	0	**69**			0	0	1	0	0	0	0	**1**		
09:30 - 09:45	1	0	41	12	1	1	0	**56**			0	0	0	0	0	0	0	**0**		
09:45 - 10:00	0	0	39	12	0	0	0	**51**			0	0	0	0	0	0	1	**1**		
Hourly Total	**1**	**1**	**175**	**43**	**5**	**3**	**0**	**228**			**0**	**0**	**3**	**0**	**0**	**0**	**2**	**5**		
TOTAL	**1**	**6**	**613**	**148**	**15**	**6**	**2**	**791**			**0**	**0**	**12**	**0**	**0**	**0**	**5**	**17**		
16:00 - 16:15	0	0	57	10	0	0	0	**67**			0	0	2	0	0	0	0	**2**		
16:15 - 16:30	0	4	61	13	1	0	0	**79**			0	0	3	0	0	0	0	**3**		
16:30 - 16:45	0	2	44	14	0	0	1	**61**			0	0	0	0	0	0	2	**2**		
16:45 - 17:00	0	2	58	12	2	0	0	**74**	**243**	**1%**	0	0	2	0	0	0	0	**2**	**9**	
Hourly Total	**0**	**8**	**220**	**49**	**3**	**0**	**1**	**281**			**0**	**0**	**7**	**0**	**0**	**0**	**2**	**9**		
17:00 - 17:15	0	0	48	7	0	0	0	**55**			0	0	3	1	0	0	0	**4**		
17:15 - 17:30	0	1	45	6	0	0	0	**52**			0	0	1	0	0	0	0	**1**		
17:30 - 17:45	0	0	56	6	0	0	0	**62**			0	0	1	0	0	0	1	**2**		
17:45 - 18:00	0	0	64	6	1	0	0	**71**			0	0	1	0	1	0	0	**2**		
Hourly Total	**0**	**1**	**213**	**25**	**1**	**0**	**0**	**240**			**0**	**0**	**6**	**1**	**1**	**0**	**1**	**9**		
18:00 - 18:15	0	0	50	8	1	0	0	**59**			0	0	2	0	0	0	0	**2**		
18:15 - 18:30	0	0	47	2	0	0	0	**49**			0	0	1	0	0	0	0	**1**		
18:30 - 18:45	0	1	29	3	0	0	0	**33**			0	0	0	0	0	0	0	**0**		
18:45 - 19:00	0	0	31	2	0	0	1	**34**			0	0	1	0	0	0	0	**1**		
Hourly Total	**0**	**1**	**157**	**15**	**1**	**0**	**1**	**175**			**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**		
TOTAL	**0**	**10**	**590**	**89**	**5**	**0**	**2**	**696**			**0**	**0**	**17**	**1**	**1**	**0**	**3**	**22**		

Crawley, Thursday 10th March 2022

Junction: 1B
Approach: North Street

	To East Street (E)										To East Street (W)									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL			CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL		
07:00 - 07:15	0	0	9	3	0	0	0	**12**			0	0	0	1	0	0	0	**1**		
07:15 - 07:30	0	0	8	3	0	0	0	**11**			0	0	0	0	0	0	1	**1**		
07:30 - 07:45	0	0	27	4	1	1	0	**33**			0	0	1	0	0	0	2	**3**		
07:45 - 08:00	0	0	37	11	1	1	1	**51**			0	0	2	0	0	0	2	**4**		
Hourly Total	**0**	**0**	**81**	**21**	**2**	**2**	**1**	**107**			**0**	**0**	**3**	**1**	**0**	**0**	**5**	**9**		
08:00 - 08:15	0	0	55	7	3	0	0	**65**			0	0	0	0	0	0	1	**1**		
08:15 - 08:30	0	0	65	16	0	1	0	**82**			0	0	0	0	0	0	0	**0**		
08:30 - 08:45	0	0	70	12	1	1	0	**84**			0	0	0	0	0	0	0	**0**		
08:45 - 09:00	0	0	66	2	1	3	0	**72**			0	0	0	0	0	0	0	**0**		
Hourly Total	**0**	**0**	**256**	**37**	**5**	**5**	**0**	**303**	**3%**		**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0%**	
09:00 - 09:15	0	0	43	5	4	1	1	**54**			0	0	0	0	0	0	1	**1**		
09:15 - 09:30	0	0	40	10	0	2	0	**52**			0	0	0	0	0	0	0	**0**		
09:30 - 09:45	0	0	36	7	1	4	0	**48**			0	0	0	0	0	0	0	**0**		
09:45 - 10:00	0	0	33	3	2	1	1	**40**			0	0	0	0	0	0	0	**0**		
Hourly Total	**0**	**0**	**152**	**25**	**7**	**8**	**2**	**194**			**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**		
TOTAL	**0**	**0**	**489**	**83**	**14**	**15**	**3**	**604**			**0**	**0**	**3**	**1**	**0**	**0**	**7**	**11**		
16:00 - 16:15	0	0	30	11	0	0	0	**41**			0	0	0	0	0	0	0	**0**		
16:15 - 16:30	0	1	41	6	1	2	0	**51**			0	0	0	0	0	0	0	**0**		
16:30 - 16:45	0	1	34	11	1	3	1	**51**			0	0	0	0	0	0	1	**1**		
16:45 - 17:00	0	0	39	4	0	0	0	**43**	**251**	**0%**	0	0	0	0	0	0	0	**0**	**2**	
Hourly Total	**0**	**2**	**144**	**32**	**2**	**5**	**1**	**186**			**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**		
17:00 - 17:15	0	0	58	15	1	0	0	**74**			0	0	1	0	0	0	0	**1**		
17:15 - 17:30	0	0	60	9	0	0	0	**69**			0	0	0	0	0	0	0	**0**		
17:30 - 17:45	0	2	53	9	0	0	1	**65**			0	0	0	0	0	0	1	**1**		
17:45 - 18:00	0	0	52	4	1	0	0	**57**			0	0	0	0	0	0	0	**0**		
Hourly Total	**0**	**2**	**223**	**37**	**2**	**0**	**1**	**265**			**0**	**0**	**1**	**0**	**0**	**0**	**1**	**2**		
18:00 - 18:15	0	0	33	4	0	0	0	**37**			0	0	2	0	0	0	0	**2**		
18:15 - 18:30	0	0	38	2	0	0	0	**40**			0	0	0	0	0	0	0	**0**		
18:30 - 18:45	0	1	33	0	0	0	0	**34**			0	0	0	0	0	0	0	**0**		
18:45 - 19:00	0	1	27	1	0	0	0	**29**			0	0	0	0	0	0	0	**0**		
Hourly Total	**0**	**2**	**131**	**7**	**0**	**0**	**0**	**140**			**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**		
TOTAL	**0**	**6**	**498**	**76**	**4**	**5**	**2**	**591**			**0**	**0**	**3**	**0**	**0**	**0**	**2**	**5**		

Crawley, Thursday 10th March 2022

Traffic Information Consultancy

Junction: 1B
Approach: East Street East

	To East Street (W)										To North Street									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL			CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL		
07:00 - 07:15	0	3	20	6	3	0	0	**32**			0	0	14	1	4	0	0	**19**		
07:15 - 07:30	0	0	19	5	2	0	0	**26**			0	0	19	3	3	1	0	**26**		
07:30 - 07:45	0	1	28	11	2	0	0	**42**			0	0	30	8	1	0	0	**39**		
07:45 - 08:00	0	0	35	9	2	0	1	**47**			0	0	45	3	0	0	0	**48**		
Hourly Total	**0**	**4**	**102**	**31**	**9**	**0**	**1**	**147**			**0**	**0**	**108**	**15**	**8**	**1**	**0**	**132**		
08:00 - 08:15	0	0	32	11	0	0	0	**43**			0	0	58	5	0	2	0	**65**		
08:15 - 08:30	1	0	27	9	2	0	1	**40**			0	0	44	5	1	1	0	**51**		
08:30 - 08:45	0	0	22	4	3	2	1	**32**			0	0	37	4	1	0	1	**43**		
08:45 - 09:00	0	0	21	10	1	0	0	**32**			0	0	31	2	0	1	0	**34**		
Hourly Total	**1**	**0**	**102**	**34**	**6**	**2**	**2**	**147**	**5%**		**0**	**0**	**170**	**16**	**2**	**4**	**1**	**193**	**3%**	
09:00 - 09:15	0	0	24	7	0	0	1	**32**			0	0	29	6	0	3	0	**38**		
09:15 - 09:30	0	0	21	8	1	2	0	**32**			0	0	21	4	3	0	0	**28**		
09:30 - 09:45	0	0	26	6	2	2	0	**36**			0	0	22	1	2	3	0	**28**		
09:45 - 10:00	0	0	33	2	2	1	1	**39**			0	0	14	3	2	4	0	**23**		
Hourly Total	**0**	**0**	**104**	**23**	**5**	**5**	**2**	**139**			**0**	**0**	**86**	**14**	**7**	**10**	**0**	**117**		
TOTAL	**1**	**4**	**308**	**88**	**20**	**7**	**5**	**433**			**0**	**0**	**364**	**45**	**17**	**15**	**1**	**442**		
16:00 - 16:15	0	0	33	11	0	0	0	**44**			0	0	41	4	0	4	0	**49**		
16:15 - 16:30	0	0	28	11	0	1	0	**40**			0	0	47	5	0	0	0	**52**		
16:30 - 16:45	0	0	40	13	0	0	1	**54**			0	0	48	3	2	1	1	**55**		
16:45 - 17:00	0	0	33	12	0	0	0	**45**	**194**	**0%**	0	0	53	3	0	0	0	**56**	**241**	**0%**
Hourly Total	**0**	**0**	**134**	**47**	**0**	**1**	**1**	**183**			**0**	**0**	**189**	**15**	**2**	**5**	**1**	**212**		
17:00 - 17:15	0	2	43	13	0	0	0	**58**			0	0	61	9	0	0	0	**70**		
17:15 - 17:30	0	0	45	6	0	0	0	**51**			0	1	56	3	0	0	0	**60**		
17:30 - 17:45	0	2	34	3	0	0	1	**40**			0	0	47	8	0	0	0	**55**		
17:45 - 18:00	0	0	26	4	0	0	0	**30**			0	0	37	5	0	0	0	**42**		
Hourly Total	**0**	**4**	**148**	**26**	**0**	**0**	**1**	**179**			**0**	**1**	**201**	**25**	**0**	**0**	**0**	**227**		
18:00 - 18:15	0	0	35	4	0	0	0	**39**			0	0	24	2	0	1	0	**27**		
18:15 - 18:30	0	0	26	2	0	0	0	**28**			0	0	25	1	0	0	0	**26**		
18:30 - 18:45	0	0	18	1	0	0	0	**19**			0	0	22	1	0	0	0	**23**		
18:45 - 19:00	0	0	21	1	0	0	0	**22**			0	0	19	1	0	0	0	**20**		
Hourly Total	**0**	**0**	**100**	**8**	**0**	**0**	**0**	**108**			**0**	**0**	**90**	**5**	**0**	**1**	**0**	**96**		
TOTAL	**0**	**4**	**382**	**81**	**0**	**1**	**2**	**470**			**0**	**1**	**480**	**45**	**2**	**6**	**1**	**535**		

Crawley, Thursday 10th March 2022

Traffic Information Consultancy

Junction: 1B
Approach: East Street West

	To North Street										To East Street (E)									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL			CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL		
07:00 - 07:15	0	0	0	0	0	0	0	**0**			0	1	26	11	0	0	0	**38**		
07:15 - 07:30	0	0	0	0	0	0	0	**0**			0	1	39	15	0	1	0	**56**		
07:30 - 07:45	0	0	1	0	0	0	0	**1**			0	0	30	15	1	0	0	**46**		
07:45 - 08:00	0	0	0	0	0	0	0	**0**			0	0	66	19	4	0	0	**89**		
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**			**0**	**2**	**161**	**60**	**5**	**1**	**0**	**229**		
08:00 - 08:15	0	0	0	0	0	0	0	**0**			0	0	63	13	1	0	0	**77**		
08:15 - 08:30	0	0	0	0	0	0	0	**0**			0	1	44	17	1	1	0	**64**		
08:30 - 08:45	0	0	0	0	0	0	0	**0**			0	0	57	13	0	0	0	**70**		
08:45 - 09:00	0	0	0	0	0	0	0	**0**			0	0	51	13	2	1	0	**67**		
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0%**		**0**	**1**	**215**	**56**	**4**	**2**	**0**	**278**	**2%**	
09:00 - 09:15	0	0	0	0	0	0	0	**0**			0	0	36	8	0	0	0	**44**		
09:15 - 09:30	0	0	0	0	0	0	0	**0**			0	0	43	8	3	1	0	**55**		
09:30 - 09:45	0	0	0	0	0	0	0	**0**			0	0	43	13	0	0	0	**56**		
09:45 - 10:00	0	0	0	0	0	0	0	**0**			0	1	37	10	0	0	0	**48**		
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			**0**	**1**	**159**	**39**	**3**	**1**	**0**	**203**		
TOTAL	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**			**0**	**4**	**535**	**155**	**12**	**4**	**0**	**710**		
16:00 - 16:15	0	0	0	0	0	0	0	**0**			0	0	45	5	1	0	1	**52**		
16:15 - 16:30	0	0	0	0	0	0	0	**0**			0	4	26	9	1	0	0	**40**		
16:30 - 16:45	0	0	0	0	0	0	0	**0**			0	1	37	10	1	0	0	**49**		
16:45 - 17:00	0	0	0	0	0	0	0	**0**	**0**	**0%**	0	0	29	9	1	1	0	**40**	**222**	**1%**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			**0**	**5**	**137**	**33**	**4**	**1**	**1**	**181**		
17:00 - 17:15	0	0	0	0	0	0	0	**0**			0	2	41	13	0	0	0	**56**		
17:15 - 17:30	0	0	0	0	0	0	0	**0**			0	0	62	4	0	0	0	**66**		
17:30 - 17:45	0	0	0	0	0	0	0	**0**			0	0	54	6	0	0	0	**60**		
17:45 - 18:00	0	0	0	0	0	0	0	**0**			0	2	44	9	0	0	0	**55**		
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			**0**	**4**	**201**	**32**	**0**	**0**	**0**	**237**		
18:00 - 18:15	0	0	0	0	0	0	0	**0**			0	0	49	3	0	0	0	**52**		
18:15 - 18:30	0	0	0	0	0	0	0	**0**			0	0	50	6	1	0	0	**57**		
18:30 - 18:45	0	0	0	0	0	0	0	**0**			0	0	36	4	0	0	0	**40**		
18:45 - 19:00	0	0	0	0	0	0	0	**0**			0	0	32	2	0	0	0	**34**		
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			**0**	**0**	**167**	**15**	**1**	**0**	**0**	**183**		
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			**0**	**9**	**505**	**80**	**5**	**1**	**1**	**601**		

Crawley, Thursday 10th March 2022

Traffic Information Consultancy

Junction: 1C

Approach: B2028 North

	3										2										1									
	To East Street										To B2028 (S)										To Church Road									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL			CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL			CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL		
07:00 - 07:15	0	0	1	0	0	0	0	1			0	1	26	19	0	0	0	46			0	0	10	3	0	0	0	13		
07:15 - 07:30	0	0	0	1	0	0	0	1			0	0	28	11	0	0	0	39			0	0	14	1	0	0	0	15		
07:30 - 07:45	0	0	1	0	0	0	0	1			0	0	39	17	2	0	1	59			0	1	34	6	0	0	0	41		
07:45 - 08:00	0	0	8	0	0	0	0	8			0	1	41	16	2	2	0	62			0	0	42	4	0	0	0	46		
Hourly Total	**0**	**0**	**10**	**1**	**0**	**0**	**0**	**11**			**0**	**2**	**134**	**63**	**4**	**2**	**1**	**206**			**0**	**1**	**100**	**14**	**0**	**0**	**0**	**115**		
08:00 - 08:15	0	0	0	1	0	0	0	1			0	0	48	17	0	0	0	65			0	0	53	1	0	0	1	55		
08:15 - 08:30	0	0	0	0	0	0	0	0			0	0	54	18	1	0	0	73			0	0	43	3	0	0	0	46		
08:30 - 08:45	0	0	1	0	0	0	0	1			0	2	43	10	5	0	0	60			0	0	33	0	0	0	0	33		
08:45 - 09:00	0	0	0	1	0	0	0	1			0	0	43	13	1	0	0	57			0	0	34	1	0	0	0	35		
Hourly Total	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**3**	**0%**		**0**	**2**	**188**	**58**	**7**	**0**	**0**	**255**	**3%**		**0**	**0**	**163**	**5**	**0**	**0**	**1**	**169**	**0%**	
09:00 - 09:15	0	0	2	0	0	0	0	2			1	0	37	12	1	0	0	51			0	0	16	2	0	0	0	18		
09:15 - 09:30	0	0	0	0	0	0	0	0			0	0	33	8	0	0	0	41			0	0	9	4	0	0	0	13		
09:30 - 09:45	0	0	0	0	0	0	0	0			0	0	30	13	2	1	0	46			0	0	10	3	0	0	0	13		
09:45 - 10:00	0	0	0	0	0	0	0	0			2	1	33	8	2	2	1	49			0	0	10	2	0	0	0	12		
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**			**3**	**1**	**133**	**41**	**5**	**3**	**1**	**187**			**0**	**0**	**45**	**11**	**0**	**0**	**0**	**56**		
TOTAL	**0**	**0**	**13**	**3**	**0**	**0**	**0**	**16**			**3**	**5**	**455**	**162**	**16**	**5**	**2**	**648**			**0**	**1**	**308**	**30**	**0**	**0**	**1**	**340**		
16:00 - 16:15	0	0	1	1	0	0	0	2			0	0	66	16	0	0	0	82			0	0	21	1	0	0	0	22		
16:15 - 16:30	0	0	0	0	0	0	0	0			0	2	55	19	0	1	0	77			0	0	21	4	0	0	0	25		
16:30 - 16:45	0	0	0	0	0	0	0	0			0	2	65	24	0	0	0	91			0	0	33	1	0	0	0	34		
16:45 - 17:00	0	0	0	0	0	0	0	0	1	0%	0	2	76	18	0	0	0	96	408	0%	0	0	33	1	1	0	0	35	140	1%
Hourly Total	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**			**0**	**6**	**262**	**77**	**0**	**1**	**0**	**346**			**0**	**0**	**108**	**7**	**1**	**0**	**0**	**116**		
17:00 - 17:15	0	0	0	0	0	0	0	0			0	1	90	14	1	0	0	106			0	0	34	4	0	0	0	38		
17:15 - 17:30	0	0	1	0	0	0	0	1			0	0	95	18	0	0	0	113			0	1	35	2	0	0	0	38		
17:30 - 17:45	0	0	0	0	0	0	0	0			0	0	83	10	0	0	0	93			0	0	28	1	0	0	0	29		
17:45 - 18:00	0	0	1	0	0	0	0	1			0	1	63	12	0	0	0	76			0	1	21	1	0	0	0	23		
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**			**0**	**2**	**331**	**54**	**1**	**0**	**0**	**388**			**0**	**2**	**118**	**8**	**0**	**0**	**0**	**128**		
18:00 - 18:15	0	0	0	0	0	0	0	0			0	1	66	7	0	0	0	74			0	0	15	1	0	0	0	16		
18:15 - 18:30	0	0	2	0	0	0	0	2			0	0	47	8	0	1	0	56			0	0	14	1	0	0	0	15		
18:30 - 18:45	0	0	2	0	0	0	0	2			0	0	48	7	0	0	0	55			0	0	7	0	0	0	0	7		
18:45 - 19:00	0	0	0	0	0	0	0	0			0	0	40	4	0	0	0	44			0	0	2	0	0	0	0	2		
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**			**0**	**1**	**201**	**26**	**0**	**1**	**0**	**229**			**0**	**0**	**38**	**2**	**0**	**0**	**0**	**40**		
TOTAL	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**8**			**0**	**9**	**794**	**157**	**1**	**2**	**0**	**963**			**0**	**2**	**264**	**17**	**1**	**0**	**0**	**284**		

Crawley, Thursday 10th March 2022

Traffic Information Consultancy

Junction: 1C
Approach: East Street

	2										1										3									
	To B2028 (S)										To Church Road										To B2028 (N)									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL			CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL			CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL		
07:00 - 07:15	0	0	1	1	1	0	0	3			0	3	19	6	2	0	0	30			0	0	0	0	0	0	0	0		
07:15 - 07:30	0	0	2	0	0	0	1	3			0	0	18	4	2	0	0	24			0	0	0	0	0	0	0	0		
07:30 - 07:45	0	1	6	1	0	0	1	9			0	0	22	10	2	0	0	34			0	0	0	0	0	0	1	1		
07:45 - 08:00	0	0	3	1	2	0	1	7			0	0	33	9	0	0	1	43			0	0	0	0	0	0	1	1		
Hourly Total	**0**	**1**	**12**	**3**	**3**	**0**	**3**	**22**			**0**	**3**	**92**	**29**	**6**	**0**	**1**	**131**			**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**		
08:00 - 08:15	0	0	1	0	0	0	1	2			0	0	33	11	0	0	0	44			0	0	1	0	0	0	0	1		
08:15 - 08:30	0	0	1	0	0	0	0	1			1	0	26	8	2	0	1	38			0	0	0	0	0	0	0	0		
08:30 - 08:45	0	0	2	1	0	1	0	4			0	0	20	3	3	1	1	28			0	0	0	0	0	0	0	0		
08:45 - 09:00	0	0	2	2	0	0	0	4			0	0	17	8	1	0	0	26			0	0	1	0	0	0	0	1		
Hourly Total	**0**	**0**	**6**	**3**	**0**	**1**	**1**	**11**	**9%**		**1**	**0**	**96**	**30**	**6**	**1**	**2**	**136**	**5%**		**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0%**	
09:00 - 09:15	0	0	3	1	0	0	1	5			0	0	23	6	0	0	1	30			0	0	0	0	0	0	0	0		
09:15 - 09:30	0	0	2	3	1	0	0	6			0	0	19	5	0	2	0	26			0	0	0	0	0	0	0	0		
09:30 - 09:45	0	0	4	0	0	1	0	5			0	0	19	6	2	1	0	28			0	0	1	0	0	0	0	1		
09:45 - 10:00	0	0	5	0	1	1	1	8			0	0	27	2	1	0	0	30			0	0	0	0	0	0	0	0		
Hourly Total	**0**	**0**	**14**	**4**	**2**	**2**	**2**	**24**			**0**	**0**	**88**	**19**	**3**	**3**	**1**	**114**			**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**		
TOTAL	**0**	**1**	**32**	**10**	**5**	**3**	**6**	**57**			**1**	**3**	**276**	**78**	**15**	**4**	**4**	**381**			**0**	**0**	**3**	**0**	**0**	**0**	**2**	**5**		
16:00 - 16:15	0	0	5	1	0	0	0	6			0	0	25	10	0	0	0	35			0	0	2	0	0	0	0	2		
16:15 - 16:30	0	0	5	1	0	0	0	6			0	0	23	11	0	1	0	35			0	0	0	0	0	0	0	0		
16:30 - 16:45	0	0	2	0	0	0	1	3			0	0	36	13	0	0	0	49			0	0	1	0	0	0	1	2		
16:45 - 17:00	0	0	7	1	0	0	0	8	18	0%	0	0	27	11	0	0	0	38	178	0%	0	0	0	0	0	0	0	0	2	0%
Hourly Total	**0**	**0**	**19**	**3**	**0**	**0**	**1**	**23**			**0**	**0**	**111**	**45**	**0**	**1**	**0**	**157**			**0**	**0**	**3**	**0**	**0**	**0**	**1**	**4**		
17:00 - 17:15	0	0	3	2	0	0	0	5			0	2	37	11	0	0	0	50			0	0	2	0	0	0	0	2		
17:15 - 17:30	0	0	3	0	0	0	0	3			0	0	44	6	0	0	0	50			0	0	0	0	0	0	0	0		
17:30 - 17:45	0	0	1	0	0	0	1	2			0	2	34	3	0	0	1	40			0	0	0	0	0	0	0	0		
17:45 - 18:00	0	0	4	0	0	0	0	4			0	0	23	4	0	0	0	27			0	0	0	0	0	0	0	0		
Hourly Total	**0**	**0**	**11**	**2**	**0**	**0**	**1**	**14**			**0**	**4**	**138**	**24**	**0**	**0**	**1**	**167**			**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**		
18:00 - 18:15	0	0	4	2	0	0	0	6			0	0	32	2	0	0	0	34			0	0	1	0	0	0	0	1		
18:15 - 18:30	0	0	5	0	0	0	0	5			0	0	20	2	0	0	0	22			0	0	1	0	0	0	0	1		
18:30 - 18:45	0	0	4	0	0	0	0	4			0	0	13	1	0	0	0	14			0	0	1	0	0	0	0	1		
18:45 - 19:00	0	0	2	1	0	0	0	3			0	0	18	0	0	0	0	18			0	0	1	0	0	0	0	1		
Hourly Total	**0**	**0**	**15**	**3**	**0**	**0**	**0**	**18**			**0**	**0**	**83**	**5**	**0**	**0**	**0**	**88**			**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**		
TOTAL	**0**	**0**	**45**	**8**	**0**	**0**	**2**	**55**			**0**	**4**	**332**	**74**	**0**	**1**	**1**	**412**			**0**	**0**	**9**	**0**	**0**	**0**	**1**	**10**		

Crawley, Thursday 10th March 2022

Traffic Information Consultancy

Junction: 1C
Approach: B2028 South

	1										3										2									
	To Church Road										To B2028 (N)										To East Street									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL			CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL			CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL		
07:00 - 07:15	0	1	48	10	0	0	0	59			0	0	48	14	0	0	0	62			0	0	2	2	0	0	0	4		
07:15 - 07:30	0	0	49	11	0	0	0	60			0	2	57	15	1	0	0	75			0	0	1	1	0	0	0	2		
07:30 - 07:45	0	0	92	21	0	0	0	113			0	1	52	14	0	0	0	67			0	0	5	0	1	0	0	6		
07:45 - 08:00	0	1	73	23	0	0	0	97			0	1	45	10	1	1	1	59			0	0	7	1	0	0	0	8		
Hourly Total	**0**	**2**	**262**	**65**	**0**	**0**	**0**	329			**0**	**4**	**202**	**53**	**2**	**1**	**1**	263			**0**	**0**	**15**	**4**	**1**	**0**	**0**	20		
08:00 - 08:15	0	0	82	17	2	0	0	101			0	0	51	15	2	0	0	68			0	0	3	1	0	0	0	4		
08:15 - 08:30	0	0	70	5	0	0	0	75			0	1	60	8	0	0	0	69			0	0	3	2	0	0	0	5		
08:30 - 08:45	0	0	75	7	3	1	0	86			0	0	40	10	2	0	0	52			0	0	3	2	0	0	0	5		
08:45 - 09:00	0	2	61	12	1	0	0	76			0	0	37	9	1	2	0	49			0	0	6	2	0	0	0	8		
Hourly Total	**0**	**2**	**288**	**41**	**6**	**1**	**0**	338	**2%**		**0**	**1**	**188**	**42**	**5**	**2**	**0**	238	**3%**		**0**	**0**	**15**	**7**	**0**	**0**	**0**	22	**0%**	
09:00 - 09:15	0	1	49	8	0	0	0	58			0	1	32	10	1	2	1	47			0	0	7	1	0	0	0	8		
09:15 - 09:30	0	0	41	10	0	0	0	51			0	0	50	7	3	0	0	60			0	0	2	1	0	1	0	4		
09:30 - 09:45	0	0	36	2	1	0	0	39			0	0	32	7	1	1	0	41			0	0	4	0	0	0	0	4		
09:45 - 10:00	0	1	38	5	1	0	0	45			0	0	32	11	0	0	0	43			0	0	7	3	0	0	0	10		
Hourly Total	**0**	**2**	**164**	**25**	**2**	**0**	**0**	193			**0**	**1**	**146**	**35**	**5**	**3**	**1**	191			**0**	**0**	**20**	**5**	**0**	**1**	**0**	26		
TOTAL	**0**	**6**	**714**	**131**	**8**	**1**	**0**	860			**0**	**6**	**536**	**130**	**12**	**6**	**2**	692			**0**	**0**	**50**	**16**	**1**	**1**	**0**	68		
16:00 - 16:15	0	1	43	14	0	1	0	59			0	0	45	10	0	0	0	55			0	0	5	0	0	0	0	5		
16:15 - 16:30	0	0	60	11	0	0	0	71			0	4	54	9	0	0	0	67			0	1	4	2	1	0	0	8		
16:30 - 16:45	0	0	34	19	0	0	0	53			0	2	36	11	0	0	1	50			0	0	5	0	1	0	0	6		
16:45 - 17:00	0	0	43	14	1	0	0	58	238	0%	0	2	46	11	2	0	0	61	192	1%	0	0	2	1	0	1	0	4	13	8%
Hourly Total	**0**	**1**	**180**	**58**	**1**	**1**	**0**	241			**0**	**8**	**181**	**41**	**2**	**0**	**1**	233			**0**	**1**	**16**	**3**	**2**	**1**	**0**	23		
17:00 - 17:15	0	0	44	20	0	0	0	64			0	0	39	8	0	0	0	47			0	0	1	0	0	0	0	1		
17:15 - 17:30	0	1	48	13	0	0	0	62			0	0	33	4	0	0	0	37			0	0	6	0	0	0	0	6		
17:30 - 17:45	0	1	40	13	0	0	0	54			0	0	44	2	0	0	1	47			0	0	1	1	0	0	0	2		
17:45 - 18:00	0	0	47	8	0	0	0	55			0	0	50	5	1	0	0	56			0	0	8	0	0	0	0	8		
Hourly Total	**0**	**2**	**179**	**54**	**0**	**0**	**0**	235			**0**	**0**	**166**	**19**	**1**	**0**	**1**	187			**0**	**0**	**16**	**1**	**0**	**0**	**0**	17		
18:00 - 18:15	0	0	27	6	0	0	0	33			0	0	40	7	1	0	0	48			0	0	9	0	0	0	0	9		
18:15 - 18:30	0	1	29	7	0	0	0	37			0	0	39	2	0	0	0	41			0	0	4	0	1	0	0	5		
18:30 - 18:45	0	1	25	4	0	0	0	30			0	1	23	2	0	0	0	26			0	0	5	0	0	0	0	5		
18:45 - 19:00	0	1	14	3	0	0	0	18			0	0	26	2	0	0	1	29			0	0	4	0	0	0	0	4		
Hourly Total	**0**	**3**	**95**	**20**	**0**	**0**	**0**	118			**0**	**1**	**128**	**13**	**1**	**0**	**1**	144			**0**	**0**	**22**	**0**	**1**	**0**	**0**	23		
TOTAL	**0**	**6**	**454**	**132**	**1**	**1**	**0**	594			**0**	**9**	**475**	**73**	**4**	**0**	**3**	564			**0**	**1**	**54**	**4**	**3**	**1**	**0**	63		

Crawley, Thursday 10th March 2022

Traffic Information Consultancy

Junction: 1C

Approach: Church Road

	3										2										1									
	To B2028 (N)										To East Street										To B2028 (S)									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL			CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL			CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL		
07:00 - 07:15	0	0	9	2	1	0	0	12			0	1	24	8	0	0	0	33			1	0	20	12	0	0	0	33		
07:15 - 07:30	0	0	2	0	0	0	0	2			0	1	37	13	0	1	0	52			0	0	20	22	0	0	0	42		
07:30 - 07:45	0	0	2	2	2	0	1	7			0	0	29	15	0	0	0	44			0	0	20	14	0	1	0	35		
07:45 - 08:00	0	0	7	2	0	0	1	10			0	0	49	18	4	0	0	71			0	1	14	11	0	0	0	26		
Hourly Total	**0**	**0**	**20**	**6**	**3**	**0**	**2**	**31**			**0**	**2**	**139**	**54**	**4**	**1**	**0**	**200**			**1**	**1**	**74**	**59**	**0**	**1**	**0**	**136**		
08:00 - 08:15	0	0	3	1	0	0	0	4			0	0	59	12	1	0	0	72			0	0	13	8	0	1	0	22		
08:15 - 08:30	0	0	8	1	0	0	0	9			0	1	42	16	1	1	0	61			0	0	29	5	0	2	0	36		
08:30 - 08:45	0	0	10	0	0	0	0	10			0	0	51	10	0	0	0	61			0	0	17	6	2	1	0	26		
08:45 - 09:00	0	0	14	3	0	0	0	17			0	0	45	10	2	1	0	58			0	0	17	11	0	0	0	28		
Hourly Total	**0**	**0**	**35**	**5**	**0**	**0**	**0**	**40**	**0%**		**0**	**1**	**197**	**48**	**4**	**2**	**0**	**252**	**2%**		**0**	**0**	**76**	**30**	**2**	**4**	**0**	**112**	**5%**	**1578.00**
09:00 - 09:15	0	0	7	1	0	0	0	8			0	0	27	8	0	0	0	35			0	0	23	11	1	1	0	36		
09:15 - 09:30	0	0	8	2	0	0	0	10			0	0	41	8	3	0	0	52			0	0	26	11	1	0	0	38		
09:30 - 09:45	1	0	10	3	0	0	0	14			0	0	39	11	0	0	0	50			0	0	24	10	1	0	0	35		
09:45 - 10:00	0	0	7	1	0	0	1	9			0	1	30	7	0	0	0	38			0	0	24	6	0	0	0	30		
Hourly Total	**1**	**0**	**32**	**7**	**0**	**0**	**1**	**41**			**0**	**1**	**137**	**34**	**3**	**0**	**0**	**175**			**0**	**0**	**97**	**38**	**3**	**1**	**0**	**139**		
TOTAL	**1**	**0**	**87**	**18**	**3**	**0**	**3**	**112**			**0**	**4**	**473**	**136**	**11**	**3**	**0**	**627**			**1**	**1**	**247**	**127**	**5**	**6**	**0**	**387**		
16:00 - 16:15	0	0	12	1	0	0	0	13			0	0	38	5	1	0	1	45			0	1	31	11	0	0	0	43		
16:15 - 16:30	0	0	10	3	1	0	0	14			0	3	21	7	0	0	0	31			0	0	32	8	0	0	0	40		
16:30 - 16:45	0	0	7	4	0	0	1	12			0	1	33	10	0	0	0	44			0	1	44	4	0	0	0	49		
16:45 - 17:00	0	0	14	1	0	0	0	15	58	0%	0	0	27	8	1	0	0	36	203	0%	0	0	32	7	0	0	0	39	157	1%
Hourly Total	**0**	**0**	**43**	**9**	**1**	**0**	**1**	**54**			**0**	**4**	**119**	**30**	**2**	**0**	**1**	**156**			**0**	**2**	**139**	**30**	**0**	**0**	**0**	**171**		
17:00 - 17:15	0	0	11	0	0	0	0	11			0	2	40	12	0	0	0	54			0	0	35	3	1	0	0	39		
17:15 - 17:30	0	1	12	2	0	0	0	15			0	0	51	4	0	0	0	55			0	0	28	9	0	0	0	37		
17:30 - 17:45	0	0	13	4	0	0	0	17			0	0	53	5	0	0	0	58			0	0	37	5	0	0	0	42		
17:45 - 18:00	0	0	15	1	1	0	0	17			0	2	38	8	0	0	0	48			0	0	47	5	1	1	0	54		
Hourly Total	**0**	**1**	**51**	**7**	**1**	**0**	**0**	**60**	**2%**		**0**	**4**	**182**	**29**	**0**	**0**	**0**	**215**	**0%**		**0**	**0**	**147**	**22**	**2**	**1**	**0**	**172**	**2%**	**1587.00**
18:00 - 18:15	0	0	12	0	0	0	0	12			0	0	39	3	0	0	0	42			0	0	43	6	0	0	0	49		
18:15 - 18:30	0	0	8	0	0	0	0	8			0	0	44	7	0	0	0	51			0	0	42	5	0	0	0	47		
18:30 - 18:45	0	0	5	1	0	0	0	6			0	0	30	4	0	0	0	34			0	0	38	0	0	0	0	38		
18:45 - 19:00	0	0	5	1	0	0	0	6			0	0	29	2	0	0	0	31			0	0	30	3	0	0	0	33		
Hourly Total	**0**	**0**	**30**	**2**	**0**	**0**	**0**	**32**			**0**	**0**	**142**	**16**	**0**	**0**	**0**	**158**			**0**	**0**	**153**	**14**	**0**	**0**	**0**	**167**		
TOTAL	**0**	**1**	**124**	**18**	**2**	**0**	**1**	**146**			**0**	**8**	**443**	**75**	**2**	**0**	**1**	**529**			**0**	**2**	**439**	**66**	**2**	**1**	**0**	**510**		

Crawley, Thursday 10th March 2022

Junction: 2
Approach: Church Road

	To Paddockhurst Road											To Turners Hill Road									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL				CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL		
07:00 - 07:15	0	2	28	13	1	0	0	**44**				0	2	47	6	1	0	0	**56**		
07:15 - 07:30	0	0	44	7	2	0	0	**53**				0	0	38	8	0	0	0	**46**		
07:30 - 07:45	0	1	72	21	0	0	0	**94**				0	0	76	16	1	0	0	**93**		
07:45 - 08:00	0	1	78	21	0	0	0	**100**	**181**			0	0	65	15	0	0	1	**81**		
Hourly Total	**0**	**4**	**222**	**62**	**3**	**0**	**0**	**291**				**0**	**2**	**226**	**45**	**2**	**0**	**1**	**276**		
08:00 - 08:15	0	0	95	10	0	0	1	**106**	**197**			0	0	70	19	2	0	0	**91**		
08:15 - 08:30	0	0	76	7	2	0	1	**86**	**165**			1	0	69	9	0	0	0	**79**		
08:30 - 08:45	0	0	54	8	3	2	0	**67**	**131**			0	0	57	3	3	0	1	**64**		
08:45 - 09:00	0	1	48	11	0	0	0	**60**	**135**			0	1	63	9	2	0	0	**75**		
Hourly Total	**0**	**1**	**273**	**36**	**5**	**2**	**2**	**319**	**2%**			**1**	**1**	**259**	**40**	**7**	**0**	**1**	**309**	**2%**	
09:00 - 09:15	0	1	37	15	0	0	0	**53**	**110**			0	0	50	6	0	0	1	**57**		
09:15 - 09:30	0	0	35	13	0	2	0	**50**				0	0	36	3	0	0	0	**39**		
09:30 - 09:45	0	0	33	5	1	1	0	**40**				0	0	32	8	1	0	0	**41**		
09:45 - 10:00	0	1	41	4	1	0	0	**47**				0	0	34	5	1	0	0	**40**		
Hourly Total	**0**	**2**	**146**	**37**	**2**	**3**	**0**	**190**				**0**	**0**	**152**	**22**	**2**	**0**	**1**	**177**		
TOTAL	**0**	**7**	**641**	**135**	**10**	**5**	**2**	**800**				**1**	**3**	**637**	**107**	**11**	**0**	**3**	**762**		
16:00 - 16:15	0	0	53	11	1	0	0	**65**				0	1	37	14	0	1	0	**53**		
16:15 - 16:30	0	0	53	14	0	1	0	**68**				0	0	50	12	0	0	0	**62**		
16:30 - 16:45	0	0	55	18	0	0	0	**73**				0	0	48	15	0	0	0	**63**		
16:45 - 17:00	0	0	58	13	1	0	0	**72**	**282**	**0%**	**133**	0	0	47	13	1	0	0	**61**	**276**	**0%**
Hourly Total	**0**	**0**	**219**	**56**	**2**	**1**	**0**	**278**				**0**	**1**	**182**	**54**	**1**	**1**	**0**	**239**		
17:00 - 17:15	0	1	65	13	0	0	0	**79**			**149**	0	1	47	22	0	0	0	**70**		
17:15 - 17:30	0	1	66	10	0	0	0	**77**			**152**	0	1	61	13	0	0	0	**75**		
17:30 - 17:45	0	1	50	3	0	0	0	**54**			**124**	0	2	52	15	0	0	1	**70**		
17:45 - 18:00	0	2	37	6	0	0	0	**45**			**110**	0	0	58	7	0	0	0	**65**		
Hourly Total	**0**	**5**	**218**	**32**	**0**	**0**	**0**	**255**				**0**	**4**	**218**	**57**	**0**	**0**	**1**	**280**		
18:00 - 18:15	0	0	39	5	0	0	0	**44**			**85**	0	0	36	5	0	0	0	**41**		
18:15 - 18:30	0	0	26	4	0	0	0	**30**				0	1	35	6	0	0	0	**42**		
18:30 - 18:45	0	0	20	2	0	0	0	**22**				0	0	25	5	0	0	0	**30**		
18:45 - 19:00	0	0	15	2	0	0	0	**17**				0	0	19	3	0	0	0	**22**		
Hourly Total	**0**	**0**	**100**	**13**	**0**	**0**	**0**	**113**				**0**	**1**	**115**	**19**	**0**	**0**	**0**	**135**		
TOTAL	**0**	**5**	**537**	**101**	**2**	**1**	**0**	**646**				**0**	**6**	**515**	**130**	**1**	**1**	**1**	**654**		

Crawley, Thursday 10th March 2022

Traffic Information Consultancy

Junction: 2

Approach: Paddockhurst Road

								2												1
	To Turners Hill Road										To Church Road									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL			CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL		
07:00 - 07:15	0	0	0	0	0	0	0	**0**			1	0	26	15	1	0	0	**43**		
07:15 - 07:30	0	0	3	0	0	0	0	**3**			0	0	35	25	0	1	0	**61**		
07:30 - 07:45	0	0	2	0	0	0	0	**2**			0	0	31	22	2	0	0	**55**		
07:45 - 08:00	0	0	1	1	0	0	0	**2**			0	0	49	24	1	1	1	**76**	**109**	
Hourly Total	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**7**			**1**	**0**	**141**	**86**	**4**	**2**	**1**	**235**		
08:00 - 08:15	0	0	3	0	0	0	0	**3**			0	1	42	11	1	1	0	**56**	**98**	
08:15 - 08:30	0	0	6	1	0	0	1	**8**			0	0	53	12	0	2	0	**67**	**93**	
08:30 - 08:45	0	0	2	0	0	0	0	**2**			0	0	42	13	2	1	0	**58**	**99**	
08:45 - 09:00	0	0	3	0	0	0	0	**3**			0	0	34	12	1	1	0	**48**	**83**	
Hourly Total	**0**	**0**	**14**	**1**	**0**	**0**	**1**	**16**	**0%**		**0**	**1**	**171**	**48**	**4**	**5**	**0**	**229**	**4%**	
09:00 - 09:15	0	0	1	1	0	0	0	**2**			0	0	30	13	2	1	0	**46**	**76**	
09:15 - 09:30	0	0	3	0	0	0	0	**3**			1	0	46	16	1	0	0	**64**		
09:30 - 09:45	0	0	1	0	0	0	0	**1**			0	0	45	13	0	0	0	**58**		
09:45 - 10:00	0	0	2	0	0	0	0	**2**			0	1	35	8	0	0	0	**44**		
Hourly Total	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**8**			**1**	**1**	**156**	**50**	**3**	**1**	**0**	**212**		
TOTAL	**0**	**0**	**27**	**3**	**0**	**0**	**1**	**31**			**2**	**2**	**468**	**184**	**11**	**8**	**1**	**676**		
16:00 - 16:15	0	0	0	0	0	0	0	**0**			0	1	44	12	1	0	0	**58**		
16:15 - 16:30	0	0	2	0	0	0	0	**2**			0	3	40	13	1	0	0	**57**		
16:30 - 16:45	0	0	4	0	0	0	0	**4**			0	1	47	12	0	0	0	**60**		
16:45 - 17:00	0	0	2	0	0	0	0	**2**	**8**	**0%**	1	0	44	11	1	0	0	**57**	**260**	**1%**
Hourly Total	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**8**			**1**	**5**	**175**	**48**	**3**	**0**	**0**	**232**		
17:00 - 17:15	0	0	2	1	0	0	0	**3**			0	2	58	10	1	0	0	**71**		
17:15 - 17:30	0	0	1	1	0	0	0	**2**			0	1	58	9	0	0	0	**68**		
17:30 - 17:45	0	0	1	0	0	0	0	**1**			0	0	55	8	0	1	0	**64**		
17:45 - 18:00	0	0	3	0	0	0	0	**3**			0	0	61	10	0	0	0	**71**		
Hourly Total	**0**	**0**	**7**	**2**	**0**	**0**	**0**	**9**			**0**	**3**	**232**	**37**	**1**	**1**	**0**	**274**		
18:00 - 18:15	0	0	0	0	0	0	0	**0**			0	0	50	6	0	0	0	**56**		
18:15 - 18:30	0	0	2	0	0	0	0	**2**			0	0	52	8	0	0	0	**60**		
18:30 - 18:45	0	0	0	0	0	0	0	**0**			0	0	41	4	0	0	0	**45**		
18:45 - 19:00	0	0	1	0	0	0	0	**1**			0	0	35	3	0	0	0	**38**		
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**			**0**	**0**	**178**	**21**	**0**	**0**	**0**	**199**		
TOTAL	**0**	**0**	**18**	**2**	**0**	**0**	**0**	**20**			**1**	**8**	**585**	**106**	**4**	**1**	**0**	**705**		

Crawley, Thursday 10th March 2022

Traffic Information Consultancy

Junction: 2

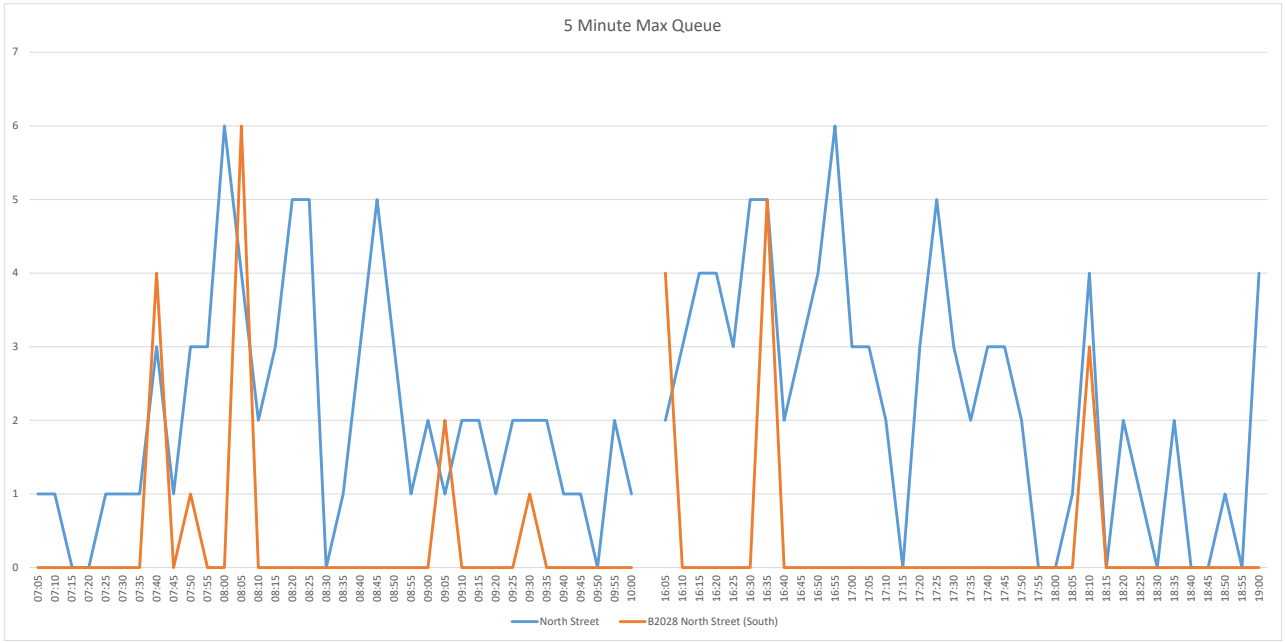
Approach: Turners Hill Road

									1											2										
	To Church Road										To Paddockhurst Road										U-Turn									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL			CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL			CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL		
07:00 - 07:15	0	1	24	7	0	0	0	32			0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0		
07:15 - 07:30	0	1	28	7	0	0	0	36			0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0		
07:30 - 07:45	0	1	32	11	0	1	1	46			0	0	0	1	0	0	0	1			0	0	0	0	0	0	0	0		
07:45 - 08:00	0	0	23	8	2	0	0	33			0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0		
Hourly Total	**0**	**3**	**107**	**33**	**2**	**1**	**1**	**147**			**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**			**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		
08:00 - 08:15	0	0	33	9	0	0	0	42			0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0		
08:15 - 08:30	0	0	22	3	1	0	0	26			0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0		
08:30 - 08:45	0	0	36	5	0	0	0	41			0	0	1	0	0	0	0	1			0	0	0	0	0	0	0	0		
08:45 - 09:00	0	0	25	9	1	0	0	35			0	0	2	0	0	0	0	2			0	0	0	0	0	0	0	0		
Hourly Total	**0**	**0**	**116**	**26**	**2**	**0**	**0**	**144**	**1%**		**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0%**		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0%**	
09:00 - 09:15	0	0	22	7	1	0	0	30			0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0		
09:15 - 09:30	0	0	28	7	1	0	0	36			0	0	1	0	0	0	0	1			0	0	0	0	0	0	0	0		
09:30 - 09:45	0	0	29	13	1	0	0	43			0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0		
09:45 - 10:00	0	0	22	4	0	0	1	27			0	0	2	1	0	0	0	3			0	0	0	0	0	0	0	0		
Hourly Total	**0**	**0**	**101**	**31**	**3**	**0**	**1**	**136**			**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**			**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		
TOTAL	**0**	**3**	**324**	**90**	**7**	**1**	**2**	**427**			**0**	**0**	**6**	**2**	**0**	**0**	**0**	**8**			**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		
16:00 - 16:15	0	0	30	3	0	0	0	33			0	0	2	0	0	0	0	2			0	0	0	0	0	0	0	0		
16:15 - 16:30	0	0	25	7	0	0	1	33			0	0	1	0	0	0	0	1			0	0	0	0	0	0	0	0		
16:30 - 16:45	0	1	37	4	0	0	0	42			0	0	2	0	0	0	0	2			0	0	0	0	0	0	0	0		
16:45 - 17:00	0	0	33	8	0	0	0	41	178	0%	0	0	2	0	0	0	0	2	11	0%	0	0	0	0	0	0	0	0	0	0%
Hourly Total	**0**	**1**	**125**	**22**	**0**	**0**	**1**	**149**			**0**	**0**	**7**	**0**	**0**	**0**	**0**	**7**			**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		
17:00 - 17:15	0	0	31	6	0	0	0	37			0	0	4	1	0	0	0	5			0	0	0	0	0	0	0	0		
17:15 - 17:30	0	0	42	4	0	0	0	46			0	1	1	0	0	0	0	2			0	0	0	0	0	0	0	0		
17:30 - 17:45	0	0	48	6	0	0	0	54			0	0	2	0	0	0	0	2			0	0	0	0	0	0	0	0		
17:45 - 18:00	0	2	29	4	0	0	0	35			0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0		
Hourly Total	**0**	**2**	**150**	**20**	**0**	**0**	**0**	**172**			**0**	**1**	**7**	**1**	**0**	**0**	**0**	**9**			**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		
18:00 - 18:15	0	0	38	3	0	0	0	41			0	0	2	0	0	0	0	2			0	0	1	0	0	0	0	1		
18:15 - 18:30	0	0	46	3	0	0	0	49			0	0	2	0	0	0	0	2			0	0	0	0	0	0	0	0		
18:30 - 18:45	0	0	32	1	0	0	0	33			0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0		
18:45 - 19:00	0	0	26	4	0	0	0	30			0	0	2	0	0	0	0	2			0	0	0	0	0	0	0	0		
Hourly Total	**0**	**0**	**142**	**11**	**0**	**0**	**0**	**153**			**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**			**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**		
TOTAL	**0**	**3**	**417**	**53**	**0**	**0**	**1**	**474**			**0**	**1**	**20**	**1**	**0**	**0**	**0**	**22**			**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**		

Crawley - 5 Minute Max Queue Length Survey, Thursday 10th March 2022

Time	North Street	B2028 North Street (South)
07:05	1	0
07:10	1	0
07:15	0	0
07:20	0	0
07:25	1	0
07:30	1	0
07:35	1	0
07:40	3	4
07:45	1	0
07:50	3	1
07:55	3	0
08:00	6	0
08:05	4	6
08:10	2	0
08:15	3	0
08:20	5	0
08:25	5	0
08:30	0	0
08:35	1	0
08:40	3	0
08:45	5	0
08:50	3	0
08:55	1	0
09:00	2	0
09:05	1	2
09:10	2	0
09:15	2	0
09:20	1	0
09:25	2	0
09:30	2	1
09:35	2	0
09:40	1	0
09:45	1	0
09:50	0	0
09:55	2	0
10:00	1	0

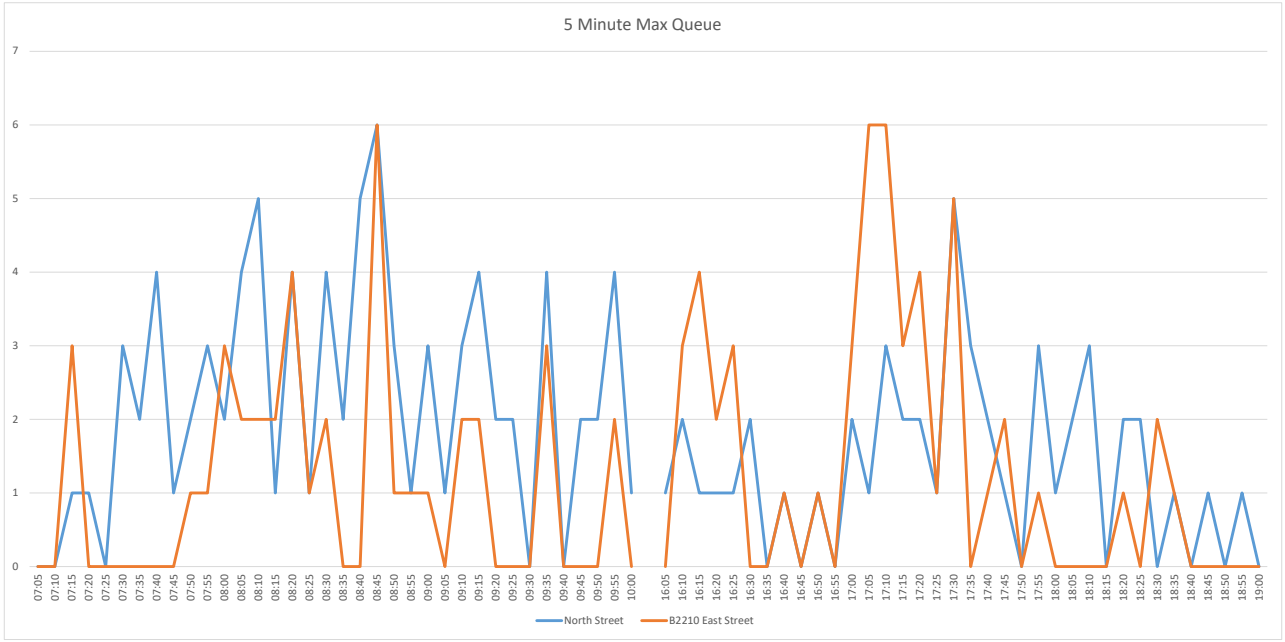
16:05	2	4
16:10	3	0
16:15	4	0
16:20	4	0
16:25	3	0
16:30	5	0
16:35	5	5
16:40	2	0
16:45	3	0
16:50	4	0
16:55	6	0
17:00	3	0
17:05	3	0
17:10	2	0
17:15	0	0
17:20	3	0
17:25	5	0
17:30	3	0
17:35	2	0
17:40	3	0
17:45	3	0
17:50	2	0
17:55	0	0
18:00	0	0
18:05	1	0
18:10	4	3
18:15	0	0
18:20	2	0
18:25	1	0
18:30	0	0
18:35	2	0
18:40	0	0
18:45	0	0
18:50	1	0
18:55	0	0
19:00	4	0



Crawley - 5 Minute Max Queue Length Survey, Thursday 10th March 2022

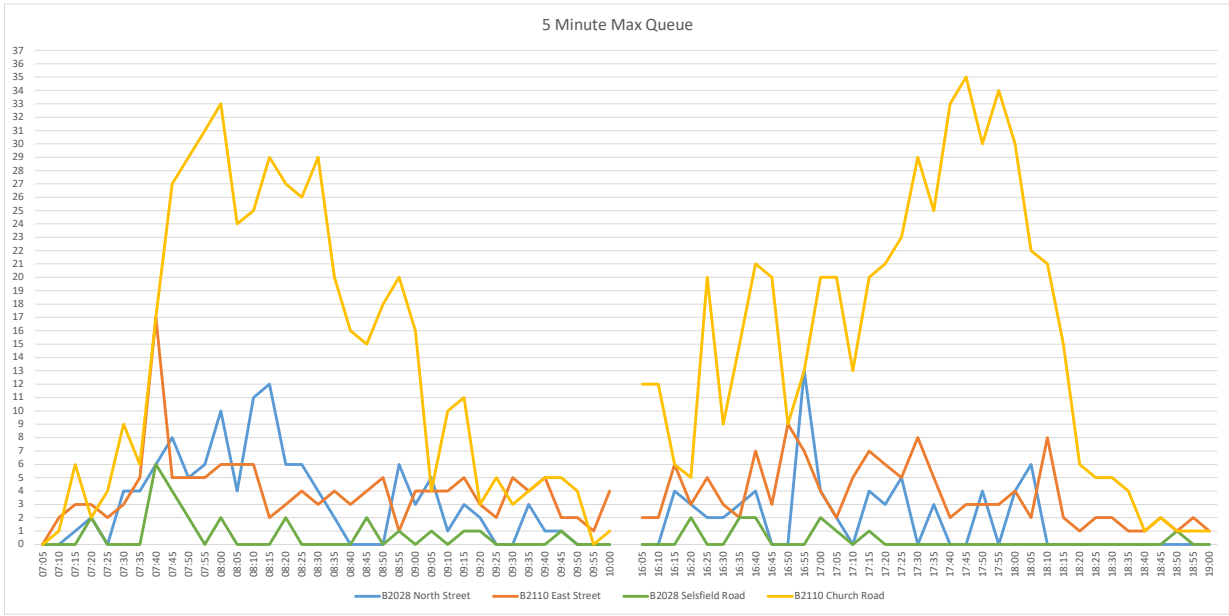
Time	North Street	B2210 East Street
07:05	0	0
07:10	0	0
07:15	1	3
07:20	1	0
07:25	0	0
07:30	3	0
07:35	2	0
07:40	4	0
07:45	1	0
07:50	2	1
07:55	3	1
08:00	2	3
08:05	4	2
08:10	5	2
08:15	1	2
08:20	4	4
08:25	1	1
08:30	4	2
08:35	2	0
08:40	5	0
08:45	6	6
08:50	3	1
08:55	1	1
09:00	3	1
09:05	1	0
09:10	3	2
09:15	4	2
09:20	2	0
09:25	2	0
09:30	0	0
09:35	4	3
09:40	0	0
09:45	2	0
09:50	2	0
09:55	4	2
10:00	1	0

16:05	1	0
16:10	2	3
16:15	1	4
16:20	1	2
16:25	1	3
16:30	2	0
16:35	0	0
16:40	1	1
16:45	0	0
16:50	1	1
16:55	0	0
17:00	2	3
17:05	1	6
17:10	3	6
17:15	2	3
17:20	2	4
17:25	1	1
17:30	5	5
17:35	3	0
17:40	2	1
17:45	1	2
17:50	0	0
17:55	3	1
18:00	1	0
18:05	2	0
18:10	3	0
18:15	0	0
18:20	2	1
18:25	2	0
18:30	0	2
18:35	1	1
18:40	0	0
18:45	1	0
18:50	0	0
18:55	1	0
19:00	0	0



Crawley - 5 Minute Max Queue Length Survey, Thursday 10th March 2022

Time	B2028 North Street	B2110 East Street	B2028 Selsfield Road	B2110 Church Road
07:05	0	0	0	0
07:10	0	2	0	1
07:15	1	3	0	6
07:20	2	3	2	2
07:25	0	2	0	4
07:30	4	3	0	9
07:35	4	5	0	6
07:40	6	17	6	17
07:45	8	5	4	27
07:50	5	5	2	29
07:55	6	5	0	31
08:00	10	6	2	33
08:05	4	6	0	24
08:10	11	6	0	25
08:15	12	2	0	29
08:20	6	3	2	27
08:25	6	4	0	26
08:30	4	3	0	29
08:35	2	4	0	20
08:40	0	3	0	16
08:45	0	4	2	15
08:50	0	5	0	18
08:55	6	1	1	20
09:00	3	4	0	16
09:05	5	4	1	4
09:10	1	4	0	10
09:15	3	5	1	11
09:20	2	3	1	3
09:25	0	2	0	5
09:30	0	5	0	3
09:35	3	4	0	4
09:40	1	5	0	5
09:45	1	2	1	5
09:50	0	2	0	4
09:55	0	1	0	0
10:00	0	4	0	1
16:05	0	2	0	12
16:10	0	2	0	12
16:15	4	6	0	6
16:20	3	3	2	5
16:25	2	5	0	20
16:30	2	3	0	9
16:35	3	2	2	15
16:40	4	7	2	21
16:45	0	3	0	20
16:50	0	9	0	9
16:55	13	7	0	13
17:00	4	4	2	20
17:05	2	2	1	20
17:10	0	5	0	13
17:15	4	7	1	20
17:20	3	6	0	21
17:25	5	5	0	23
17:30	0	8	0	29
17:35	3	5	0	25
17:40	0	2	0	33
17:45	0	3	0	35
17:50	4	3	0	30
17:55	0	3	0	34
18:00	4	4	0	30
18:05	6	2	0	22
18:10	0	8	0	21
18:15	0	2	0	15
18:20	0	1	0	6
18:25	0	2	0	5
18:30	0	2	0	5
18:35	0	1	0	4
18:40	0	1	0	1
18:45	0	2	0	2
18:50	0	1	1	1
18:55	0	2	0	1
19:00	0	1	0	1



5.75 PCU 14 Keep Clear (m) **240 m to Priority Junction (West)**

Note: Some HGV Movement Not Accounted for

189.75 **203.75** AM **36.25**

201.25 **215.25** PM **24.75**

33

35

Queue length survey methodology by manual observation

Queues have been recorded by the number of vehicles for each lane where applicable until the vehicles are out of sight. To avoid any confusion a queue is defined as a line of more than 1 vehicle that is either stationary or movin up to 4 mph and does not include vehicles "rolling" up to vehicles at the back. Queues have been recorded as the maximum queue observed in each 5-minute period as per the survey brief.

There are a couple of things to mention.

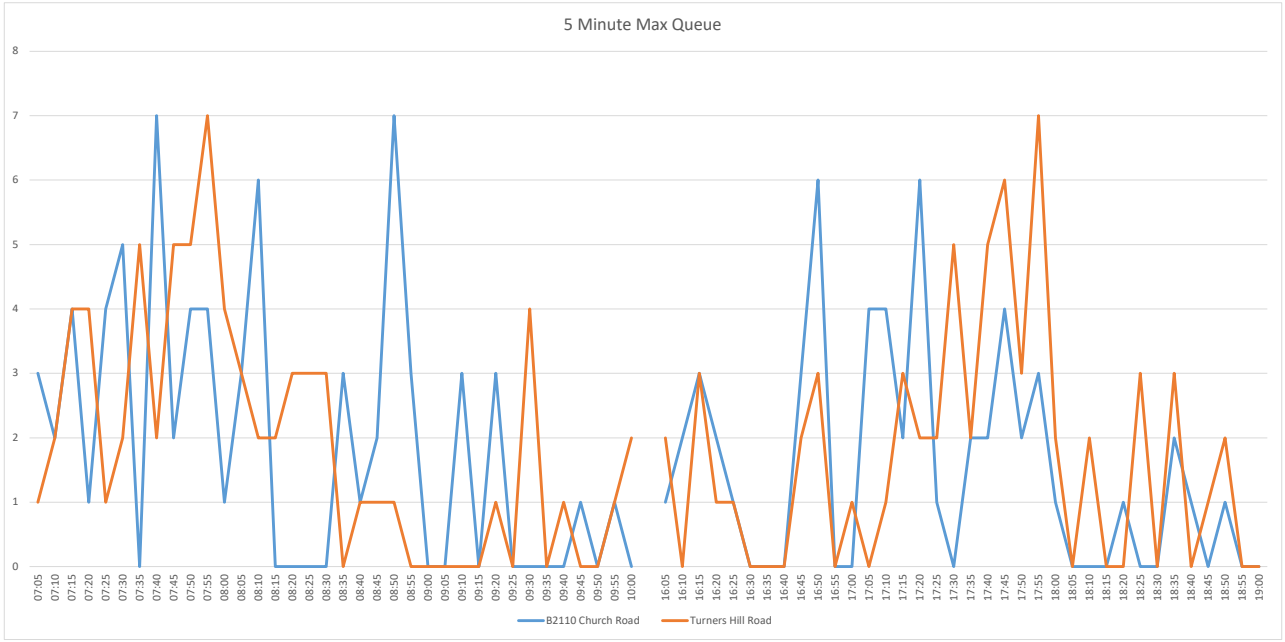
The triangular junction of East St, North St and link arm have been tabulated separately i.e., each corner is a priority T junction. You will see from the results that the left turners at Junction 1A were much higher than you'd think however this phenomenon was to avoid the queueing traffic at Junction 1C. This is a pattern we have observed previously when surveying that junction.

The queueing traffic on the West side of the B2110 Church Street was similar to observations seen during previous surveys, the traffic was at times slow moving / platooning with some significant gaps in between the vehicles. Th queues extended past the ATC as I intimated during the fee quotation stage however whilst the equipment performed better than expected you can see an over count on the HGV's when compared with the manual count, this w be a result of the slow-moving traffic past the equipment.

Crawley - 5 Minute Max Queue Length Survey, Thursday 10th March 2022

Time	B2110 Church Road	Turners Hill Road
07:05	3	1
07:10	2	2
07:15	4	4
07:20	1	4
07:25	4	1
07:30	5	2
07:35	0	5
07:40	7	2
07:45	2	5
07:50	4	5
07:55	4	7
08:00	1	4
08:05	3	3
08:10	6	2
08:15	0	2
08:20	0	3
08:25	0	3
08:30	0	3
08:35	3	0
08:40	1	1
08:45	2	1
08:50	7	1
08:55	3	0
09:00	0	0
09:05	0	0
09:10	3	0
09:15	0	0
09:20	3	1
09:25	0	0
09:30	0	4
09:35	0	0
09:40	0	1
09:45	1	0
09:50	0	0
09:55	1	1
10:00	0	2

16:05	1	2
16:10	2	0
16:15	3	3
16:20	2	1
16:25	1	1
16:30	0	0
16:35	0	0
16:40	0	0
16:45	3	2
16:50	6	3
16:55	0	0
17:00	0	1
17:05	4	0
17:10	4	1
17:15	2	3
17:20	6	2
17:25	1	2
17:30	0	5
17:35	2	2
17:40	2	5
17:45	4	6
17:50	2	3
17:55	3	7
18:00	1	2
18:05	0	0
18:10	0	2
18:15	0	0
18:20	1	0
18:25	0	3
18:30	0	0
18:35	2	3
18:40	1	0
18:45	0	1
18:50	1	2
18:55	0	0
19:00	0	0



APPENDIX E

Peak Hour Analysis - Morning Peak

	Junction1	Junction2	Junction3	Junction4	Total	Hourly Flow	Max Flow
0700 - 0715	160	102	296	175	733		0700 - 0715
0715 - 0730	164	120	315	199	798		0715 - 0730
0730 - 0745	226	164	417	291	1098		0730 - 0745
0745 - 0800	253	239	438	292	1222	3851	0745 - 0800
0800 - 0815	291	251	439	298	1279	4397	0800 - 0815
0815 - 0830	301	237	413	266	1217	4816	0815 - 0830
0830 - 0845	270	229	366	233	1098	4816	0830 - 0845
0845 - 0900	255	205	360	223	1043	4637	0845 - 0900
0900 - 0915	207	169	298	188	862	4220	0900 - 0915
0915 - 0930	194	167	301	193	855	3858	0915 - 0930
0930 - 0945	186	168	276	183	813	3573	0930 - 0945
0945 - 1000	172	150	274	163	759	3289	0945 - 1000

4816 Peak Period Ends 0815 - 0830

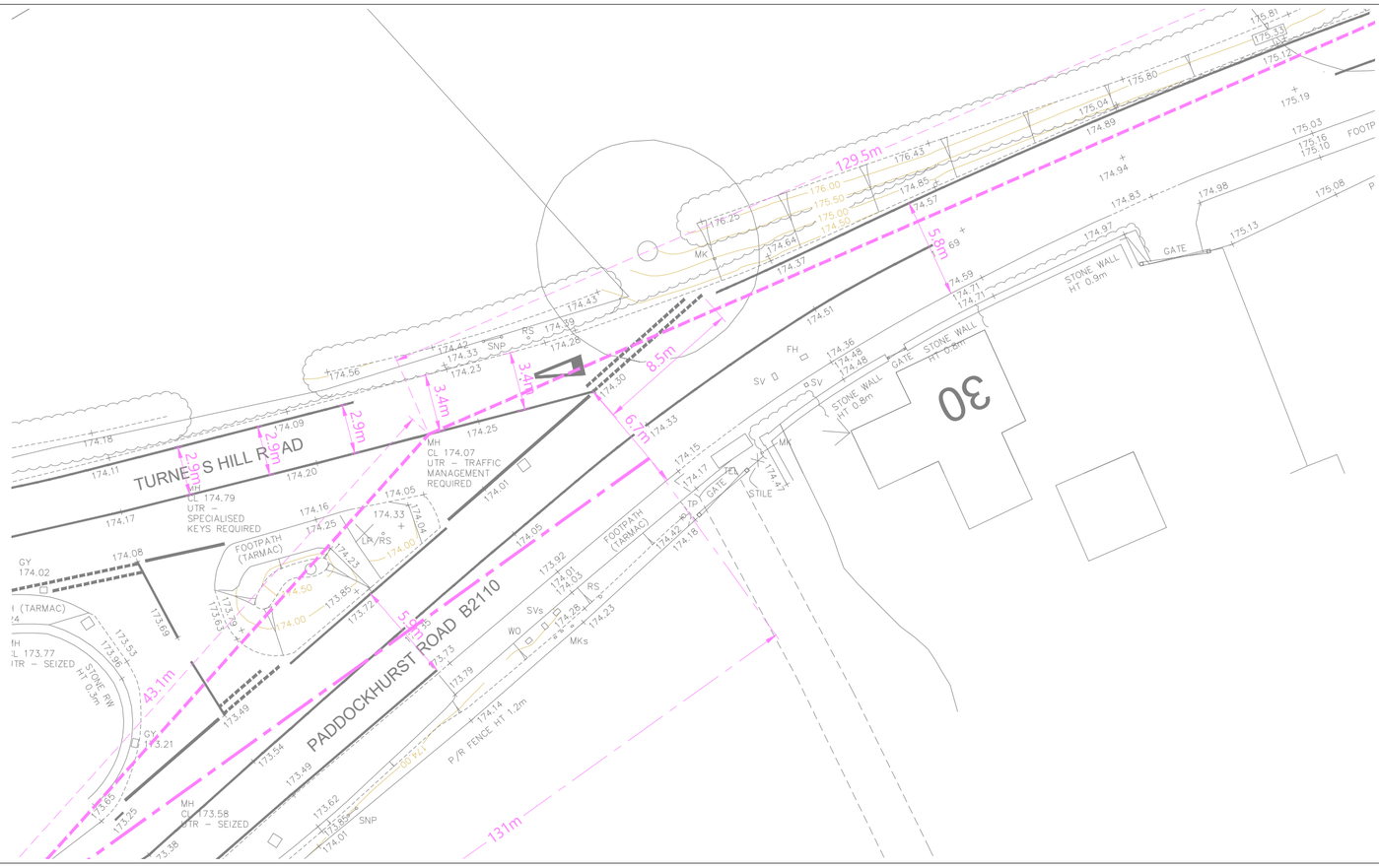
Peak Hour Analysis - Evening Peak

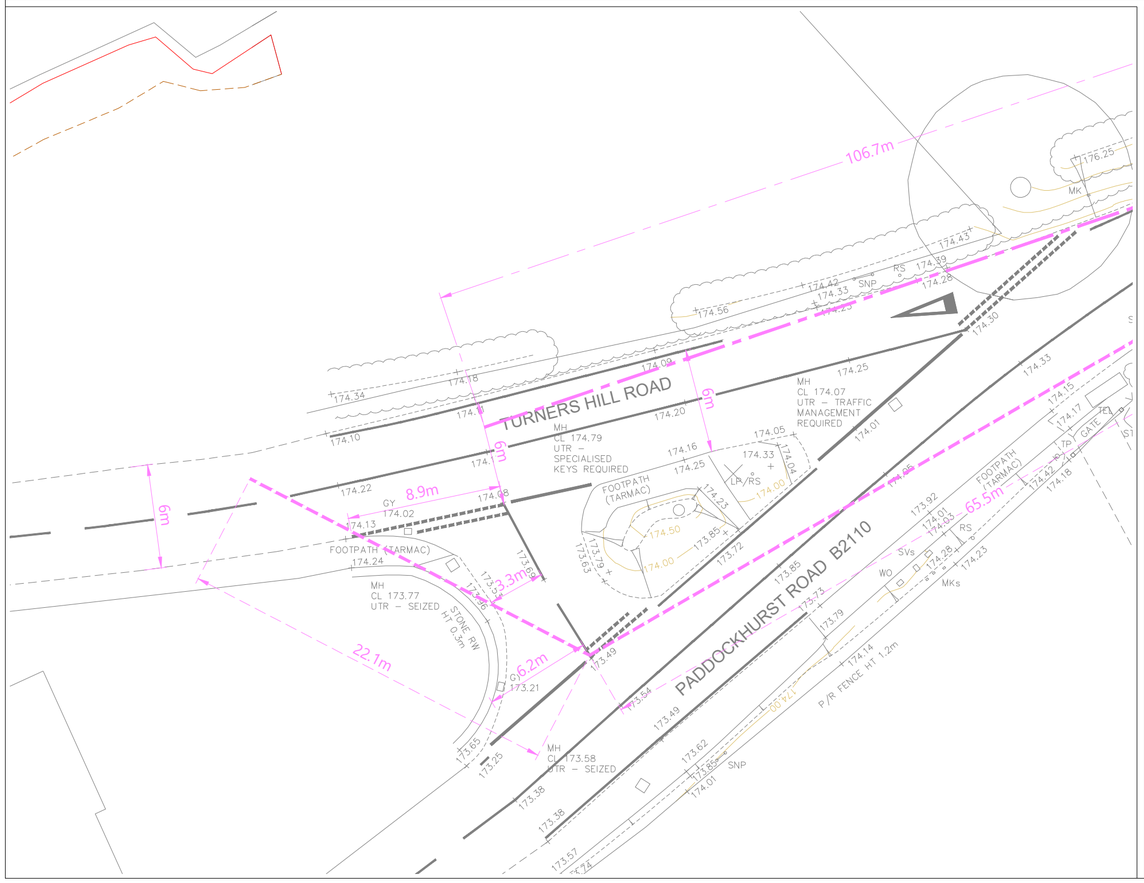
	Junction1	Junction2	Junction3	Junction4	Total	Hourly Total	Max Flow
1600 - 1615	251	186	369	211	1017		1600 - 1615
1615 - 1630	264	183	374	223	1044		1615 - 1630
1630 - 1645	274	210	393	244	1121		1630 - 1645
1645 - 1700	281	184	390	235	1090	4272	1645 - 1700
1700 - 1715	318	259	417	265	1259	4514	1700 - 1715
1715 - 1730	302	246	417	270	1235	4705	1715 - 1730
1730 - 1745	290	221	384	245	1140	4724	1730 - 1745
1745 - 1800	249	184	369	219	1021	4655	1745 - 1800
1800 - 1815	209	157	324	184	874	4270	1800 - 1815
1815 - 1830	178	151	290	185	804	3839	1815 - 1830
1830 - 1845	147	116	222	130	615	3314	1830 - 1845
1845 - 1900	125	105	189	110	529	2822	1845 - 1900

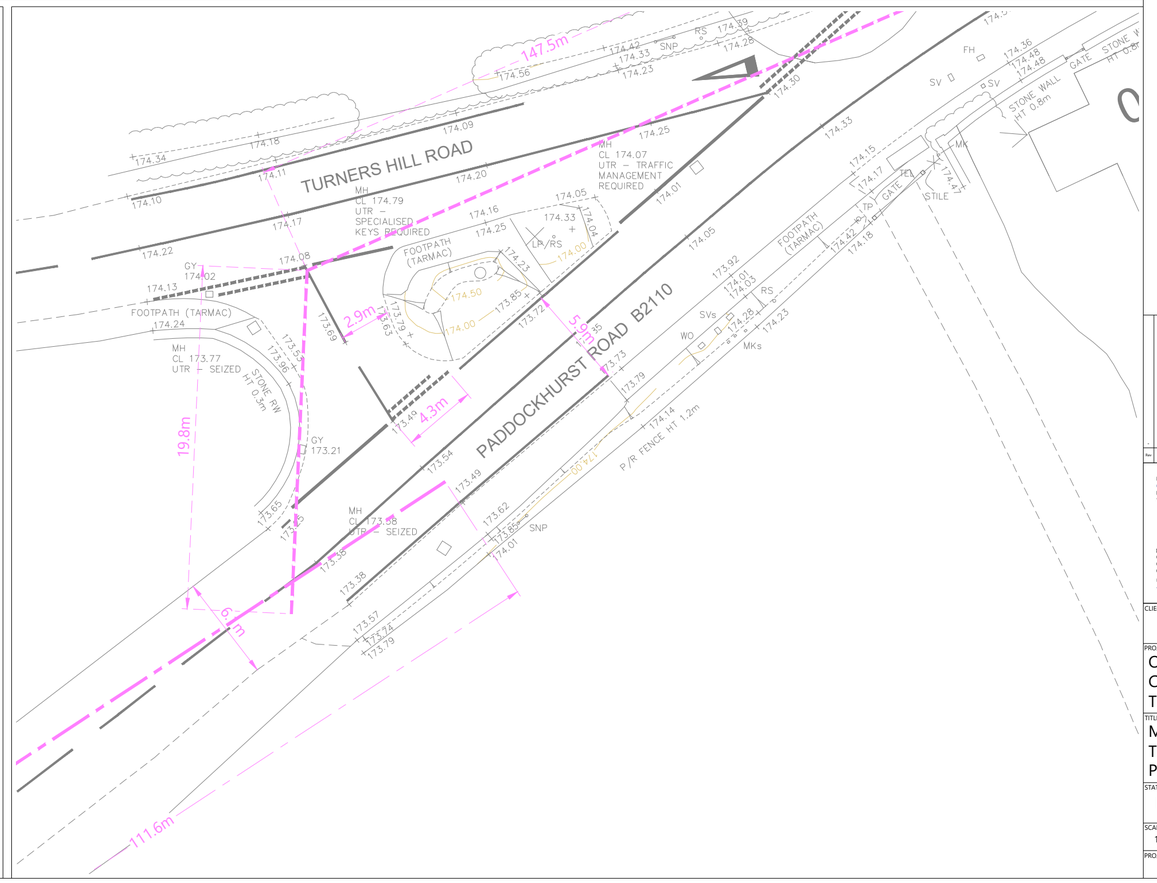
4724 Peak Period Ends 1730 - 1745

APPENDIX F

INDICATIVE







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2. Indicative un-surveyed existing road markings.
3. Based on Topographical Survey and OS Mapping Data.

Rev	Date	Details	Drawn by	Checked by	Reviewed by
-	-	-	-	-	-

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CLIENT: ELIVIA HOMES

PROJECT: Old Vicarage Field, Church Road, Turners Hill

TITLE: Modelling Parameters - Turners Hill Road and Paddockhurst Road Junctions

STATUS: FOR INFORMATION

SCALE @A2:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	16.07.25	JA	IB	IB

PROJECT NO:	DRAWING NO:	REVISION:
2202-008	MP01	-

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177

Filename: Paddockhurst Junction.j11
Path: Q:\22\02\008 - Old Vicarage Field, Church Road, Turners Hill\04 Calculations and Analysis\Highway Impact Analysis\Picady\2025 Consultation
Report generation date: 28/07/2025 10:39:09

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2022 - Surveyed									
1 - A - Stream B-AC	D1	0.0	7.25	0.00	A	D2	0.0	7.23	0.01	A
1 - A - Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
2 - B - Stream B-AC		0.0	5.84	0.01	A		0.0	5.42	0.00	A
2 - B - Stream C-AB		0.0	0.00	0.00	A		0.0	5.59	0.00	A
3 - C - Stream B-AC		0.1	5.91	0.06	A		0.1	5.99	0.07	A
3 - C - Stream C-AB		0.2	6.13	0.15	A		0.2	6.08	0.12	A
	2030 - Base + Dev Traffic									
1 - A - Stream B-AC	D3	0.0	7.28	0.00	A	D4	0.0	7.26	0.01	A
1 - A - Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
2 - B - Stream B-AC		0.0	5.83	0.01	A		0.0	5.43	0.00	A
2 - B - Stream C-AB		0.0	0.00	0.00	A		0.0	5.58	0.01	A
3 - C - Stream B-AC		0.1	5.94	0.06	A		0.1	5.86	0.08	A
3 - C - Stream C-AB		0.2	6.18	0.16	A		0.2	6.09	0.13	A
	2030 - Sensitivity									
1 - A - Stream B-AC	D5	0.0	7.29	0.00	A	D6	0.0	7.27	0.01	A
1 - A - Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
2 - B - Stream B-AC		0.0	5.84	0.01	A		0.0	5.44	0.00	A
2 - B - Stream C-AB		0.0	0.00	0.00	A		0.0	5.58	0.01	A
3 - C - Stream B-AC		0.1	5.94	0.06	A		0.1	5.87	0.08	A
3 - C - Stream C-AB		0.2	6.20	0.17	A		0.2	6.11	0.13	A

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

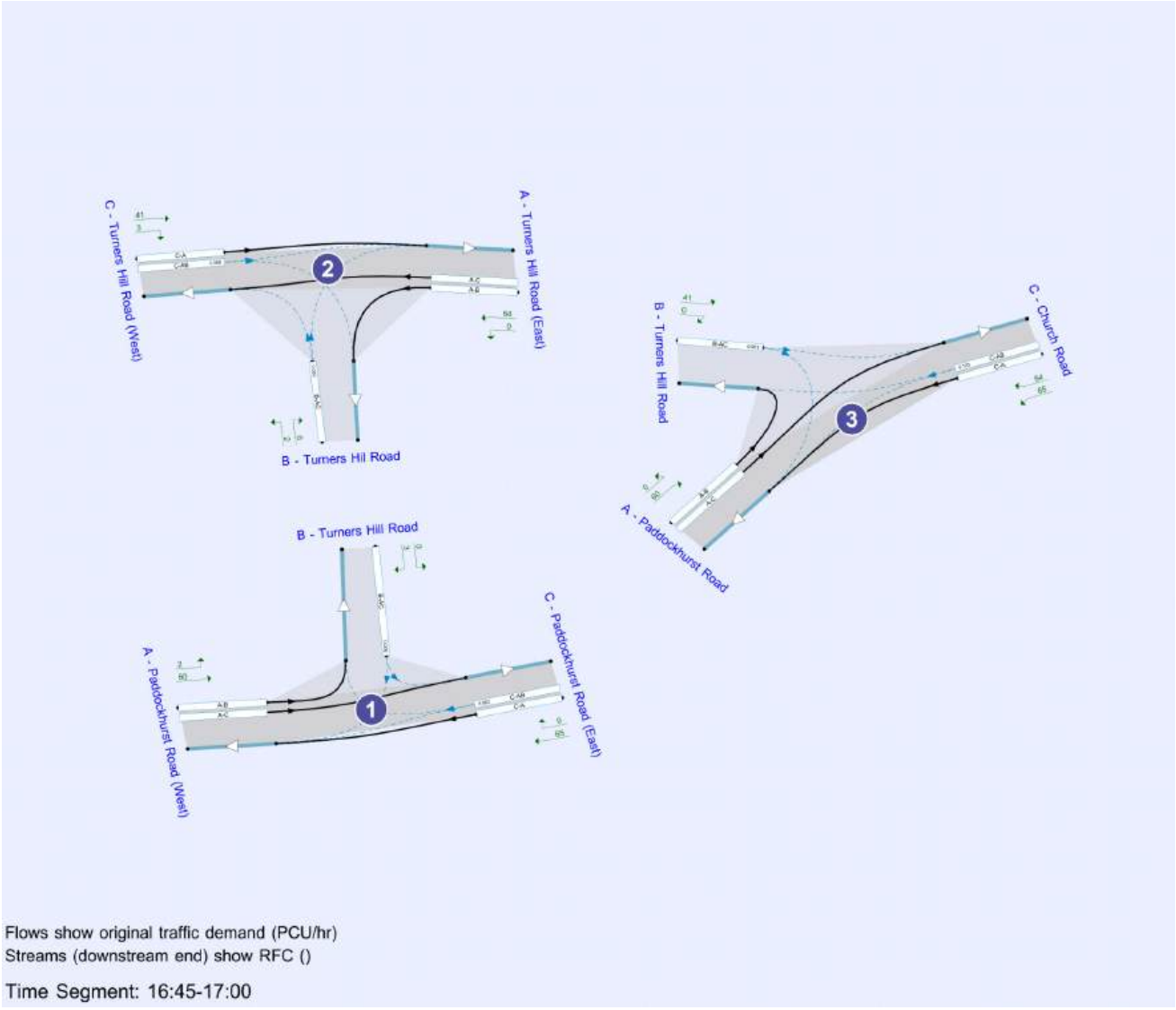
File summary

File Description

Title	
Location	
Site number	
Date	17/07/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TPA\grace.muffett
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2022	Surveyed	AM	DIRECT	07:30	08:30	60	15	✓
D2	2022	Surveyed	PM	DIRECT	16:45	17:45	60	15	✓
D3	2030	Base + Dev Traffic	AM	DIRECT	07:30	08:30	60	15	✓
D4	2030	Base + Dev Traffic	PM	DIRECT	16:45	17:45	60	15	✓
D5	2030	Sensitivity	AM	DIRECT	07:30	08:30	60	15	✓
D6	2030	Sensitivity	PM	DIRECT	16:45	17:45	60	15	✓

Analysis Set Details

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

2022 | Surveyed | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A	T-Junction	Two-way	Two-way	Two-way		0.01	A
2	B	T-Junction	Two-way	Two-way	Two-way		0.17	A
3	C	T-Junction	Two-way	Two-way	Two-way		2.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.49	A

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - A	A	Paddockhurst Road (West)		Major
	B	Turners Hill Road		Minor
	C	Paddockhurst Road (East)		Major
2 - B	A	Turners Hill Road (East)		Major
	B	Turners Hil Road		Minor
	C	Turners Hill Road (West)		Major
3 - C	A	Paddockhurst Road		Major
	B	Turners Hill Road		Minor
	C	Church Road		Major

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
1 - A	C - Paddockhurst Road (East)	6.00			111.6	✓	0.00
2 - B	C - Turners Hill Road (West)	6.00			106.7	✓	0.00
3 - C	C - Church Road	6.25			131.0	✓	0.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
1 - A	B - Turners Hill Road	One lane	2.90	148	20
2 - B	B - Turners Hil Road	One lane	3.30	22	66
3 - C	B - Turners Hill Road	One lane	3.52	130	43

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1 - A	B-A	529	0.096	0.243	0.153	0.347
	B-C	630	0.097	0.245	-	-
	C-B	639	0.247	0.247	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2 - B	B-A	532	0.097	0.245	0.154	0.350
	B-C	685	0.105	0.265	-	-
	C-B	636	0.246	0.246	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3 - C	B-A	569	0.105	0.264	0.166	0.378
	B-C	685	0.102	0.257	-	-
	C-B	650	0.249	0.249	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2022	Surveyed	AM	DIRECT	07:30	08:30	60	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A	A - Paddockhurst Road (West)		DIRECT	✓	100.000
	B - Turners Hill Road		DIRECT	✓	100.000
	C - Paddockhurst Road (East)		DIRECT	✓	100.000
2 - B	A - Turners Hill Road (East)		DIRECT	✓	100.000
	B - Turners Hil Road		DIRECT	✓	100.000
	C - Turners Hill Road (West)		DIRECT	✓	100.000
3 - C	A - Paddockhurst Road		DIRECT	✓	100.000
	B - Turners Hill Road		DIRECT	✓	100.000
	C - Church Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - A 07:30 - 07:45

		To		
		A - Paddockhurst Road (West)	B - Turners Hill Road	C - Paddockhurst Road (East)
From	A - Paddockhurst Road (West)	0	4	64
	B - Turners Hill Road	0	0	0
	C - Paddockhurst Road (East)	98	0	0

1 - A 07:45 - 08:00

Demand (PCU/hr)

		To		
		A - Paddockhurst Road (West)	B - Turners Hill Road	C - Paddockhurst Road (East)
From	A - Paddockhurst Road (West)	0	4	65
	B - Turners Hill Road	0	0	0
	C - Paddockhurst Road (East)	98	0	0

1 - A 08:00 - 08:15

Demand (PCU/hr)

		To		
		A - Paddockhurst Road (West)	B - Turners Hill Road	C - Paddockhurst Road (East)
From	A - Paddockhurst Road (West)	0	4	66
	B - Turners Hill Road	1	0	0
	C - Paddockhurst Road (East)	101	0	0

1 - A 08:15 - 08:30

Demand (PCU/hr)

		To		
		A - Paddockhurst Road (West)	B - Turners Hill Road	C - Paddockhurst Road (East)
From	A - Paddockhurst Road (West)	0	3	59
	B - Turners Hill Road	0	0	0
	C - Paddockhurst Road (East)	90	0	0

2 - B 07:30 - 07:45

Demand (PCU/hr)

		To		
		A - Turners Hill Road (East)	B - Turners Hil Road	C - Turners Hill Road (West)
From	A - Turners Hill Road (East)	0	0	87
	B - Turners Hil Road	0	0	4
	C - Turners Hill Road (West)	37	0	0

2 - B 07:45 - 08:00

Demand (PCU/hr)

		To		
		A - Turners Hill Road (East)	B - Turners Hil Road	C - Turners Hill Road (West)
From	A - Turners Hill Road (East)	0	0	88
	B - Turners Hil Road	0	0	4
	C - Turners Hill Road (West)	37	0	0

2 - B 08:00 - 08:15

Demand (PCU/hr)

		To		
		A - Turners Hill Road (East)	B - Turners Hil Road	C - Turners Hill Road (West)
From	A - Turners Hill Road (East)	0	0	89
	B - Turners Hil Road	0	0	4
	C - Turners Hill Road (West)	38	0	0

2 - B 08:15 - 08:30

Demand (PCU/hr)

		To		
		A - Turners Hill Road (East)	B - Turners Hil Road	C - Turners Hill Road (West)
From	A - Turners Hill Road (East)	0	0	80
	B - Turners Hil Road	0	0	3
	C - Turners Hill Road (West)	34	0	0

3 - C 07:30 - 07:45

Demand (PCU/hr)

		To		
		A - Paddockhurst Road	B - Turners Hill Road	C - Church Road
From	A - Paddockhurst Road	0	0	64
	B - Turners Hill Road	0	0	37
	C - Church Road	98	87	0

3 - C 07:45 - 08:00

Demand (PCU/hr)

		To		
		A - Paddockhurst Road	B - Turners Hill Road	C - Church Road
From	A - Paddockhurst Road	0	0	65
	B - Turners Hill Road	0	0	37
	C - Church Road	98	88	0

3 - C 08:00 - 08:15

Demand (PCU/hr)

		To		
		A - Paddockhurst Road	B - Turners Hill Road	C - Church Road
From	A - Paddockhurst Road	0	0	66
	B - Turners Hill Road	0	0	38
	C - Church Road	101	89	0

3 - C 08:15 - 08:30

Demand (PCU/hr)

		To		
		A - Paddockhurst Road	B - Turners Hill Road	C - Church Road
From	A - Paddockhurst Road	0	0	59
	B - Turners Hill Road	0	0	34
	C - Church Road	90	80	0

Vehicle Mix

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

1 - A

Heavy Vehicle %

		To		
		A - Paddockhurst Road (West)	B - Turners Hill Road	C - Paddockhurst Road (East)
From	A - Paddockhurst Road (West)	0	7	4
	B - Turners Hill Road	0	0	0
	C - Paddockhurst Road (East)	1	0	0

2 - B

Heavy Vehicle %

		To		
		A - Turners Hill Road (East)	B - Turners Hil Road	C - Turners Hill Road (West)
From	A - Turners Hill Road (East)	0	0	1
	B - Turners Hil Road	0	0	7
	C - Turners Hill Road (West)	3	0	0

3 - C

Heavy Vehicle %

		To		
		A - Paddockhurst Road	B - Turners Hill Road	C - Church Road
From	A - Paddockhurst Road	0	0	4
	B - Turners Hill Road	0	0	3
	C - Church Road	1	1	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A	B-AC	0.00	7.25	0.0	A	0.25	0.25
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					97	97
	A-B					4	4
	A-C					64	64
2 - B	B-AC	0.01	5.84	0.0	A	4	4
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					37	37
	A-B					0	0
	A-C					86	86
3 - C	B-AC	0.06	5.91	0.1	A	37	37
	C-AB	0.15	6.13	0.2	A	100	100
	C-A					83	83
	A-B					0	0
	A-C					64	64

Main Results for each time segment

07:30 - 07:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A	B-AC	0	0	0.00	550	0.000	0	0.0	0.0	0.000	A
	C-AB	0	0	0.00	622	0.000	0	0.0	0.0	0.000	A
	C-A	98	25	0.00			98				
	A-B	4	1	0.00			4				
	A-C	64	16	0.00			64				
2 - B	B-AC	4	1	0.00	662	0.006	4	0.0	0.0	5.834	A
	C-AB	0	0	0.00	614	0.000	0	0.0	0.0	0.000	A
	C-A	37	9	0.00			37				
	A-B	0	0	0.00			0				
	A-C	87	22	0.00			87				
3 - C	B-AC	37	9	0.00	668	0.055	37	0.0	0.1	5.891	A
	C-AB	101	25	0.00	697	0.145	100	0.0	0.2	6.095	A
	C-A	84	21	0.00			84				
	A-B	0	0	0.00			0				
	A-C	64	16	0.00			64				

07:45 - 08:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A	B-AC	0	0	0.00	550	0.000	0	0.0	0.0	0.000	A
	C-AB	0	0	0.00	622	0.000	0	0.0	0.0	0.000	A
	C-A	98	25	0.00			98				
	A-B	4	1	0.00			4				
	A-C	65	16	0.00			65				
2 - B	B-AC	4	1	0.00	662	0.006	4	0.0	0.0	5.837	A
	C-AB	0	0	0.00	614	0.000	0	0.0	0.0	0.000	A
	C-A	37	9	0.00			37				
	A-B	0	0	0.00			0				
	A-C	88	22	0.00			88				
3 - C	B-AC	37	9	0.00	668	0.055	37	0.1	0.1	5.896	A
	C-AB	103	26	0.00	697	0.147	102	0.2	0.2	6.123	A
	C-A	83	21	0.00			83				
	A-B	0	0	0.00			0				
	A-C	65	16	0.00			65				

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A	B-AC	1	0.25	0.00	498	0.002	0.99	0.0	0.0	7.248	A
	C-AB	0	0	0.00	621	0.000	0	0.0	0.0	0.000	A
	C-A	101	25	0.00			101				
	A-B	4	1	0.00			4				
	A-C	66	17	0.00			66				
2 - B	B-AC	4	1	0.00	662	0.006	4	0.0	0.0	5.839	A
	C-AB	0	0	0.00	614	0.000	0	0.0	0.0	0.000	A
	C-A	38	10	0.00			38				
	A-B	0	0	0.00			0				
	A-C	89	22	0.00			89				
3 - C	B-AC	38	10	0.00	668	0.057	38	0.1	0.1	5.908	A
	C-AB	104	26	0.00	699	0.149	104	0.2	0.2	6.125	A
	C-A	86	21	0.00			86				
	A-B	0	0	0.00			0				
	A-C	66	17	0.00			66				

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A	B-AC	0	0	0.00	501	0.000	0.01	0.0	0.0	0.000	A
	C-AB	0	0	0.00	623	0.000	0	0.0	0.0	0.000	A
	C-A	90	23	0.00			90				
	A-B	3	0.75	0.00			3				
	A-C	59	15	0.00			59				
2 - B	B-AC	3	0.75	0.00	664	0.005	3	0.0	0.0	5.812	A
	C-AB	0	0	0.00	616	0.000	0	0.0	0.0	0.000	A
	C-A	34	9	0.00			34				
	A-B	0	0	0.00			0				
	A-C	80	20	0.00			80				
3 - C	B-AC	34	9	0.00	670	0.051	34	0.1	0.1	5.854	A
	C-AB	92	23	0.00	693	0.133	92	0.2	0.2	6.057	A
	C-A	78	19	0.00			78				
	A-B	0	0	0.00			0				
	A-C	59	15	0.00			59				

2022 | Surveyed | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A	T-Junction	Two-way	Two-way	Two-way		0.15	A
2	B	T-Junction	Two-way	Two-way	Two-way		0.24	A
3	C	T-Junction	Two-way	Two-way	Two-way		2.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.54	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2022	Surveyed	PM	DIRECT	16:45	17:45	60	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A	A - Paddockhurst Road (West)		DIRECT	✓	100.000
	B - Turners Hill Road		DIRECT	✓	100.000
	C - Paddockhurst Road (East)		DIRECT	✓	100.000
2 - B	A - Turners Hill Road (East)		DIRECT	✓	100.000
	B - Turners Hil Road		DIRECT	✓	100.000
	C - Turners Hill Road (West)		DIRECT	✓	100.000
3 - C	A - Paddockhurst Road		DIRECT	✓	100.000
	B - Turners Hill Road		DIRECT	✓	100.000
	C - Church Road		DIRECT	✓	100.000

Origin-Destination Data

1 - A 16:45 - 17:00

Demand (PCU/hr)

		To		
		A - Paddockhurst Road (West)	B - Turners Hill Road	C - Paddockhurst Road (East)
From	A - Paddockhurst Road (West)	0	2	60
	B - Turners Hill Road	3	0	0
	C - Paddockhurst Road (East)	65	0	0

1 - A 17:00 - 17:15

Demand (PCU/hr)

		To		
		A - Paddockhurst Road (West)	B - Turners Hill Road	C - Paddockhurst Road (East)
From	A - Paddockhurst Road (West)	0	2	68
	B - Turners Hill Road	3	0	0
	C - Paddockhurst Road (East)	74	0	0

1 - A 17:15 - 17:30

Demand (PCU/hr)

		To		
		A - Paddockhurst Road (West)	B - Turners Hill Road	C - Paddockhurst Road (East)
From	A - Paddockhurst Road (West)	0	2	70
	B - Turners Hill Road	3	0	0
	C - Paddockhurst Road (East)	75	0	0

1 - A 17:30 - 17:45

Demand (PCU/hr)

		To		
		A - Paddockhurst Road (West)	B - Turners Hill Road	C - Paddockhurst Road (East)
From	A - Paddockhurst Road (West)	0	2	63
	B - Turners Hill Road	3	0	0
	C - Paddockhurst Road (East)	68	0	0

2 - B 16:45 - 17:00

Demand (PCU/hr)

		To		
		A - Turners Hill Road (East)	B - Turners Hil Road	C - Turners Hill Road (West)
From	A - Turners Hill Road (East)	0	0	64
	B - Turners Hil Road	0	0	2
	C - Turners Hill Road (West)	41	3	0

2 - B 17:00 - 17:15

Demand (PCU/hr)

		To		
		A - Turners Hill Road (East)	B - Turners Hil Road	C - Turners Hill Road (West)
From	A - Turners Hill Road (East)	0	0	72
	B - Turners Hil Road	0	0	2
	C - Turners Hill Road (West)	46	3	0

2 - B 17:15 - 17:30

Demand (PCU/hr)

		To		
		A - Turners Hill Road (East)	B - Turners Hil Road	C - Turners Hill Road (West)
From	A - Turners Hill Road (East)	0	0	73
	B - Turners Hil Road	0	0	2
	C - Turners Hill Road (West)	47	3	0

2 - B 17:30 - 17:45

Demand (PCU/hr)

		To		
		A - Turners Hill Road (East)	B - Turners Hil Road	C - Turners Hill Road (West)
From	A - Turners Hill Road (East)	0	0	67
	B - Turners Hil Road	0	0	2
	C - Turners Hill Road (West)	43	3	0

3 - C 16:45 - 17:00

Demand (PCU/hr)

		To		
		A - Paddockhurst Road	B - Turners Hill Road	C - Church Road
From	A - Paddockhurst Road	0	0	60
	B - Turners Hill Road	0	0	41
	C - Church Road	65	64	0

3 - C 17:00 - 17:15

Demand (PCU/hr)

		To		
		A - Paddockhurst Road	B - Turners Hill Road	C - Church Road
From	A - Paddockhurst Road	0	0	68
	B - Turners Hill Road	0	0	46
	C - Church Road	74	72	0

3 - C 17:15 - 17:30

Demand (PCU/hr)

		To		
		A - Paddockhurst Road	B - Turners Hill Road	C - Church Road
From	A - Paddockhurst Road	0	0	70
	B - Turners Hill Road	0	0	47
	C - Church Road	75	73	0

3 - C 17:30 - 17:45

Demand (PCU/hr)

		To		
		A - Paddockhurst Road	B - Turners Hill Road	C - Church Road
From	A - Paddockhurst Road	0	0	63
	B - Turners Hill Road	0	0	43
	C - Church Road	68	67	0

Vehicle Mix

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

1 - A

Heavy Vehicle %

		To		
		A - Paddockhurst Road (West)	B - Turners Hill Road	C - Paddockhurst Road (East)
From	A - Paddockhurst Road (West)	0	0	1
	B - Turners Hill Road	0	0	0
	C - Paddockhurst Road (East)	0	0	0

2 - B

Heavy Vehicle %

		To		
		A - Turners Hill Road (East)	B - Turners Hil Road	C - Turners Hill Road (West)
From	A - Turners Hill Road (East)	0	0	1
	B - Turners Hil Road	0	0	0
	C - Turners Hill Road (West)	0	0	0

3 - C

Heavy Vehicle %

		To		
		A - Paddockhurst Road	B - Turners Hill Road	C - Church Road
From	A - Paddockhurst Road	0	0	4
	B - Turners Hill Road	0	0	3
	C - Church Road	1	1	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A	B-AC	0.01	7.23	0.0	A	3	3
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					71	71
	A-B					2	2
	A-C					65	65
2 - B	B-AC	0.00	5.42	0.0	A	2	2
	C-AB	0.00	5.59	0.0	A	3	3
	C-A					44	44
	A-B					0	0
	A-C					69	69
3 - C	B-AC	0.07	5.99	0.1	A	44	44
	C-AB	0.12	6.08	0.2	A	77	77
	C-A					62	62
	A-B					0	0
	A-C					65	65

Main Results for each time segment

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A	B-AC	3	0.75	0.00	505	0.006	3	0.0	0.0	7.173	A
	C-AB	0	0	0.00	623	0.000	0	0.0	0.0	0.000	A
	C-A	65	16	0.00			65				
	A-B	2	0.50	0.00			2				
	A-C	60	15	0.00			60				
2 - B	B-AC	2	0.50	0.00	668	0.003	2	0.0	0.0	5.403	A
	C-AB	3	0.80	0.00	647	0.005	3	0.0	0.0	5.592	A
	C-A	41	10	0.00			41				
	A-B	0	0	0.00			0				
	A-C	64	16	0.00			64				
3 - C	B-AC	41	10	0.00	670	0.061	41	0.0	0.1	5.904	A
	C-AB	71	18	0.00	677	0.105	70	0.0	0.1	5.994	A
	C-A	58	15	0.00			58				
	A-B	0	0	0.00			0				
	A-C	60	15	0.00			60				

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A	B-AC	3	0.75	0.00	501	0.006	3	0.0	0.0	7.221	A
	C-AB	0	0	0.00	621	0.000	0	0.0	0.0	0.000	A
	C-A	74	19	0.00			74				
	A-B	2	0.50	0.00			2				
	A-C	68	17	0.00			68				
2 - B	B-AC	2	0.50	0.00	666	0.003	2	0.0	0.0	5.420	A
	C-AB	3	0.81	0.00	648	0.005	3	0.0	0.0	5.583	A
	C-A	46	11	0.00			46				
	A-B	0	0	0.00			0				
	A-C	72	18	0.00			72				
3 - C	B-AC	46	12	0.00	667	0.069	46	0.1	0.1	5.976	A
	C-AB	81	20	0.00	681	0.119	81	0.1	0.2	6.062	A
	C-A	65	16	0.00			65				
	A-B	0	0	0.00			0				
	A-C	68	17	0.00			68				

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A	B-AC	3	0.75	0.00	501	0.006	3	0.0	0.0	7.230	A
	C-AB	0	0	0.00	621	0.000	0	0.0	0.0	0.000	A
	C-A	75	19	0.00			75				
	A-B	2	0.50	0.00			2				
	A-C	70	18	0.00			70				
2 - B	B-AC	2	0.50	0.00	666	0.003	2	0.0	0.0	5.423	A
	C-AB	3	0.81	0.00	649	0.005	3	0.0	0.0	5.579	A
	C-A	47	12	0.00			47				
	A-B	0	0	0.00			0				
	A-C	73	18	0.00			73				
3 - C	B-AC	47	12	0.00	667	0.070	47	0.1	0.1	5.990	A
	C-AB	82	21	0.00	681	0.121	82	0.2	0.2	6.077	A
	C-A	66	16	0.00			66				
	A-B	0	0	0.00			0				
	A-C	70	18	0.00			70				

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A	B-AC	3	0.75	0.00	504	0.006	3	0.0	0.0	7.190	A
	C-AB	0	0	0.00	623	0.000	0	0.0	0.0	0.000	A
	C-A	68	17	0.00			68				
	A-B	2	0.50	0.00			2				
	A-C	63	16	0.00			63				
2 - B	B-AC	2	0.50	0.00	667	0.003	2	0.0	0.0	5.412	A
	C-AB	3	0.80	0.00	647	0.005	3	0.0	0.0	5.589	A
	C-A	43	11	0.00			43				
	A-B	0	0	0.00			0				
	A-C	67	17	0.00			67				
3 - C	B-AC	43	11	0.00	669	0.064	43	0.1	0.1	5.935	A
	C-AB	75	19	0.00	678	0.110	75	0.2	0.1	6.031	A
	C-A	60	15	0.00			60				
	A-B	0	0	0.00			0				
	A-C	63	16	0.00			63				

2030 | Base + Dev Traffic | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A	T-Junction	Two-way	Two-way	Two-way		0.01	A
2	B	T-Junction	Two-way	Two-way	Two-way		0.17	A
3	C	T-Junction	Two-way	Two-way	Two-way		2.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.51	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2030	Base + Dev Traffic	AM	DIRECT	07:30	08:30	60	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A	A - Paddockhurst Road (West)		DIRECT	✓	100.000
	B - Turners Hill Road		DIRECT	✓	100.000
	C - Paddockhurst Road (East)		DIRECT	✓	100.000
2 - B	A - Turners Hill Road (East)		DIRECT	✓	100.000
	B - Turners Hil Road		DIRECT	✓	100.000
	C - Turners Hill Road (West)		DIRECT	✓	100.000
3 - C	A - Paddockhurst Road		DIRECT	✓	100.000
	B - Turners Hill Road		DIRECT	✓	100.000
	C - Church Road		DIRECT	✓	100.000

Origin-Destination Data

1 - A 07:30 - 07:45

Demand (PCU/hr)

		To		
		A - Paddockhurst Road (West)	B - Turners Hill Road	C - Paddockhurst Road (East)
From	A - Paddockhurst Road (West)	0	4	69
	B - Turners Hill Road	0	0	0
	C - Paddockhurst Road (East)	105	0	0

1 - A 07:45 - 08:00

Demand (PCU/hr)

		To		
		A - Paddockhurst Road (West)	B - Turners Hill Road	C - Paddockhurst Road (East)
From	A - Paddockhurst Road (West)	0	4	69
	B - Turners Hill Road	0	0	0
	C - Paddockhurst Road (East)	105	0	0

1 - A 08:00 - 08:15

Demand (PCU/hr)

		To		
		A - Paddockhurst Road (West)	B - Turners Hill Road	C - Paddockhurst Road (East)
From	A - Paddockhurst Road (West)	0	4	71
	B - Turners Hill Road	1	0	0
	C - Paddockhurst Road (East)	108	0	0

1 - A 08:15 - 08:30

Demand (PCU/hr)

		To		
		A - Paddockhurst Road (West)	B - Turners Hill Road	C - Paddockhurst Road (East)
From	A - Paddockhurst Road (West)	0	4	63
	B - Turners Hill Road	0	0	0
	C - Paddockhurst Road (East)	96	0	0

2 - B 07:30 - 07:45

Demand (PCU/hr)

		To		
		A - Turners Hill Road (East)	B - Turners Hil Road	C - Turners Hill Road (West)
From	A - Turners Hill Road (East)	0	0	94
	B - Turners Hil Road	0	0	4
	C - Turners Hill Road (West)	39	0	0

2 - B 07:45 - 08:00

Demand (PCU/hr)

		To		
		A - Turners Hill Road (East)	B - Turners Hil Road	C - Turners Hill Road (West)
From	A - Turners Hill Road (East)	0	0	94
	B - Turners Hil Road	0	0	4
	C - Turners Hill Road (West)	40	0	0

2 - B 08:00 - 08:15

Demand (PCU/hr)

		To		
		A - Turners Hill Road (East)	B - Turners Hil Road	C - Turners Hill Road (West)
From	A - Turners Hill Road (East)	0	0	96
	B - Turners Hil Road	0	0	4
	C - Turners Hill Road (West)	41	0	0

2 - B 08:15 - 08:30

Demand (PCU/hr)

		To		
		A - Turners Hill Road (East)	B - Turners Hil Road	C - Turners Hill Road (West)
From	A - Turners Hill Road (East)	0	0	86
	B - Turners Hil Road	0	0	4
	C - Turners Hill Road (West)	36	0	0

3 - C 07:30 - 07:45

Demand (PCU/hr)

		To		
		A - Paddockhurst Road	B - Turners Hill Road	C - Church Road
From	A - Paddockhurst Road	0	0	69
	B - Turners Hill Road	0	0	40
	C - Church Road	105	94	0

3 - C 07:45 - 08:00

Demand (PCU/hr)

		To		
		A - Paddockhurst Road	B - Turners Hill Road	C - Church Road
From	A - Paddockhurst Road	0	0	69
	B - Turners Hill Road	0	0	40
	C - Church Road	105	94	0

3 - C 08:00 - 08:15

Demand (PCU/hr)

		To		
		A - Paddockhurst Road	B - Turners Hill Road	C - Church Road
From	A - Paddockhurst Road	0	0	71
	B - Turners Hill Road	0	0	41
	C - Church Road	108	96	0

3 - C 08:15 - 08:30

Demand (PCU/hr)

		To		
		A - Paddockhurst Road	B - Turners Hill Road	C - Church Road
From	A - Paddockhurst Road	0	0	63
	B - Turners Hill Road	0	0	36
	C - Church Road	96	86	0

Vehicle Mix

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

1 - A

Heavy Vehicle %

		To		
		A - Paddockhurst Road (West)	B - Turners Hill Road	C - Paddockhurst Road (East)
From	A - Paddockhurst Road (West)	0	6	4
	B - Turners Hill Road	0	0	0
	C - Paddockhurst Road (East)	1	0	0

2 - B

Heavy Vehicle %

		To		
		A - Turners Hill Road (East)	B - Turners Hil Road	C - Turners Hill Road (West)
From	A - Turners Hill Road (East)	0	0	1
	B - Turners Hil Road	0	0	6
	C - Turners Hill Road (West)	3	0	0

3 - C

Heavy Vehicle %

		To		
		A - Paddockhurst Road	B - Turners Hill Road	C - Church Road
From	A - Paddockhurst Road	0	0	4
	B - Turners Hill Road	0	0	3
	C - Church Road	1	1	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A	B-AC	0.00	7.28	0.0	A	0.25	0.25
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					104	104
	A-B					4	4
	A-C					68	68
2 - B	B-AC	0.01	5.83	0.0	A	4	4
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					39	39
	A-B					0	0
	A-C					93	93
3 - C	B-AC	0.06	5.94	0.1	A	39	39
	C-AB	0.16	6.18	0.2	A	109	109
	C-A					87	87
	A-B					0	0
	A-C					68	68

Main Results for each time segment

07:30 - 07:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A	B-AC	0	0	0.00	548	0.000	0	0.0	0.0	0.000	A
	C-AB	0	0	0.00	621	0.000	0	0.0	0.0	0.000	A
	C-A	105	26	0.00			105				
	A-B	4	1	0.00			4				
	A-C	69	17	0.00			69				
2 - B	B-AC	4	1	0.00	660	0.006	4	0.0	0.0	5.828	A
	C-AB	0	0	0.00	613	0.000	0	0.0	0.0	0.000	A
	C-A	39	10	0.00			39				
	A-B	0	0	0.00			0				
	A-C	94	24	0.00			94				
3 - C	B-AC	40	10	0.00	667	0.060	40	0.0	0.1	5.916	A
	C-AB	111	28	0.00	701	0.158	110	0.0	0.2	6.149	A
	C-A	88	22	0.00			88				
	A-B	0	0	0.00			0				
	A-C	69	17	0.00			69				

07:45 - 08:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A	B-AC	0	0	0.00	548	0.000	0	0.0	0.0	0.000	A
	C-AB	0	0	0.00	621	0.000	0	0.0	0.0	0.000	A
	C-A	105	26	0.00			105				
	A-B	4	1	0.00			4				
	A-C	69	17	0.00			69				
2 - B	B-AC	4	1	0.00	660	0.006	4	0.0	0.0	5.828	A
	C-AB	0	0	0.00	613	0.000	0	0.0	0.0	0.000	A
	C-A	40	10	0.00			40				
	A-B	0	0	0.00			0				
	A-C	94	24	0.00			94				
3 - C	B-AC	40	10	0.00	667	0.060	40	0.1	0.1	5.921	A
	C-AB	111	28	0.00	701	0.158	111	0.2	0.2	6.169	A
	C-A	88	22	0.00			88				
	A-B	0	0	0.00			0				
	A-C	69	17	0.00			69				

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A	B-AC	1	0.25	0.00	495	0.002	0.99	0.0	0.0	7.281	A
	C-AB	0	0	0.00	620	0.000	0	0.0	0.0	0.000	A
	C-A	108	27	0.00			108				
	A-B	4	1	0.00			4				
	A-C	71	18	0.00			71				
2 - B	B-AC	4	1	0.00	660	0.006	4	0.0	0.0	5.833	A
	C-AB	0	0	0.00	612	0.000	0	0.0	0.0	0.000	A
	C-A	41	10	0.00			41				
	A-B	0	0	0.00			0				
	A-C	96	24	0.00			96				
3 - C	B-AC	41	10	0.00	667	0.062	41	0.1	0.1	5.935	A
	C-AB	114	28	0.00	702	0.162	114	0.2	0.2	6.183	A
	C-A	90	23	0.00			90				
	A-B	0	0	0.00			0				
	A-C	71	18	0.00			71				

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A	B-AC	0	0	0.00	499	0.000	0.01	0.0	0.0	0.000	A
	C-AB	0	0	0.00	622	0.000	0	0.0	0.0	0.000	A
	C-A	96	24	0.00			96				
	A-B	4	1	0.00			4				
	A-C	63	16	0.00			63				
2 - B	B-AC	4	1	0.00	662	0.006	4	0.0	0.0	5.811	A
	C-AB	0	0	0.00	615	0.000	0	0.0	0.0	0.000	A
	C-A	36	9	0.00			36				
	A-B	0	0	0.00			0				
	A-C	86	22	0.00			86				
3 - C	B-AC	36	9	0.00	669	0.054	36	0.1	0.1	5.870	A
	C-AB	100	25	0.00	696	0.143	100	0.2	0.2	6.102	A
	C-A	82	21	0.00			82				
	A-B	0	0	0.00			0				
	A-C	63	16	0.00			63				

2030 | Base + Dev Traffic | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A	T-Junction	Two-way	Two-way	Two-way		0.14	A
2	B	T-Junction	Two-way	Two-way	Two-way		0.23	A
3	C	T-Junction	Two-way	Two-way	Two-way		2.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.53	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2030	Base + Dev Traffic	PM	DIRECT	16:45	17:45	60	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A	A - Paddockhurst Road (West)		DIRECT	✓	100.000
	B - Turners Hill Road		DIRECT	✓	100.000
	C - Paddockhurst Road (East)		DIRECT	✓	100.000
2 - B	A - Turners Hill Road (East)		DIRECT	✓	100.000
	B - Turners Hil Road		DIRECT	✓	100.000
	C - Turners Hill Road (West)		DIRECT	✓	100.000
3 - C	A - Paddockhurst Road		DIRECT	✓	100.000
	B - Turners Hill Road		DIRECT	✓	100.000
	C - Church Road		DIRECT	✓	100.000

Origin-Destination Data

1 - A 16:45 - 17:00

Demand (PCU/hr)

		To		
		A - Paddockhurst Road (West)	B - Turners Hill Road	C - Paddockhurst Road (East)
From	A - Paddockhurst Road (West)	0	2	65
	B - Turners Hill Road	3	0	0
	C - Paddockhurst Road (East)	70	0	0

1 - A 17:00 - 17:15

Demand (PCU/hr)

		To		
		A - Paddockhurst Road (West)	B - Turners Hill Road	C - Paddockhurst Road (East)
From	A - Paddockhurst Road (West)	0	2	73
	B - Turners Hill Road	3	0	0
	C - Paddockhurst Road (East)	79	0	0

1 - A 17:15 - 17:30

Demand (PCU/hr)

		To		
		A - Paddockhurst Road (West)	B - Turners Hill Road	C - Paddockhurst Road (East)
From	A - Paddockhurst Road (West)	0	2	75
	B - Turners Hill Road	3	0	0
	C - Paddockhurst Road (East)	80	0	0

1 - A 17:30 - 17:45

Demand (PCU/hr)

		To		
		A - Paddockhurst Road (West)	B - Turners Hill Road	C - Paddockhurst Road (East)
From	A - Paddockhurst Road (West)	0	2	68
	B - Turners Hill Road	3	0	0
	C - Paddockhurst Road (East)	73	0	0

2 - B 16:45 - 17:00

Demand (PCU/hr)

		To		
		A - Turners Hill Road (East)	B - Turners Hil Road	C - Turners Hill Road (West)
From	A - Turners Hill Road (East)	0	0	68
	B - Turners Hil Road	0	0	2
	C - Turners Hill Road (West)	44	3	0

2 - B 17:00 - 17:15

Demand (PCU/hr)

		To		
		A - Turners Hill Road (East)	B - Turners Hil Road	C - Turners Hill Road (West)
From	A - Turners Hill Road (East)	0	0	77
	B - Turners Hil Road	0	0	2
	C - Turners Hill Road (West)	50	3	0

2 - B 17:15 - 17:30

Demand (PCU/hr)

		To		
		A - Turners Hill Road (East)	B - Turners Hil Road	C - Turners Hill Road (West)
From	A - Turners Hill Road (East)	0	0	78
	B - Turners Hil Road	0	0	2
	C - Turners Hill Road (West)	51	3	0

2 - B 17:30 - 17:45

Demand (PCU/hr)

		To		
		A - Turners Hill Road (East)	B - Turners Hil Road	C - Turners Hill Road (West)
From	A - Turners Hill Road (East)	0	0	71
	B - Turners Hil Road	0	0	2
	C - Turners Hill Road (West)	46	3	0

3 - C 16:45 - 17:00

Demand (PCU/hr)

		To		
		A - Paddockhurst Road	B - Turners Hill Road	C - Church Road
From	A - Paddockhurst Road	0	0	65
	B - Turners Hill Road	0	0	44
	C - Church Road	70	68	0

3 - C 17:00 - 17:15

Demand (PCU/hr)

		To		
		A - Paddockhurst Road	B - Turners Hill Road	C - Church Road
From	A - Paddockhurst Road	0	0	73
	B - Turners Hill Road	0	0	50
	C - Church Road	79	77	0

3 - C 17:15 - 17:30

Demand (PCU/hr)

		To		
		A - Paddockhurst Road	B - Turners Hill Road	C - Church Road
From	A - Paddockhurst Road	0	0	75
	B - Turners Hill Road	0	0	51
	C - Church Road	80	78	0

3 - C 17:30 - 17:45

Demand (PCU/hr)

		To		
		A - Paddockhurst Road	B - Turners Hill Road	C - Church Road
From	A - Paddockhurst Road	0	0	68
	B - Turners Hill Road	0	0	46
	C - Church Road	73	71	0

Vehicle Mix

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

1 - A

Heavy Vehicle %

		To		
		A - Paddockhurst Road (West)	B - Turners Hill Road	C - Paddockhurst Road (East)
From	A - Paddockhurst Road (West)	0	0	1
	B - Turners Hill Road	0	0	0
	C - Paddockhurst Road (East)	0	0	0

2 - B

Heavy Vehicle %

		To		
		A - Turners Hill Road (East)	B - Turners Hil Road	C - Turners Hill Road (West)
From	A - Turners Hill Road (East)	0	0	1
	B - Turners Hil Road	0	0	0
	C - Turners Hill Road (West)	0	0	0

3 - C

Heavy Vehicle %

		To		
		A - Paddockhurst Road	B - Turners Hill Road	C - Church Road
From	A - Paddockhurst Road	0	0	1
	B - Turners Hill Road	0	0	0
	C - Church Road	0	1	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A	B-AC	0.01	7.26	0.0	A	3	3
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					76	76
	A-B					2	2
	A-C					70	70
2 - B	B-AC	0.00	5.43	0.0	A	2	2
	C-AB	0.01	5.58	0.0	A	3	3
	C-A					48	48
	A-B					0	0
	A-C					74	74
3 - C	B-AC	0.08	5.86	0.1	A	48	48
	C-AB	0.13	6.09	0.2	A	83	83
	C-A					66	66
	A-B					0	0
	A-C					70	70

Main Results for each time segment

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A	B-AC	3	0.75	0.00	503	0.006	3	0.0	0.0	7.202	A
	C-AB	0	0	0.00	622	0.000	0	0.0	0.0	0.000	A
	C-A	70	18	0.00			70				
	A-B	2	0.50	0.00			2				
	A-C	65	16	0.00			65				
2 - B	B-AC	2	0.50	0.00	667	0.003	2	0.0	0.0	5.412	A
	C-AB	3	0.80	0.00	648	0.005	3	0.0	0.0	5.583	A
	C-A	44	11	0.00			44				
	A-B	0	0	0.00			0				
	A-C	68	17	0.00			68				
3 - C	B-AC	44	11	0.00	668	0.066	44	0.0	0.1	5.761	A
	C-AB	76	19	0.00	679	0.112	75	0.0	0.1	5.996	A
	C-A	62	16	0.00			62				
	A-B	0	0	0.00			0				
	A-C	65	16	0.00			65				

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A	B-AC	3	0.75	0.00	499	0.006	3	0.0	0.0	7.250	A
	C-AB	0	0	0.00	620	0.000	0	0.0	0.0	0.000	A
	C-A	79	20	0.00			79				
	A-B	2	0.50	0.00			2				
	A-C	73	18	0.00			73				
2 - B	B-AC	2	0.50	0.00	665	0.003	2	0.0	0.0	5.431	A
	C-AB	3	0.81	0.00	650	0.005	3	0.0	0.0	5.570	A
	C-A	50	12	0.00			50				
	A-B	0	0	0.00			0				
	A-C	77	19	0.00			77				
3 - C	B-AC	50	13	0.00	666	0.075	50	0.1	0.1	5.841	A
	C-AB	87	22	0.00	683	0.128	87	0.1	0.2	6.080	A
	C-A	69	17	0.00			69				
	A-B	0	0	0.00			0				
	A-C	73	18	0.00			73				

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A	B-AC	3	0.75	0.00	499	0.006	3	0.0	0.0	7.259	A
	C-AB	0	0	0.00	620	0.000	0	0.0	0.0	0.000	A
	C-A	80	20	0.00			80				
	A-B	2	0.50	0.00			2				
	A-C	75	19	0.00			75				
2 - B	B-AC	2	0.50	0.00	664	0.003	2	0.0	0.0	5.433	A
	C-AB	3	0.81	0.00	650	0.005	3	0.0	0.0	5.565	A
	C-A	51	13	0.00			51				
	A-B	0	0	0.00			0				
	A-C	78	20	0.00			78				
3 - C	B-AC	51	13	0.00	666	0.077	51	0.1	0.1	5.856	A
	C-AB	88	22	0.00	683	0.129	88	0.2	0.2	6.094	A
	C-A	70	17	0.00			70				
	A-B	0	0	0.00			0				
	A-C	75	19	0.00			75				

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A	B-AC	3	0.75	0.00	502	0.006	3	0.0	0.0	7.222	A
	C-AB	0	0	0.00	621	0.000	0	0.0	0.0	0.000	A
	C-A	73	18	0.00			73				
	A-B	2	0.50	0.00			2				
	A-C	68	17	0.00			68				
2 - B	B-AC	2	0.50	0.00	666	0.003	2	0.0	0.0	5.420	A
	C-AB	3	0.81	0.00	648	0.005	3	0.0	0.0	5.580	A
	C-A	46	11	0.00			46				
	A-B	0	0	0.00			0				
	A-C	71	18	0.00			71				
3 - C	B-AC	46	12	0.00	667	0.069	46	0.1	0.1	5.794	A
	C-AB	80	20	0.00	680	0.117	80	0.2	0.2	6.036	A
	C-A	64	16	0.00			64				
	A-B	0	0	0.00			0				
	A-C	68	17	0.00			68				

2030 | Sensitivity | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A	T-Junction	Two-way	Two-way	Two-way		0.01	A
2	B	T-Junction	Two-way	Two-way	Two-way		0.17	A
3	C	T-Junction	Two-way	Two-way	Two-way		2.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.51	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2030	Sensitivity	AM	DIRECT	07:30	08:30	60	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A	A - Paddockhurst Road (West)		DIRECT	✓	100.000
	B - Turners Hill Road		DIRECT	✓	100.000
	C - Paddockhurst Road (East)		DIRECT	✓	100.000
2 - B	A - Turners Hill Road (East)		DIRECT	✓	100.000
	B - Turners Hil Road		DIRECT	✓	100.000
	C - Turners Hill Road (West)		DIRECT	✓	100.000
3 - C	A - Paddockhurst Road		DIRECT	✓	100.000
	B - Turners Hill Road		DIRECT	✓	100.000
	C - Church Road		DIRECT	✓	100.000

Origin-Destination Data

1 - A 07:30 - 07:45

Demand (PCU/hr)

		To		
		A - Paddockhurst Road (West)	B - Turners Hill Road	C - Paddockhurst Road (East)
From	A - Paddockhurst Road (West)	0	4	71
	B - Turners Hill Road	0	0	0
	C - Paddockhurst Road (East)	107	0	0

1 - A 07:45 - 08:00

Demand (PCU/hr)

		To		
		A - Paddockhurst Road (West)	B - Turners Hill Road	C - Paddockhurst Road (East)
From	A - Paddockhurst Road (West)	0	4	72
	B - Turners Hill Road	0	0	0
	C - Paddockhurst Road (East)	107	0	0

1 - A 08:00 - 08:15

Demand (PCU/hr)

		To		
		A - Paddockhurst Road (West)	B - Turners Hill Road	C - Paddockhurst Road (East)
From	A - Paddockhurst Road (West)	0	4	73
	B - Turners Hill Road	1	0	0
	C - Paddockhurst Road (East)	110	0	0

1 - A 08:15 - 08:30

Demand (PCU/hr)

		To		
		A - Paddockhurst Road (West)	B - Turners Hill Road	C - Paddockhurst Road (East)
From	A - Paddockhurst Road (West)	0	4	65
	B - Turners Hill Road	0	0	0
	C - Paddockhurst Road (East)	98	0	0

2 - B 07:30 - 07:45

Demand (PCU/hr)

		To		
		A - Turners Hill Road (East)	B - Turners Hil Road	C - Turners Hill Road (West)
From	A - Turners Hill Road (East)	0	0	95
	B - Turners Hil Road	0	0	4
	C - Turners Hill Road (West)	41	0	0

2 - B 07:45 - 08:00

Demand (PCU/hr)

		To		
		A - Turners Hill Road (East)	B - Turners Hil Road	C - Turners Hill Road (West)
From	A - Turners Hill Road (East)	0	0	96
	B - Turners Hil Road	0	0	4
	C - Turners Hill Road (West)	41	0	0

2 - B 08:00 - 08:15

Demand (PCU/hr)

		To		
		A - Turners Hill Road (East)	B - Turners Hil Road	C - Turners Hill Road (West)
From	A - Turners Hill Road (East)	0	0	98
	B - Turners Hil Road	0	0	4
	C - Turners Hill Road (West)	42	0	0

2 - B 08:15 - 08:30

Demand (PCU/hr)

		To		
		A - Turners Hill Road (East)	B - Turners Hil Road	C - Turners Hill Road (West)
From	A - Turners Hill Road (East)	0	0	87
	B - Turners Hil Road	0	0	4
	C - Turners Hill Road (West)	38	0	0

3 - C 07:30 - 07:45

Demand (PCU/hr)

		To		
		A - Paddockhurst Road	B - Turners Hill Road	C - Church Road
From	A - Paddockhurst Road	0	0	71
	B - Turners Hill Road	0	0	41
	C - Church Road	107	95	0

3 - C 07:45 - 08:00

Demand (PCU/hr)

		To		
		A - Paddockhurst Road	B - Turners Hill Road	C - Church Road
From	A - Paddockhurst Road	0	0	72
	B - Turners Hill Road	0	0	41
	C - Church Road	107	96	0

3 - C 08:00 - 08:15

Demand (PCU/hr)

		To		
		A - Paddockhurst Road	B - Turners Hill Road	C - Church Road
From	A - Paddockhurst Road	0	0	73
	B - Turners Hill Road	0	0	42
	C - Church Road	110	98	0

3 - C 08:15 - 08:30

Demand (PCU/hr)

		To		
		A - Paddockhurst Road	B - Turners Hill Road	C - Church Road
From	A - Paddockhurst Road	0	0	65
	B - Turners Hill Road	0	0	37
	C - Church Road	98	87	0

Vehicle Mix

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

1 - A

Heavy Vehicle %

		To		
		A - Paddockhurst Road (West)	B - Turners Hill Road	C - Paddockhurst Road (East)
From	A - Paddockhurst Road (West)	0	6	4
	B - Turners Hill Road	0	0	0
	C - Paddockhurst Road (East)	1	0	0

2 - B

Heavy Vehicle %

		To		
		A - Turners Hill Road (East)	B - Turners Hil Road	C - Turners Hill Road (West)
From	A - Turners Hill Road (East)	0	0	1
	B - Turners Hil Road	0	0	6
	C - Turners Hill Road (West)	3	0	0

3 - C

Heavy Vehicle %

		To		
		A - Paddockhurst Road	B - Turners Hill Road	C - Church Road
From	A - Paddockhurst Road	0	0	4
	B - Turners Hill Road	0	0	3
	C - Church Road	1	1	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A	B-AC	0.00	7.29	0.0	A	0.25	0.25
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					106	106
	A-B					4	4
	A-C					70	70
2 - B	B-AC	0.01	5.84	0.0	A	4	4
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					41	41
	A-B					0	0
	A-C					94	94
3 - C	B-AC	0.06	5.94	0.1	A	40	40
	C-AB	0.17	6.20	0.2	A	111	111
	C-A					89	89
	A-B					0	0
	A-C					70	70

Main Results for each time segment

07:30 - 07:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A	B-AC	0	0	0.00	548	0.000	0	0.0	0.0	0.000	A
	C-AB	0	0	0.00	620	0.000	0	0.0	0.0	0.000	A
	C-A	107	27	0.00			107				
	A-B	4	1	0.00			4				
	A-C	71	18	0.00			71				
2 - B	B-AC	4	1	0.00	660	0.006	4	0.0	0.0	5.830	A
	C-AB	0	0	0.00	612	0.000	0	0.0	0.0	0.000	A
	C-A	41	10	0.00			41				
	A-B	0	0	0.00			0				
	A-C	95	24	0.00			95				
3 - C	B-AC	41	10	0.00	667	0.062	41	0.0	0.1	5.924	A
	C-AB	112	28	0.00	702	0.160	111	0.0	0.2	6.155	A
	C-A	90	22	0.00			90				
	A-B	0	0	0.00			0				
	A-C	71	18	0.00			71				

07:45 - 08:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A	B-AC	0	0	0.00	547	0.000	0	0.0	0.0	0.000	A
	C-AB	0	0	0.00	620	0.000	0	0.0	0.0	0.000	A
	C-A	107	27	0.00			107				
	A-B	4	1	0.00			4				
	A-C	72	18	0.00			72				
2 - B	B-AC	4	1	0.00	660	0.006	4	0.0	0.0	5.833	A
	C-AB	0	0	0.00	612	0.000	0	0.0	0.0	0.000	A
	C-A	41	10	0.00			41				
	A-B	0	0	0.00			0				
	A-C	96	24	0.00			96				
3 - C	B-AC	41	10	0.00	666	0.062	41	0.1	0.1	5.932	A
	C-AB	113	28	0.00	701	0.162	113	0.2	0.2	6.190	A
	C-A	90	22	0.00			90				
	A-B	0	0	0.00			0				
	A-C	72	18	0.00			72				

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A	B-AC	1	0.25	0.00	495	0.002	0.99	0.0	0.0	7.293	A
	C-AB	0	0	0.00	620	0.000	0	0.0	0.0	0.000	A
	C-A	110	28	0.00			110				
	A-B	4	1	0.00			4				
	A-C	73	18	0.00			73				
2 - B	B-AC	4	1	0.00	659	0.006	4	0.0	0.0	5.837	A
	C-AB	0	0	0.00	612	0.000	0	0.0	0.0	0.000	A
	C-A	42	11	0.00			42				
	A-B	0	0	0.00			0				
	A-C	98	25	0.00			98				
3 - C	B-AC	42	11	0.00	666	0.063	42	0.1	0.1	5.943	A
	C-AB	116	29	0.00	703	0.165	116	0.2	0.2	6.202	A
	C-A	92	23	0.00			92				
	A-B	0	0	0.00			0				
	A-C	73	18	0.00			73				

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A	B-AC	0	0	0.00	498	0.000	0.01	0.0	0.0	0.000	A
	C-AB	0	0	0.00	622	0.000	0	0.0	0.0	0.000	A
	C-A	98	25	0.00			98				
	A-B	4	1	0.00			4				
	A-C	65	16	0.00			65				
2 - B	B-AC	4	1	0.00	662	0.006	4	0.0	0.0	5.811	A
	C-AB	0	0	0.00	614	0.000	0	0.0	0.0	0.000	A
	C-A	38	10	0.00			38				
	A-B	0	0	0.00			0				
	A-C	87	22	0.00			87				
3 - C	B-AC	37	9	0.00	668	0.055	37	0.1	0.1	5.878	A
	C-AB	101	25	0.00	697	0.145	101	0.2	0.2	6.108	A
	C-A	84	21	0.00			84				
	A-B	0	0	0.00			0				
	A-C	65	16	0.00			65				

2030 | Sensitivity | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A	T-Junction	Two-way	Two-way	Two-way		0.14	A
2	B	T-Junction	Two-way	Two-way	Two-way		0.23	A
3	C	T-Junction	Two-way	Two-way	Two-way		2.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.54	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2030	Sensitivity	PM	DIRECT	16:45	17:45	60	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A	A - Paddockhurst Road (West)		DIRECT	✓	100.000
	B - Turners Hill Road		DIRECT	✓	100.000
	C - Paddockhurst Road (East)		DIRECT	✓	100.000
2 - B	A - Turners Hill Road (East)		DIRECT	✓	100.000
	B - Turners Hil Road		DIRECT	✓	100.000
	C - Turners Hill Road (West)		DIRECT	✓	100.000
3 - C	A - Paddockhurst Road		DIRECT	✓	100.000
	B - Turners Hill Road		DIRECT	✓	100.000
	C - Church Road		DIRECT	✓	100.000

Origin-Destination Data

1 - A 16:45 - 17:00

Demand (PCU/hr)

		To		
		A - Paddockhurst Road (West)	B - Turners Hill Road	C - Paddockhurst Road (East)
From	A - Paddockhurst Road (West)	0	2	66
	B - Turners Hill Road	3	0	0
	C - Paddockhurst Road (East)	71	0	0

1 - A 17:00 - 17:15

Demand (PCU/hr)

		To		
		A - Paddockhurst Road (West)	B - Turners Hill Road	C - Paddockhurst Road (East)
From	A - Paddockhurst Road (West)	0	2	75
	B - Turners Hill Road	3	0	0
	C - Paddockhurst Road (East)	80	0	0

1 - A 17:15 - 17:30

Demand (PCU/hr)

		To		
		A - Paddockhurst Road (West)	B - Turners Hill Road	C - Paddockhurst Road (East)
From	A - Paddockhurst Road (West)	0	2	77
	B - Turners Hill Road	3	0	0
	C - Paddockhurst Road (East)	82	0	0

1 - A 17:30 - 17:45

Demand (PCU/hr)

		To		
		A - Paddockhurst Road (West)	B - Turners Hill Road	C - Paddockhurst Road (East)
From	A - Paddockhurst Road (West)	0	2	69
	B - Turners Hill Road	3	0	0
	C - Paddockhurst Road (East)	74	0	0

2 - B 16:45 - 17:00

Demand (PCU/hr)

		To		
		A - Turners Hill Road (East)	B - Turners Hil Road	C - Turners Hill Road (West)
From	A - Turners Hill Road (East)	0	0	69
	B - Turners Hil Road	0	0	2
	C - Turners Hill Road (West)	45	3	0

2 - B 17:00 - 17:15

Demand (PCU/hr)

		To		
		A - Turners Hill Road (East)	B - Turners Hil Road	C - Turners Hill Road (West)
From	A - Turners Hill Road (East)	0	0	78
	B - Turners Hil Road	0	0	2
	C - Turners Hill Road (West)	51	3	0

2 - B 17:15 - 17:30

Demand (PCU/hr)

		To		
		A - Turners Hill Road (East)	B - Turners Hil Road	C - Turners Hill Road (West)
From	A - Turners Hill Road (East)	0	0	80
	B - Turners Hil Road	0	0	2
	C - Turners Hill Road (West)	52	3	0

2 - B 17:30 - 17:45

Demand (PCU/hr)

		To		
		A - Turners Hill Road (East)	B - Turners Hil Road	C - Turners Hill Road (West)
From	A - Turners Hill Road (East)	0	0	72
	B - Turners Hil Road	0	0	2
	C - Turners Hill Road (West)	47	3	0

3 - C 16:45 - 17:00

Demand (PCU/hr)

		To		
		A - Paddockhurst Road	B - Turners Hill Road	C - Church Road
From	A - Paddockhurst Road	0	0	66
	B - Turners Hill Road	0	0	45
	C - Church Road	71	69	0

3 - C 17:00 - 17:15

Demand (PCU/hr)

		To		
		A - Paddockhurst Road	B - Turners Hill Road	C - Church Road
From	A - Paddockhurst Road	0	0	75
	B - Turners Hill Road	0	0	51
	C - Church Road	80	78	0

3 - C 17:15 - 17:30

Demand (PCU/hr)

		To		
		A - Paddockhurst Road	B - Turners Hill Road	C - Church Road
From	A - Paddockhurst Road	0	0	77
	B - Turners Hill Road	0	0	52
	C - Church Road	82	80	0

3 - C 17:30 - 17:45

Demand (PCU/hr)

		To		
		A - Paddockhurst Road	B - Turners Hill Road	C - Church Road
From	A - Paddockhurst Road	0	0	69
	B - Turners Hill Road	0	0	47
	C - Church Road	74	72	0

Vehicle Mix

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

1 - A

Heavy Vehicle %

		To		
		A - Paddockhurst Road (West)	B - Turners Hill Road	C - Paddockhurst Road (East)
From	A - Paddockhurst Road (West)	0	0	1
	B - Turners Hill Road	0	0	0
	C - Paddockhurst Road (East)	0	0	0

2 - B

Heavy Vehicle %

		To		
		A - Turners Hill Road (East)	B - Turners Hil Road	C - Turners Hill Road (West)
From	A - Turners Hill Road (East)	0	0	1
	B - Turners Hil Road	0	0	0
	C - Turners Hill Road (West)	0	0	0

3 - C

Heavy Vehicle %

		To		
		A - Paddockhurst Road	B - Turners Hill Road	C - Church Road
From	A - Paddockhurst Road	0	0	1
	B - Turners Hill Road	0	0	0
	C - Church Road	0	1	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A	B-AC	0.01	7.27	0.0	A	3	3
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					77	77
	A-B					2	2
	A-C					72	72
2 - B	B-AC	0.00	5.44	0.0	A	2	2
	C-AB	0.01	5.58	0.0	A	3	3
	C-A					49	49
	A-B					0	0
	A-C					75	75
3 - C	B-AC	0.08	5.87	0.1	A	49	49
	C-AB	0.13	6.11	0.2	A	84	84
	C-A					67	67
	A-B					0	0
	A-C					72	72

Main Results for each time segment

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A	B-AC	3	0.75	0.00	502	0.006	3	0.0	0.0	7.207	A
	C-AB	0	0	0.00	622	0.000	0	0.0	0.0	0.000	A
	C-A	71	18	0.00			71				
	A-B	2	0.50	0.00			2				
	A-C	66	17	0.00			66				
2 - B	B-AC	2	0.50	0.00	667	0.003	2	0.0	0.0	5.414	A
	C-AB	3	0.81	0.00	648	0.005	3	0.0	0.0	5.580	A
	C-A	45	11	0.00			45				
	A-B	0	0	0.00			0				
	A-C	69	17	0.00			69				
3 - C	B-AC	45	11	0.00	668	0.067	45	0.0	0.1	5.773	A
	C-AB	77	19	0.00	679	0.113	76	0.0	0.1	6.004	A
	C-A	63	16	0.00			63				
	A-B	0	0	0.00			0				
	A-C	66	17	0.00			66				

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A	B-AC	3	0.75	0.00	499	0.006	3	0.0	0.0	7.259	A
	C-AB	0	0	0.00	620	0.000	0	0.0	0.0	0.000	A
	C-A	80	20	0.00			80				
	A-B	2	0.50	0.00			2				
	A-C	75	19	0.00			75				
2 - B	B-AC	2	0.50	0.00	664	0.003	2	0.0	0.0	5.433	A
	C-AB	3	0.81	0.00	650	0.005	3	0.0	0.0	5.565	A
	C-A	51	13	0.00			51				
	A-B	0	0	0.00			0				
	A-C	78	20	0.00			78				
3 - C	B-AC	51	13	0.00	666	0.077	51	0.1	0.1	5.856	A
	C-AB	88	22	0.00	683	0.129	88	0.1	0.2	6.090	A
	C-A	70	17	0.00			70				
	A-B	0	0	0.00			0				
	A-C	75	19	0.00			75				

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A	B-AC	3	0.75	0.00	498	0.006	3	0.0	0.0	7.271	A
	C-AB	0	0	0.00	619	0.000	0	0.0	0.0	0.000	A
	C-A	82	21	0.00			82				
	A-B	2	0.50	0.00			2				
	A-C	77	19	0.00			77				
2 - B	B-AC	2	0.50	0.00	664	0.003	2	0.0	0.0	5.438	A
	C-AB	3	0.82	0.00	650	0.005	3	0.0	0.0	5.565	A
	C-A	52	13	0.00			52				
	A-B	0	0	0.00			0				
	A-C	80	20	0.00			80				
3 - C	B-AC	52	13	0.00	665	0.078	52	0.1	0.1	5.870	A
	C-AB	91	23	0.00	684	0.133	91	0.2	0.2	6.109	A
	C-A	71	18	0.00			71				
	A-B	0	0	0.00			0				
	A-C	77	19	0.00			77				

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A	B-AC	3	0.75	0.00	501	0.006	3	0.0	0.0	7.227	A
	C-AB	0	0	0.00	621	0.000	0	0.0	0.0	0.000	A
	C-A	74	19	0.00			74				
	A-B	2	0.50	0.00			2				
	A-C	69	17	0.00			69				
2 - B	B-AC	2	0.50	0.00	666	0.003	2	0.0	0.0	5.420	A
	C-AB	3	0.81	0.00	649	0.005	3	0.0	0.0	5.575	A
	C-A	47	12	0.00			47				
	A-B	0	0	0.00			0				
	A-C	72	18	0.00			72				
3 - C	B-AC	47	12	0.00	667	0.070	47	0.1	0.1	5.804	A
	C-AB	81	20	0.00	681	0.119	81	0.2	0.2	6.044	A
	C-A	65	16	0.00			65				
	A-B	0	0	0.00			0				
	A-C	69	17	0.00			69				

APPENDIX G

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Notes:
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2. Indicative un-surveyed existing road markings.
3. Based on Topographical Survey and OS Mapping Data.
4. Highway Boundary interpreted from information supplied by Wessex County Council.

Key:
- Highway Boundary maintainable at Public Expense.

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

Bristol
Cambridge
London
Welwyn Garden City

Transport Planning Associates

No. 9 Journey Campus
Castle Park
Cambridge
CB3 0AX
01223 455 385
www.tpa.uk.com

CLIENT: ELIVIA HOMES

PROJECT:
Old Vicarage Field,
Church Road,
Turners Hill

TITLE:
Swept Path Analysis of a Church Rd / B2208 / B2110 & North Street Junctions

STATUS:
FOR INFORMATION

SCALE @A2:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	16.07.25	JA	IB	IB

PROJECT NO:	DRAWING NO:	REVISION:
2202-008	MP02	-

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177

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

Filename: B2028 Junctions.j11
Path: Q:\22\02\008 - Old Vicarage Field, Church Road, Turners Hill\04 Calculations and Analysis\Highway Impact Analysis\Picady\2025 Consultation
Report generation date: 28/07/2025 10:59:13

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2022 - Surveyed									
1 - untitled - Stream B-AC	A1 D1	0.1	7.08	0.12	A	A1 D2	0.1	7.35	0.13	A
1 - untitled - Stream C-AB		0.0	7.16	0.01	A		0.0	6.50	0.01	A
2 - untitled - Stream B-AC		0.1	6.52	0.12	A		0.1	6.15	0.11	A
2 - untitled - Stream C-AB		0.1	6.82	0.11	A		0.2	6.56	0.12	A
3 - untitled - Stream B-ACD		0.1	6.99	0.08	A		0.1	6.63	0.09	A
3 - untitled - Stream A-BCD		0.1	6.96	0.11	A		0.1	6.32	0.07	A
3 - untitled - Stream D-ABC		0.3	9.41	0.21	A		0.3	8.92	0.22	A
3 - untitled - Stream C-ABD		0.0	5.44	0.01	A		0.0	5.93	0.01	A
	2030 - Base + Dev Traffic									
1 - untitled - Stream B-AC	A1 D3	0.1	7.16	0.12	A	A1 D4	0.2	7.47	0.14	A
1 - untitled - Stream C-AB		0.0	7.04	0.01	A		0.0	6.44	0.01	A
2 - untitled - Stream B-AC		0.2	6.57	0.13	A		0.1	6.21	0.12	A
2 - untitled - Stream C-AB		0.2	6.86	0.12	A		0.2	6.61	0.13	A
3 - untitled - Stream B-ACD		0.1	7.04	0.09	A		0.1	6.73	0.10	A
3 - untitled - Stream A-BCD		0.1	7.02	0.12	A		0.1	6.33	0.08	A
3 - untitled - Stream D-ABC		0.3	9.64	0.23	A		0.3	9.15	0.24	A
3 - untitled - Stream C-ABD		0.0	5.41	0.01	A		0.0	5.90	0.01	A
	2030 - Sensitivity									
1 - untitled - Stream B-AC	A1 D5	0.1	7.16	0.12	A	A1 D6	0.2	7.47	0.14	A
1 - untitled - Stream C-AB		0.0	7.04	0.01	A		0.0	6.44	0.01	A
2 - untitled - Stream B-AC		0.2	6.57	0.13	A		0.1	6.21	0.12	A
2 - untitled - Stream C-AB		0.2	6.86	0.12	A		0.2	6.60	0.13	A
3 - untitled - Stream B-ACD		0.1	7.06	0.09	A		0.1	6.74	0.10	A
3 - untitled - Stream A-BCD		0.1	7.02	0.12	A		0.1	6.33	0.08	A
3 - untitled - Stream D-ABC		0.3	9.71	0.23	A		0.3	9.19	0.24	A
3 - untitled - Stream C-ABD		0.0	5.40	0.01	A		0.0	5.88	0.01	A

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

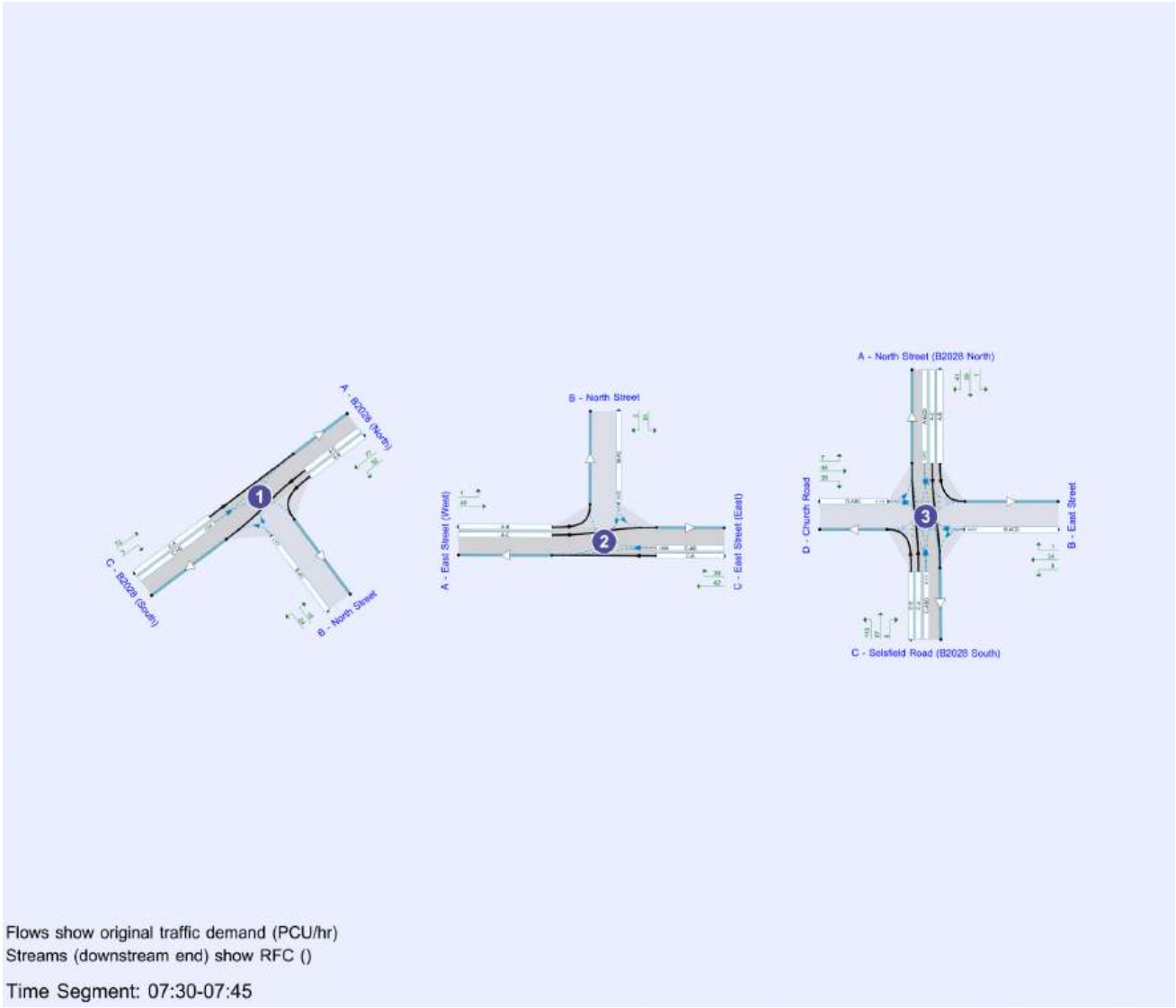
File summary

File Description

Title	
Location	
Site number	
Date	21/07/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TPA\grace.muffett
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2022	Surveyed	AM	DIRECT	07:30	08:30	60	15	✓
D2	2022	Surveyed	PM	DIRECT	16:45	17:45	60	15	✓
D3	2030	Base + Dev Traffic	AM	DIRECT	07:30	08:30	60	15	✓
D4	2030	Base + Dev Traffic	PM	DIRECT	16:45	17:45	60	15	✓
D5	2030	Sensitivity	AM	DIRECT	07:30	08:30	60	15	✓
D6	2030	Sensitivity	PM	DIRECT	16:45	17:45	60	15	✓

2022 | Surveyed | AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way			1.44	A
2	untitled	T-Junction	Two-way	Two-way	Two-way			3.42	A
3	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		3.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.06	A

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - untitled	A	B2028 (North)		Major
	B	North Street		Minor
	C	B2028 (South)		Major
2 - untitled	A	East Street (West)		Major
	B	North Street		Minor
	C	East Street (East)		Major
3 - untitled	A	North Street (B2028 North)		Major
	B	East Street		Minor
	C	Selsfield Road (B2028 South)		Major
	D	Church Road		Minor

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
1 - untitled	C - B2028 (South)	7.15			78.1	✓	0.00
2 - untitled	C - East Street (East)	7.25			43.2	✓	0.00
3 - untitled	A - North Street (B2028 North)	7.00			0.0	✓	0.00
	C - Selsfield Road (B2028 South)	7.00			91.0	✓	0.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
1 - untitled	B - North Street	One lane	3.88	71	22
2 - untitled	B - North Street	One lane	3.36	33	56
3 - untitled	B - East Street	One lane	4.30	33	187
	D - Church Road	One lane	4.20	37	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1 - untitled	B-A	556	0.096	0.242	0.152	0.345
	B-C	694	0.102	0.257	-	-
	C-B	619	0.228	0.228	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2 - untitled	B-A	535	0.092	0.233	0.147	0.333
	B-C	683	0.099	0.250	-	-
	C-B	599	0.219	0.219	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
3 - untitled	A-D	574	-	-	-	-	-	-	0.213	0.304	0.213	-	-	-
	B-A	656	0.114	0.289	0.289	-	-	-	0.182	0.413	-	0.289	0.289	0.144
	B-C	838	0.123	0.311	-	-	-	-	-	-	-	-	-	-
	B-D, nearside lane	656	0.114	0.289	0.289	-	-	-	0.182	0.413	0.182	-	-	-
	B-D, offside lane	656	0.114	0.289	0.289	-	-	-	0.182	0.413	0.182	-	-	-
	C-B	627	0.232	0.232	0.332	-	-	-	-	-	-	-	-	-
	D-A	699	-	-	-	-	-	-	0.259	-	0.102	-	-	-
	D-B, nearside lane	548	0.152	0.152	0.345	-	-	-	0.241	0.241	0.095	-	-	-
	D-B, offside lane	548	0.152	0.152	0.345	-	-	-	0.241	0.241	0.095	-	-	-
	D-C	548	-	0.152	0.345	0.121	0.241	0.241	0.241	0.241	0.095	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2022	Surveyed	AM	DIRECT	07:30	08:30	60	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - untitled	A - B2028 (North)		DIRECT	✓	100.000
	B - North Street		DIRECT	✓	100.000
	C - B2028 (South)		DIRECT	✓	100.000
2 - untitled	A - East Street (West)		DIRECT	✓	100.000
	B - North Street		DIRECT	✓	100.000
	C - East Street (East)		DIRECT	✓	100.000
3 - untitled	A - North Street (B2028 North)		DIRECT	✓	100.000
	B - East Street		DIRECT	✓	100.000
	C - Selsfield Road (B2028 South)		DIRECT	✓	100.000
	D - Church Road		DIRECT	✓	100.000

Origin-Destination Data

1 - untitled 07:30 - 07:45

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	32	77
	B - North Street	18	0	24
	C - B2028 (South)	72	3	0

1 - untitled 07:45 - 08:00

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	50	89
	B - North Street	17	0	27
	C - B2028 (South)	64	6	0

1 - untitled 08:00 - 08:15

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	65	85
	B - North Street	32	0	36
	C - B2028 (South)	72	1	0

1 - untitled 08:15 - 08:30

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	80	92
	B - North Street	27	0	24
	C - B2028 (South)	77	1	0

2 - untitled 07:30 - 07:45

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	1	46
	B - North Street	3	0	33
	C - East Street (East)	42	39	0

2 - untitled 07:45 - 08:00

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	89
	B - North Street	4	0	51
	C - East Street (East)	47	48	0

2 - untitled 08:00 - 08:15

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	77
	B - North Street	1	0	65
	C - East Street (East)	43	65	0

2 - untitled 08:15 - 08:30

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	64
	B - North Street	0	0	82
	C - East Street (East)	40	51	0

3 - untitled 07:30 - 07:45

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	1	59	41
	B - East Street	1	0	9	34
	C - Selsfield Road (B2028 South)	67	6	0	113
	D - Church Road	7	44	35	0

3 - untitled 07:45 - 08:00

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	8	62	46
	B - East Street	1	0	7	43
	C - Selsfield Road (B2028 South)	59	8	0	97
	D - Church Road	10	71	26	0

3 - untitled 08:00 - 08:15

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	1	65	55
	B - East Street	1	0	2	44
	C - Selsfield Road (B2028 South)	68	4	0	101
	D - Church Road	4	72	22	0

3 - untitled 08:15 - 08:30

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	0	73	46
	B - East Street	0	0	1	38
	C - Selsfield Road (B2028 South)	69	5	0	75
	D - Church Road	9	61	36	0

Vehicle Mix

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

1 - untitled

Heavy Vehicle %

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	4	3
	B - North Street	5	0	0
	C - B2028 (South)	3	27	0

2 - untitled

Heavy Vehicle %

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	3
	B - North Street	63	0	4
	C - East Street (East)	5	2	0

Heavy Vehicle %

3 - untitled

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	0	3	1
	B - East Street	67	0	26	4
	C - Selsfield Road (B2028 South)	1	4	0	1
	D - Church Road	13	3	3	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - untitled	B-AC	0.12	7.08	0.1	A	51	51
	C-AB	0.01	7.16	0.0	A	3	3
	C-A					71	71
	A-B					57	57
	A-C					86	86
2 - untitled	B-AC	0.12	6.52	0.1	A	60	60
	C-AB	0.11	6.82	0.1	A	55	55
	C-A					39	39
	A-B					0.25	0.25
	A-C					69	69
3 - untitled	B-ACD	0.08	6.99	0.1	A	45	45
	A-BCD	0.11	6.96	0.1	A	53	53
	A-B					2	2
	A-C					59	59
	D-ABC	0.21	9.41	0.3	A	99	99
	C-ABD	0.01	5.44	0.0	A	7	7
	C-D					95	95
	C-A					65	65

Main Results for each time segment

07:30 - 07:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	42	11	0.00	598	0.070	42	0.0	0.1	6.608	A
	C-AB	3	0.84	0.00	643	0.005	3	0.0	0.0	6.980	A
	C-A	72	18	0.00			72				
	A-B	32	8	0.00			32				
	A-C	77	19	0.00			77				
2 - untitled	B-AC	36	9	0.00	654	0.055	36	0.0	0.1	6.237	A
	C-AB	42	10	0.00	617	0.068	42	0.0	0.1	6.417	A
	C-A	39	10	0.00			39				
	A-B	1	0.25	0.00			1				
	A-C	46	12	0.00			46				
3 - untitled	B-ACD	44	11	0.00	627	0.070	44	0.0	0.1	6.700	A
	A-BCD	46	11	0.00	576	0.079	45	0.0	0.1	6.833	A
	A-B	0.92	0.23	0.00			0.92				
	A-C	54	14	0.00			54				
	D-ABC	86	22	0.00	503	0.171	85	0.0	0.2	8.933	A
	C-ABD	8	2	0.00	719	0.011	8	0.0	0.0	5.234	A
	C-D	112	28	0.00			112				
	C-A	66	17	0.00			66				

07:45 - 08:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	44	11	0.00	600	0.073	44	0.1	0.1	6.610	A
	C-AB	7	2	0.00	631	0.011	7	0.0	0.0	7.162	A
	C-A	63	16	0.00			63				
	A-B	50	13	0.00			50				
	A-C	89	22	0.00			89				
2 - untitled	B-AC	55	14	0.00	645	0.085	55	0.1	0.1	6.521	A
	C-AB	52	13	0.00	611	0.085	52	0.1	0.1	6.604	A
	C-A	43	11	0.00			43				
	A-B	0	0	0.00			0				
	A-C	89	22	0.00			89				
3 - untitled	B-ACD	51	13	0.00	615	0.083	51	0.1	0.1	6.887	A
	A-BCD	52	13	0.00	587	0.089	52	0.1	0.1	6.779	A
	A-B	7	2	0.00			7				
	A-C	56	14	0.00			56				
	D-ABC	107	27	0.00	506	0.212	107	0.2	0.3	9.364	A
	C-ABD	10	3	0.00	699	0.015	10	0.0	0.0	5.404	A
	C-D	96	24	0.00			96				
	C-A	58	15	0.00			58				

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	68	17	0.00	587	0.116	68	0.1	0.1	7.082	A
	C-AB	1	0.28	0.00	634	0.002	1	0.0	0.0	7.068	A
	C-A	72	18	0.00			72				
	A-B	65	16	0.00			65				
	A-C	85	21	0.00			85				
2 - untitled	B-AC	66	17	0.00	660	0.100	66	0.1	0.1	6.395	A
	C-AB	70	17	0.00	611	0.114	70	0.1	0.1	6.821	A
	C-A	38	10	0.00			38				
	A-B	0	0	0.00			0				
	A-C	77	19	0.00			77				
3 - untitled	B-ACD	47	12	0.00	596	0.079	47	0.1	0.1	6.985	A
	A-BCD	62	16	0.00	583	0.106	62	0.1	0.1	6.963	A
	A-B	0.89	0.22	0.00			0.89				
	A-C	58	15	0.00			58				
	D-ABC	98	25	0.00	495	0.198	98	0.3	0.3	9.407	A
	C-ABD	5	1	0.00	706	0.007	5	0.0	0.0	5.317	A
	C-D	100	25	0.00			100				
	C-A	67	17	0.00			67				

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	51	13	0.00	575	0.089	51	0.1	0.1	7.051	A
	C-AB	1	0.28	0.00	632	0.002	1	0.0	0.0	7.059	A
	C-A	77	19	0.00			77				
	A-B	80	20	0.00			80				
	A-C	92	23	0.00			92				
2 - untitled	B-AC	82	21	0.00	667	0.123	82	0.1	0.1	6.406	A
	C-AB	55	14	0.00	612	0.089	55	0.1	0.1	6.630	A
	C-A	36	9	0.00			36				
	A-B	0	0	0.00			0				
	A-C	64	16	0.00			64				
3 - untitled	B-ACD	39	10	0.00	597	0.065	39	0.1	0.1	6.768	A
	A-BCD	53	13	0.00	593	0.089	53	0.1	0.1	6.722	A
	A-B	0	0	0.00			0				
	A-C	66	17	0.00			66				
	D-ABC	106	27	0.00	504	0.210	106	0.3	0.3	9.364	A
	C-ABD	6	2	0.00	691	0.009	6	0.0	0.0	5.444	A
	C-D	74	19	0.00			74				
	C-A	68	17	0.00			68				

2022 | Surveyed | PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way			1.55	A
2	untitled	T-Junction	Two-way	Two-way	Two-way			3.60	A
3	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		3.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.05	A

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - untitled	A	B2028 (North)		Major
	B	North Street		Minor
	C	B2028 (South)		Major
2 - untitled	A	East Street (West)		Major
	B	North Street		Minor
	C	East Street (East)		Major
3 - untitled	A	North Street (B2028 North)		Major
	B	East Street		Minor
	C	Selsfield Road (B2028 South)		Major
	D	Church Road		Minor

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
1 - untitled	C - B2028 (South)	7.15			78.1	✓	0.00
2 - untitled	C - East Street (East)	7.25			43.2	✓	0.00
3 - untitled	A - North Street (B2028 North)	7.00			0.0	✓	0.00
	C - Selsfield Road (B2028 South)	7.00			91.0	✓	0.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
1 - untitled	B - North Street	One lane	3.88	71	22
2 - untitled	B - North Street	One lane	3.36	33	56
3 - untitled	B - East Street	One lane	4.30	33	187
	D - Church Road	One lane	4.20	37	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1 - untitled	B-A	556	0.096	0.242	0.152	0.345
	B-C	694	0.102	0.257	-	-
	C-B	619	0.228	0.228	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2 - untitled	B-A	535	0.092	0.233	0.147	0.333
	B-C	683	0.099	0.250	-	-
	C-B	599	0.219	0.219	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
3 - untitled	A-D	574	-	-	-	-	-	-	0.213	0.304	0.213	-	-	-
	B-A	656	0.114	0.289	0.289	-	-	-	0.182	0.413	-	0.289	0.289	0.144
	B-C	838	0.123	0.311	-	-	-	-	-	-	-	-	-	-
	B-D, nearside lane	656	0.114	0.289	0.289	-	-	-	0.182	0.413	0.182	-	-	-
	B-D, offside lane	656	0.114	0.289	0.289	-	-	-	0.182	0.413	0.182	-	-	-
	C-B	627	0.232	0.232	0.332	-	-	-	-	-	-	-	-	-
	D-A	699	-	-	-	-	-	-	0.259	-	0.102	-	-	-
	D-B, nearside lane	548	0.152	0.152	0.345	-	-	-	0.241	0.241	0.095	-	-	-
	D-B, offside lane	548	0.152	0.152	0.345	-	-	-	0.241	0.241	0.095	-	-	-
	D-C	548	-	0.152	0.345	0.121	0.241	0.241	0.241	0.241	0.095	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2022	Surveyed	PM	DIRECT	16:45	17:45	60	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - untitled	A - B2028 (North)		DIRECT	✓	100.000
	B - North Street		DIRECT	✓	100.000
	C - B2028 (South)		DIRECT	✓	100.000
2 - untitled	A - East Street (West)		DIRECT	✓	100.000
	B - North Street		DIRECT	✓	100.000
	C - East Street (East)		DIRECT	✓	100.000
3 - untitled	A - North Street (B2028 North)		DIRECT	✓	100.000
	B - East Street		DIRECT	✓	100.000
	C - Selsfield Road (B2028 South)		DIRECT	✓	100.000
	D - Church Road		DIRECT	✓	100.000

Origin-Destination Data

1 - untitled 16:45 - 17:00

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	41	107
	B - North Street	36	0	21
	C - B2028 (South)	74	2	0

1 - untitled 17:00 - 17:15

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	69	118
	B - North Street	43	0	29
	C - B2028 (South)	55	4	0

1 - untitled 17:15 - 17:30

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	69	121
	B - North Street	30	0	29
	C - B2028 (South)	52	1	0

1 - untitled 17:30 - 17:45

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	66	106
	B - North Street	39	0	15
	C - B2028 (South)	62	2	0

2 - untitled 16:45 - 17:00

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	40
	B - North Street	0	0	43
	C - East Street (East)	45	56	0

2 - untitled 17:00 - 17:15

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	56
	B - North Street	1	0	74
	C - East Street (East)	58	70	0

2 - untitled 17:15 - 17:30

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	66
	B - North Street	0	0	69
	C - East Street (East)	51	60	0

2 - untitled 17:30 - 17:45

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	60
	B - North Street	1	0	65
	C - East Street (East)	40	55	0

3 - untitled 16:45 - 17:00

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	0	96	35
	B - East Street	0	0	8	38
	C - Selsfield Road (B2028 South)	61	4	0	58
	D - Church Road	15	36	39	0

3 - untitled 17:00 - 17:15

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	0	106	38
	B - East Street	2	0	5	50
	C - Selsfield Road (B2028 South)	47	1	0	64
	D - Church Road	11	54	39	0

3 - untitled 17:15 - 17:30

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	1	113	38
	B - East Street	0	0	3	50
	C - Selsfield Road (B2028 South)	37	6	0	62
	D - Church Road	15	55	37	0

3 - untitled 17:30 - 17:45

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	0	93	29
	B - East Street	0	0	2	40
	C - Selsfield Road (B2028 South)	47	2	0	54
	D - Church Road	17	58	42	0

Vehicle Mix

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

1 - untitled

Heavy Vehicle %

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	1	0
	B - North Street	0	0	0
	C - B2028 (South)	1	11	0

2 - untitled

Heavy Vehicle %

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	1
	B - North Street	50	0	1
	C - East Street (East)	1	0	0

3 - untitled

Heavy Vehicle %

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	0	0	1
	B - East Street	0	0	6	1
	C - Selsfield Road (B2028 South)	2	8	0	0
	D - Church Road	0	0	1	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - untitled	B-AC	0.13	7.35	0.1	A	61	61
	C-AB	0.01	6.50	0.0	A	2	2
	C-A					61	61
	A-B					61	61
	A-C					113	113
2 - untitled	B-AC	0.11	6.15	0.1	A	63	63
	C-AB	0.12	6.56	0.2	A	65	65
	C-A					43	43
	A-B					0	0
	A-C					56	56
3 - untitled	B-ACD	0.09	6.63	0.1	A	50	50
	A-BCD	0.07	6.32	0.1	A	42	42
	A-B					0.23	0.23
	A-C					95	95
	D-ABC	0.22	8.92	0.3	A	105	105
	C-ABD	0.01	5.93	0.0	A	4	4
	C-D					59	59
	C-A					48	48

Main Results for each time segment

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	57	14	0.00	561	0.102	57	0.0	0.1	7.134	A
	C-AB	2	0.57	0.00	635	0.004	2	0.0	0.0	6.242	A
	C-A	74	18	0.00			74				
	A-B	41	10	0.00			41				
	A-C	107	27	0.00			107				
2 - untitled	B-AC	43	11	0.00	673	0.064	43	0.0	0.1	5.752	A
	C-AB	60	15	0.00	620	0.097	60	0.0	0.1	6.421	A
	C-A	41	10	0.00			41				
	A-B	0	0	0.00			0				
	A-C	40	10	0.00			40				
3 - untitled	B-ACD	46	12	0.00	623	0.074	46	0.0	0.1	6.317	A
	A-BCD	41	10	0.00	614	0.068	41	0.0	0.1	6.319	A
	A-B	0	0	0.00			0				
	A-C	90	22	0.00			90				
	D-ABC	90	23	0.00	518	0.174	89	0.0	0.2	8.424	A
	C-ABD	5	1	0.00	673	0.007	5	0.0	0.0	5.738	A
	C-D	58	14	0.00			58				
	C-A	61	15	0.00			61				

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	72	18	0.00	562	0.128	72	0.1	0.1	7.350	A
	C-AB	4	1	0.00	614	0.007	4	0.0	0.0	6.495	A
	C-A	55	14	0.00			55				
	A-B	69	17	0.00			69				
	A-C	118	30	0.00			118				
2 - untitled	B-AC	75	19	0.00	666	0.113	75	0.1	0.1	6.149	A
	C-AB	77	19	0.00	626	0.123	77	0.1	0.2	6.564	A
	C-A	51	13	0.00			51				
	A-B	0	0	0.00			0				
	A-C	56	14	0.00			56				
3 - untitled	B-ACD	57	14	0.00	607	0.094	57	0.1	0.1	6.620	A
	A-BCD	46	11	0.00	624	0.074	46	0.1	0.1	6.269	A
	A-B	0	0	0.00			0				
	A-C	98	25	0.00			98				
	D-ABC	104	26	0.00	510	0.204	104	0.2	0.3	8.901	A
	C-ABD	1	0.30	0.00	664	0.002	1	0.0	0.0	5.781	A
	C-D	64	16	0.00			64				
	C-A	47	12	0.00			47				

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	59	15	0.00	574	0.103	59	0.1	0.1	6.995	A
	C-AB	1	0.27	0.00	611	0.002	1	0.0	0.0	6.496	A
	C-A	52	13	0.00			52				
	A-B	69	17	0.00			69				
	A-C	121	30	0.00			121				
2 - untitled	B-AC	69	17	0.00	667	0.103	69	0.1	0.1	6.089	A
	C-AB	65	16	0.00	619	0.106	66	0.2	0.1	6.511	A
	C-A	46	11	0.00			46				
	A-B	0	0	0.00			0				
	A-C	66	17	0.00			66				
3 - untitled	B-ACD	53	13	0.00	600	0.088	53	0.1	0.1	6.635	A
	A-BCD	46	12	0.00	630	0.074	46	0.1	0.1	6.209	A
	A-B	0.93	0.23	0.00			0.93				
	A-C	105	26	0.00			105				
	D-ABC	107	27	0.00	516	0.207	107	0.3	0.3	8.847	A
	C-ABD	7	2	0.00	654	0.011	7	0.0	0.0	5.928	A
	C-D	61	15	0.00			61				
	C-A	37	9	0.00			37				

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	54	14	0.00	548	0.099	54	0.1	0.1	7.287	A
	C-AB	2	0.56	0.00	622	0.004	2	0.0	0.0	6.390	A
	C-A	62	15	0.00			62				
	A-B	66	17	0.00			66				
	A-C	106	27	0.00			106				
2 - untitled	B-AC	66	17	0.00	665	0.099	66	0.1	0.1	6.073	A
	C-AB	59	15	0.00	613	0.096	59	0.1	0.1	6.505	A
	C-A	36	9	0.00			36				
	A-B	0	0	0.00			0				
	A-C	60	15	0.00			60				
3 - untitled	B-ACD	42	11	0.00	609	0.069	42	0.1	0.1	6.405	A
	A-BCD	34	9	0.00	616	0.056	34	0.1	0.1	6.225	A
	A-B	0	0	0.00			0				
	A-C	88	22	0.00			88				
	D-ABC	117	29	0.00	522	0.224	117	0.3	0.3	8.917	A
	C-ABD	2	0.59	0.00	663	0.004	2	0.0	0.0	5.809	A
	C-D	54	13	0.00			54				
	C-A	47	12	0.00			47				

2030 | Base + Dev Traffic | AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way			1.45	A
2	untitled	T-Junction	Two-way	Two-way	Two-way			3.44	A
3	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		3.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.11	A

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - untitled	A	B2028 (North)		Major
	B	North Street		Minor
	C	B2028 (South)		Major
2 - untitled	A	East Street (West)		Major
	B	North Street		Minor
	C	East Street (East)		Major
3 - untitled	A	North Street (B2028 North)		Major
	B	East Street		Minor
	C	Selsfield Road (B2028 South)		Major
	D	Church Road		Minor

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
1 - untitled	C - B2028 (South)	7.15			78.1	✓	0.00
2 - untitled	C - East Street (East)	7.25			43.2	✓	0.00
3 - untitled	A - North Street (B2028 North)	7.00			0.0	✓	0.00
	C - Selsfield Road (B2028 South)	7.00			91.0	✓	0.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
1 - untitled	B - North Street	One lane	3.88	71	22
2 - untitled	B - North Street	One lane	3.36	33	56
3 - untitled	B - East Street	One lane	4.30	33	187
	D - Church Road	One lane	4.20	37	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1 - untitled	B-A	556	0.096	0.242	0.152	0.345
	B-C	694	0.102	0.257	-	-
	C-B	619	0.228	0.228	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2 - untitled	B-A	535	0.092	0.233	0.147	0.333
	B-C	683	0.099	0.250	-	-
	C-B	599	0.219	0.219	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
3 - untitled	A-D	574	-	-	-	-	-	-	0.213	0.304	0.213	-	-	-
	B-A	656	0.114	0.289	0.289	-	-	-	0.182	0.413	-	0.289	0.289	0.144
	B-C	838	0.123	0.311	-	-	-	-	-	-	-	-	-	-
	B-D, nearside lane	656	0.114	0.289	0.289	-	-	-	0.182	0.413	0.182	-	-	-
	B-D, offside lane	656	0.114	0.289	0.289	-	-	-	0.182	0.413	0.182	-	-	-
	C-B	627	0.232	0.232	0.332	-	-	-	-	-	-	-	-	-
	D-A	699	-	-	-	-	-	-	0.259	-	0.102	-	-	-
	D-B, nearside lane	548	0.152	0.152	0.345	-	-	-	0.241	0.241	0.095	-	-	-
	D-B, offside lane	548	0.152	0.152	0.345	-	-	-	0.241	0.241	0.095	-	-	-
	D-C	548	-	0.152	0.345	0.121	0.241	0.241	0.241	0.241	0.095	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2030	Base + Dev Traffic	AM	DIRECT	07:30	08:30	60	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - untitled	A - B2028 (North)		DIRECT	✓	100.000
	B - North Street		DIRECT	✓	100.000
	C - B2028 (South)		DIRECT	✓	100.000
2 - untitled	A - East Street (West)		DIRECT	✓	100.000
	B - North Street		DIRECT	✓	100.000
	C - East Street (East)		DIRECT	✓	100.000
3 - untitled	A - North Street (B2028 North)		DIRECT	✓	100.000
	B - East Street		DIRECT	✓	100.000
	C - Selsfield Road (B2028 South)		DIRECT	✓	100.000
	D - Church Road		DIRECT	✓	100.000

Origin-Destination Data

1 - untitled 07:30 - 07:45

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	34	82
	B - North Street	19	0	25
	C - B2028 (South)	77	3	0

1 - untitled 07:45 - 08:00

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	53	95
	B - North Street	18	0	29
	C - B2028 (South)	68	7	0

1 - untitled 08:00 - 08:15

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	69	90
	B - North Street	34	0	38
	C - B2028 (South)	77	1	0

1 - untitled 08:15 - 08:30

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	85	98
	B - North Street	29	0	26
	C - B2028 (South)	82	1	0

2 - untitled 07:30 - 07:45

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	1	49
	B - North Street	3	0	35
	C - East Street (East)	45	41	0

2 - untitled 07:45 - 08:00

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	95
	B - North Street	4	0	54
	C - East Street (East)	50	52	0

2 - untitled 08:00 - 08:15

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	83
	B - North Street	1	0	69
	C - East Street (East)	46	69	0

2 - untitled 08:15 - 08:30

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	69
	B - North Street	0	0	87
	C - East Street (East)	43	54	0

3 - untitled 07:30 - 07:45

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	1	63	44
	B - East Street	1	0	9	36
	C - Selsfield Road (B2028 South)	71	6	0	121
	D - Church Road	7	47	37	0

3 - untitled 07:45 - 08:00

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	9	66	49
	B - East Street	1	0	7	46
	C - Selsfield Road (B2028 South)	63	8	0	104
	D - Church Road	11	76	28	0

3 - untitled 08:00 - 08:15

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	1	69	59
	B - East Street	1	0	3	47
	C - Selsfield Road (B2028 South)	72	5	0	108
	D - Church Road	4	77	23	0

3 - untitled 08:15 - 08:30

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	0	77	49
	B - East Street	0	0	1	41
	C - Selsfield Road (B2028 South)	73	5	0	80
	D - Church Road	10	65	38	0

Vehicle Mix

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

1 - untitled

Heavy Vehicle %

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	5	3
	B - North Street	5	0	0
	C - B2028 (South)	3	25	0

2 - untitled

Heavy Vehicle %

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	3
	B - North Street	63	0	4
	C - East Street (East)	4	2	0

3 - untitled

Heavy Vehicle %

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	0	3	1
	B - East Street	67	0	25	4
	C - Selsfield Road (B2028 South)	2	4	0	0
	D - Church Road	13	3	3	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - untitled	B-AC	0.12	7.16	0.1	A	55	55
	C-AB	0.01	7.04	0.0	A	3	3
	C-A					76	76
	A-B					60	60
	A-C					91	91
2 - untitled	B-AC	0.13	6.57	0.2	A	63	63
	C-AB	0.12	6.86	0.2	A	58	58
	C-A					42	42
	A-B					0.25	0.25
	A-C					74	74
3 - untitled	B-ACD	0.09	7.04	0.1	A	48	48
	A-BCD	0.12	7.02	0.1	A	57	57
	A-B					2	2
	A-C					62	62
	D-ABC	0.23	9.64	0.3	A	106	106
	C-ABD	0.01	5.41	0.0	A	8	8
	C-D					102	102
	C-A					69	69

Main Results for each time segment

07:30 - 07:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	44	11	0.00	596	0.074	44	0.0	0.1	6.653	A
	C-AB	3	0.85	0.00	644	0.005	3	0.0	0.0	6.841	A
	C-A	77	19	0.00			77				
	A-B	34	9	0.00			34				
	A-C	82	21	0.00			82				
2 - untitled	B-AC	38	10	0.00	654	0.058	38	0.0	0.1	6.258	A
	C-AB	44	11	0.00	618	0.072	44	0.0	0.1	6.419	A
	C-A	42	10	0.00			42				
	A-B	1	0.25	0.00			1				
	A-C	49	12	0.00			49				
3 - untitled	B-ACD	46	12	0.00	622	0.074	46	0.0	0.1	6.747	A
	A-BCD	49	12	0.00	576	0.086	49	0.0	0.1	6.875	A
	A-B	0.91	0.23	0.00			0.91				
	A-C	58	14	0.00			58				
	D-ABC	91	23	0.00	499	0.183	90	0.0	0.2	9.105	A
	C-ABD	8	2	0.00	725	0.011	8	0.0	0.0	5.183	A
	C-D	120	30	0.00			120				
	C-A	70	18	0.00			70				

07:45 - 08:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	47	12	0.00	598	0.079	47	0.1	0.1	6.660	A
	C-AB	8	2	0.00	631	0.012	8	0.0	0.0	7.045	A
	C-A	67	17	0.00			67				
	A-B	53	13	0.00			53				
	A-C	95	24	0.00			95				
2 - untitled	B-AC	58	15	0.00	644	0.090	58	0.1	0.1	6.565	A
	C-AB	57	14	0.00	612	0.093	57	0.1	0.1	6.640	A
	C-A	45	11	0.00			45				
	A-B	0	0	0.00			0				
	A-C	95	24	0.00			95				
3 - untitled	B-ACD	54	14	0.00	610	0.089	54	0.1	0.1	6.953	A
	A-BCD	56	14	0.00	589	0.095	56	0.1	0.1	6.811	A
	A-B	8	2	0.00			8				
	A-C	60	15	0.00			60				
	D-ABC	115	29	0.00	502	0.229	115	0.2	0.3	9.607	A
	C-ABD	10	3	0.00	705	0.015	10	0.0	0.0	5.357	A
	C-D	102	26	0.00			102				
	C-A	62	16	0.00			62				

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	72	18	0.00	585	0.123	72	0.1	0.1	7.160	A
	C-AB	1	0.29	0.00	635	0.002	1	0.0	0.0	6.932	A
	C-A	77	19	0.00			77				
	A-B	69	17	0.00			69				
	A-C	90	23	0.00			90				
2 - untitled	B-AC	70	18	0.00	659	0.106	70	0.1	0.1	6.458	A
	C-AB	75	19	0.00	612	0.122	74	0.1	0.2	6.861	A
	C-A	40	10	0.00			40				
	A-B	0	0	0.00			0				
	A-C	83	21	0.00			83				
3 - untitled	B-ACD	51	13	0.00	594	0.086	51	0.1	0.1	7.037	A
	A-BCD	67	17	0.00	583	0.115	67	0.1	0.1	7.025	A
	A-B	0.88	0.22	0.00			0.88				
	A-C	61	15	0.00			61				
	D-ABC	104	26	0.00	491	0.212	104	0.3	0.3	9.640	A
	C-ABD	7	2	0.00	712	0.009	7	0.0	0.0	5.279	A
	C-D	107	27	0.00			107				
	C-A	71	18	0.00			71				

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	55	14	0.00	573	0.096	55	0.1	0.1	7.123	A
	C-AB	1	0.29	0.00	633	0.002	1	0.0	0.0	6.927	A
	C-A	82	20	0.00			82				
	A-B	85	21	0.00			85				
	A-C	98	25	0.00			98				
2 - untitled	B-AC	87	22	0.00	666	0.131	87	0.1	0.2	6.485	A
	C-AB	58	15	0.00	613	0.095	58	0.2	0.1	6.654	A
	C-A	39	10	0.00			39				
	A-B	0	0	0.00			0				
	A-C	69	17	0.00			69				
3 - untitled	B-ACD	42	11	0.00	593	0.071	42	0.1	0.1	6.844	A
	A-BCD	56	14	0.00	594	0.095	56	0.1	0.1	6.757	A
	A-B	0	0	0.00			0				
	A-C	70	17	0.00			70				
	D-ABC	113	28	0.00	501	0.226	113	0.3	0.3	9.579	A
	C-ABD	6	2	0.00	695	0.009	6	0.0	0.0	5.405	A
	C-D	79	20	0.00			79				
	C-A	72	18	0.00			72				

2030 | Base + Dev Traffic | PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way			1.57	A
2	untitled	T-Junction	Two-way	Two-way	Two-way			3.63	A
3	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		3.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.11	A

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - untitled	A	B2028 (North)		Major
	B	North Street		Minor
	C	B2028 (South)		Major
2 - untitled	A	East Street (West)		Major
	B	North Street		Minor
	C	East Street (East)		Major
3 - untitled	A	North Street (B2028 North)		Major
	B	East Street		Minor
	C	Selsfield Road (B2028 South)		Major
	D	Church Road		Minor

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
1 - untitled	C - B2028 (South)	7.15			78.1	✓	0.00
2 - untitled	C - East Street (East)	7.25			43.2	✓	0.00
3 - untitled	A - North Street (B2028 North)	7.00			0.0	✓	0.00
	C - Selsfield Road (B2028 South)	7.00			91.0	✓	0.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
1 - untitled	B - North Street	One lane	3.88	71	22
2 - untitled	B - North Street	One lane	3.36	33	56
3 - untitled	B - East Street	One lane	4.30	33	187
	D - Church Road	One lane	4.20	37	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1 - untitled	B-A	556	0.096	0.242	0.152	0.345
	B-C	694	0.102	0.257	-	-
	C-B	619	0.228	0.228	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2 - untitled	B-A	535	0.092	0.233	0.147	0.333
	B-C	683	0.099	0.250	-	-
	C-B	599	0.219	0.219	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
3 - untitled	A-D	574	-	-	-	-	-	-	0.213	0.304	0.213	-	-	-
	B-A	656	0.114	0.289	0.289	-	-	-	0.182	0.413	-	0.289	0.289	0.144
	B-C	838	0.123	0.311	-	-	-	-	-	-	-	-	-	-
	B-D, nearside lane	656	0.114	0.289	0.289	-	-	-	0.182	0.413	0.182	-	-	-
	B-D, offside lane	656	0.114	0.289	0.289	-	-	-	0.182	0.413	0.182	-	-	-
	C-B	627	0.232	0.232	0.332	-	-	-	-	-	-	-	-	-
	D-A	699	-	-	-	-	-	-	0.259	-	0.102	-	-	-
	D-B, nearside lane	548	0.152	0.152	0.345	-	-	-	0.241	0.241	0.095	-	-	-
	D-B, offside lane	548	0.152	0.152	0.345	-	-	-	0.241	0.241	0.095	-	-	-
	D-C	548	-	0.152	0.345	0.121	0.241	0.241	0.241	0.241	0.095	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2030	Base + Dev Traffic	PM	DIRECT	16:45	17:45	60	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - untitled	A - B2028 (North)		DIRECT	✓	100.000
	B - North Street		DIRECT	✓	100.000
	C - B2028 (South)		DIRECT	✓	100.000
2 - untitled	A - East Street (West)		DIRECT	✓	100.000
	B - North Street		DIRECT	✓	100.000
	C - East Street (East)		DIRECT	✓	100.000
3 - untitled	A - North Street (B2028 North)		DIRECT	✓	100.000
	B - East Street		DIRECT	✓	100.000
	C - Selsfield Road (B2028 South)		DIRECT	✓	100.000
	D - Church Road		DIRECT	✓	100.000

Origin-Destination Data

1 - untitled 16:45 - 17:00

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	44	113
	B - North Street	38	0	22
	C - B2028 (South)	79	2	0

1 - untitled 17:00 - 17:15

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	73	126
	B - North Street	46	0	31
	C - B2028 (South)	58	4	0

1 - untitled 17:15 - 17:30

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	73	129
	B - North Street	32	0	31
	C - B2028 (South)	55	1	0

1 - untitled 17:30 - 17:45

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	70	113
	B - North Street	41	0	16
	C - B2028 (South)	66	3	0

2 - untitled 16:45 - 17:00

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	43
	B - North Street	0	0	46
	C - East Street (East)	48	59	0

2 - untitled 17:00 - 17:15

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	60
	B - North Street	1	0	79
	C - East Street (East)	62	75	0

2 - untitled 17:15 - 17:30

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	70
	B - North Street	0	0	73
	C - East Street (East)	54	64	0

2 - untitled 17:30 - 17:45

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	64
	B - North Street	1	0	69
	C - East Street (East)	43	58	0

3 - untitled 16:45 - 17:00

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	0	102	38
	B - East Street	0	0	8	41
	C - Selsfield Road (B2028 South)	65	4	0	62
	D - Church Road	16	38	41	0

3 - untitled 17:00 - 17:15

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	0	112	41
	B - East Street	2	0	5	53
	C - Selsfield Road (B2028 South)	50	1	0	69
	D - Church Road	12	58	42	0

3 - untitled 17:15 - 17:30

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	1	120	41
	B - East Street	0	0	4	54
	C - Selsfield Road (B2028 South)	39	7	0	66
	D - Church Road	16	59	40	0

3 - untitled 17:30 - 17:45

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	0	99	31
	B - East Street	0	0	2	43
	C - Selsfield Road (B2028 South)	50	2	0	58
	D - Church Road	18	62	44	0

Vehicle Mix

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

1 - untitled

Heavy Vehicle %

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	1	0
	B - North Street	0	0	0
	C - B2028 (South)	1	10	0

2 - untitled

Heavy Vehicle %

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	1
	B - North Street	50	0	1
	C - East Street (East)	0	0	0

3 - untitled

Heavy Vehicle %

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	0	0	1
	B - East Street	0	0	5	1
	C - Selsfield Road (B2028 South)	1	7	0	0
	D - Church Road	0	0	1	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - untitled	B-AC	0.14	7.47	0.2	A	64	64
	C-AB	0.01	6.44	0.0	A	3	3
	C-A					64	64
	A-B					65	65
	A-C					120	120
2 - untitled	B-AC	0.12	6.21	0.1	A	67	67
	C-AB	0.13	6.61	0.2	A	70	70
	C-A					46	46
	A-B					0	0
	A-C					59	59
3 - untitled	B-ACD	0.10	6.73	0.1	A	53	53
	A-BCD	0.08	6.33	0.1	A	46	46
	A-B					0.23	0.23
	A-C					100	100
	D-ABC	0.24	9.15	0.3	A	112	112
	C-ABD	0.01	5.90	0.0	A	4	4
	C-D					63	63
	C-A					51	51

Main Results for each time segment

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	60	15	0.00	558	0.108	60	0.0	0.1	7.214	A
	C-AB	2	0.57	0.00	637	0.004	2	0.0	0.0	6.170	A
	C-A	79	20	0.00			79				
	A-B	44	11	0.00			44				
	A-C	113	28	0.00			113				
2 - untitled	B-AC	46	12	0.00	672	0.068	46	0.0	0.1	5.784	A
	C-AB	64	16	0.00	622	0.103	63	0.0	0.1	6.444	A
	C-A	43	11	0.00			43				
	A-B	0	0	0.00			0				
	A-C	43	11	0.00			43				
3 - untitled	B-ACD	49	12	0.00	618	0.079	49	0.0	0.1	6.403	A
	A-BCD	46	11	0.00	617	0.074	45	0.0	0.1	6.333	A
	A-B	0	0	0.00			0				
	A-C	94	24	0.00			94				
	D-ABC	95	24	0.00	514	0.185	94	0.0	0.2	8.584	A
	C-ABD	5	1	0.00	676	0.007	5	0.0	0.0	5.683	A
	C-D	62	15	0.00			62				
	C-A	65	16	0.00			65				

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	77	19	0.00	559	0.138	77	0.1	0.2	7.468	A
	C-AB	4	1	0.00	613	0.007	4	0.0	0.0	6.440	A
	C-A	58	14	0.00			58				
	A-B	73	18	0.00			73				
	A-C	126	32	0.00			126				
2 - untitled	B-AC	80	20	0.00	665	0.120	80	0.1	0.1	6.208	A
	C-AB	83	21	0.00	628	0.133	83	0.1	0.2	6.612	A
	C-A	54	13	0.00			54				
	A-B	0	0	0.00			0				
	A-C	60	15	0.00			60				
3 - untitled	B-ACD	60	15	0.00	602	0.100	60	0.1	0.1	6.708	A
	A-BCD	50	13	0.00	626	0.080	50	0.1	0.1	6.284	A
	A-B	0	0	0.00			0				
	A-C	103	26	0.00			103				
	D-ABC	112	28	0.00	507	0.221	112	0.2	0.3	9.146	A
	C-ABD	1	0.31	0.00	667	0.002	1	0.0	0.0	5.726	A
	C-D	69	17	0.00			69				
	C-A	50	12	0.00			50				

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	63	16	0.00	571	0.110	63	0.2	0.1	7.084	A
	C-AB	1	0.28	0.00	611	0.002	1	0.0	0.0	6.443	A
	C-A	55	14	0.00			55				
	A-B	73	18	0.00			73				
	A-C	129	32	0.00			129				
2 - untitled	B-AC	73	18	0.00	666	0.110	73	0.1	0.1	6.134	A
	C-AB	70	18	0.00	620	0.113	70	0.2	0.1	6.551	A
	C-A	48	12	0.00			48				
	A-B	0	0	0.00			0				
	A-C	70	18	0.00			70				
3 - untitled	B-ACD	58	15	0.00	598	0.097	58	0.1	0.1	6.725	A
	A-BCD	51	13	0.00	634	0.080	51	0.1	0.1	6.216	A
	A-B	0.92	0.23	0.00			0.92				
	A-C	110	28	0.00			110				
	D-ABC	115	29	0.00	512	0.225	115	0.3	0.3	9.106	A
	C-ABD	8	2	0.00	656	0.013	8	0.0	0.0	5.896	A
	C-D	65	16	0.00			65				
	C-A	39	10	0.00			39				

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	57	14	0.00	546	0.104	57	0.1	0.1	7.369	A
	C-AB	3	0.84	0.00	622	0.005	3	0.0	0.0	6.337	A
	C-A	66	16	0.00			66				
	A-B	70	18	0.00			70				
	A-C	113	28	0.00			113				
2 - untitled	B-AC	70	18	0.00	664	0.105	70	0.1	0.1	6.121	A
	C-AB	62	16	0.00	614	0.102	62	0.1	0.1	6.533	A
	C-A	39	10	0.00			39				
	A-B	0	0	0.00			0				
	A-C	64	16	0.00			64				
3 - untitled	B-ACD	45	11	0.00	605	0.074	45	0.1	0.1	6.488	A
	A-BCD	37	9	0.00	619	0.060	37	0.1	0.1	6.223	A
	A-B	0	0	0.00			0				
	A-C	93	23	0.00			93				
	D-ABC	124	31	0.00	520	0.239	124	0.3	0.3	9.137	A
	C-ABD	2	0.60	0.00	666	0.004	2	0.0	0.0	5.759	A
	C-D	58	14	0.00			58				
	C-A	50	12	0.00			50				

2030 | Sensitivity | AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way			1.46	A
2	untitled	T-Junction	Two-way	Two-way	Two-way			3.41	A
3	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		4.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.12	A

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - untitled	A	B2028 (North)		Major
	B	North Street		Minor
	C	B2028 (South)		Major
2 - untitled	A	East Street (West)		Major
	B	North Street		Minor
	C	East Street (East)		Major
3 - untitled	A	North Street (B2028 North)		Major
	B	East Street		Minor
	C	Selsfield Road (B2028 South)		Major
	D	Church Road		Minor

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
1 - untitled	C - B2028 (South)	7.15			78.1	✓	0.00
2 - untitled	C - East Street (East)	7.25			43.2	✓	0.00
3 - untitled	A - North Street (B2028 North)	7.00			0.0	✓	0.00
	C - Selsfield Road (B2028 South)	7.00			91.0	✓	0.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
1 - untitled	B - North Street	One lane	3.88	71	22
2 - untitled	B - North Street	One lane	3.36	33	56
3 - untitled	B - East Street	One lane	4.30	33	187
	D - Church Road	One lane	4.20	37	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1 - untitled	B-A	556	0.096	0.242	0.152	0.345
	B-C	694	0.102	0.257	-	-
	C-B	619	0.228	0.228	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2 - untitled	B-A	535	0.092	0.233	0.147	0.333
	B-C	683	0.099	0.250	-	-
	C-B	599	0.219	0.219	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
3 - untitled	A-D	574	-	-	-	-	-	-	0.213	0.304	0.213	-	-	-
	B-A	656	0.114	0.289	0.289	-	-	-	0.182	0.413	-	0.289	0.289	0.144
	B-C	838	0.123	0.311	-	-	-	-	-	-	-	-	-	-
	B-D, nearside lane	656	0.114	0.289	0.289	-	-	-	0.182	0.413	0.182	-	-	-
	B-D, offside lane	656	0.114	0.289	0.289	-	-	-	0.182	0.413	0.182	-	-	-
	C-B	627	0.232	0.232	0.332	-	-	-	-	-	-	-	-	-
	D-A	699	-	-	-	-	-	-	0.259	-	0.102	-	-	-
	D-B, nearside lane	548	0.152	0.152	0.345	-	-	-	0.241	0.241	0.095	-	-	-
	D-B, offside lane	548	0.152	0.152	0.345	-	-	-	0.241	0.241	0.095	-	-	-
	D-C	548	-	0.152	0.345	0.121	0.241	0.241	0.241	0.241	0.095	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2030	Sensitivity	AM	DIRECT	07:30	08:30	60	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - untitled	A - B2028 (North)		DIRECT	✓	100.000
	B - North Street		DIRECT	✓	100.000
	C - B2028 (South)		DIRECT	✓	100.000
2 - untitled	A - East Street (West)		DIRECT	✓	100.000
	B - North Street		DIRECT	✓	100.000
	C - East Street (East)		DIRECT	✓	100.000
3 - untitled	A - North Street (B2028 North)		DIRECT	✓	100.000
	B - East Street		DIRECT	✓	100.000
	C - Selsfield Road (B2028 South)		DIRECT	✓	100.000
	D - Church Road		DIRECT	✓	100.000

Origin-Destination Data

1 - untitled 07:30 - 07:45

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	34	82
	B - North Street	19	0	26
	C - B2028 (South)	77	3	0

1 - untitled 07:45 - 08:00

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	53	95
	B - North Street	18	0	29
	C - B2028 (South)	68	7	0

1 - untitled 08:00 - 08:15

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	69	91
	B - North Street	34	0	38
	C - B2028 (South)	77	1	0

1 - untitled 08:15 - 08:30

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	85	98
	B - North Street	29	0	26
	C - B2028 (South)	82	1	0

2 - untitled 07:30 - 07:45

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	1	50
	B - North Street	3	0	35
	C - East Street (East)	45	41	0

2 - untitled 07:45 - 08:00

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	97
	B - North Street	4	0	54
	C - East Street (East)	51	51	0

2 - untitled 08:00 - 08:15

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	84
	B - North Street	1	0	69
	C - East Street (East)	46	69	0

2 - untitled 08:15 - 08:30

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	70
	B - North Street	0	0	87
	C - East Street (East)	43	54	0

3 - untitled 07:30 - 07:45

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	1	63	44
	B - East Street	1	0	9	37
	C - Selsfield Road (B2028 South)	71	6	0	122
	D - Church Road	8	48	38	0

3 - untitled 07:45 - 08:00

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	9	66	50
	B - East Street	1	0	7	46
	C - Selsfield Road (B2028 South)	63	8	0	105
	D - Church Road	11	78	28	0

3 - untitled 08:00 - 08:15

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	1	69	59
	B - East Street	1	0	2	47
	C - Selsfield Road (B2028 South)	72	4	0	109
	D - Church Road	4	79	24	0

3 - untitled 08:15 - 08:30

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	0	78	50
	B - East Street	0	0	1	41
	C - Selsfield Road (B2028 South)	73	5	0	81
	D - Church Road	10	67	39	0

Vehicle Mix

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

1 - untitled

Heavy Vehicle %

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	5	3
	B - North Street	5	0	0
	C - B2028 (South)	3	25	0

2 - untitled

Heavy Vehicle %

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	3
	B - North Street	63	0	4
	C - East Street (East)	4	2	0

3 - untitled

Heavy Vehicle %

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	0	3	0
	B - East Street	67	0	25	4
	C - Selsfield Road (B2028 South)	2	4	0	0
	D - Church Road	12	3	3	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - untitled	B-AC	0.12	7.16	0.1	A	55	55
	C-AB	0.01	7.04	0.0	A	3	3
	C-A					76	76
	A-B					60	60
	A-C					92	92
2 - untitled	B-AC	0.13	6.57	0.2	A	63	63
	C-AB	0.12	6.86	0.2	A	58	58
	C-A					42	42
	A-B					0.25	0.25
	A-C					75	75
3 - untitled	B-ACD	0.09	7.06	0.1	A	48	48
	A-BCD	0.12	7.02	0.1	A	58	58
	A-B					2	2
	A-C					62	62
	D-ABC	0.23	9.71	0.3	A	109	109
	C-ABD	0.01	5.40	0.0	A	8	8
	C-D					103	103
	C-A					69	69

Main Results for each time segment

07:30 - 07:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	45	11	0.00	597	0.075	45	0.0	0.1	6.642	A
	C-AB	3	0.85	0.00	644	0.005	3	0.0	0.0	6.841	A
	C-A	77	19	0.00			77				
	A-B	34	9	0.00			34				
	A-C	82	21	0.00			82				
2 - untitled	B-AC	38	10	0.00	653	0.058	38	0.0	0.1	6.261	A
	C-AB	44	11	0.00	618	0.072	44	0.0	0.1	6.421	A
	C-A	42	10	0.00			42				
	A-B	1	0.25	0.00			1				
	A-C	50	13	0.00			50				
3 - untitled	B-ACD	47	12	0.00	621	0.076	47	0.0	0.1	6.762	A
	A-BCD	49	12	0.00	576	0.086	49	0.0	0.1	6.877	A
	A-B	0.91	0.23	0.00			0.91				
	A-C	58	14	0.00			58				
	D-ABC	94	24	0.00	500	0.188	93	0.0	0.2	9.149	A
	C-ABD	8	2	0.00	726	0.011	8	0.0	0.0	5.178	A
	C-D	121	30	0.00			121				
	C-A	70	18	0.00			70				

07:45 - 08:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	47	12	0.00	598	0.079	47	0.1	0.1	6.658	A
	C-AB	8	2	0.00	631	0.012	8	0.0	0.0	7.045	A
	C-A	67	17	0.00			67				
	A-B	53	13	0.00			53				
	A-C	95	24	0.00			95				
2 - untitled	B-AC	58	15	0.00	643	0.090	58	0.1	0.1	6.571	A
	C-AB	56	14	0.00	612	0.091	56	0.1	0.1	6.625	A
	C-A	46	12	0.00			46				
	A-B	0	0	0.00			0				
	A-C	97	24	0.00			97				
3 - untitled	B-ACD	54	14	0.00	609	0.089	54	0.1	0.1	6.955	A
	A-BCD	57	14	0.00	588	0.097	57	0.1	0.1	6.827	A
	A-B	8	2	0.00			8				
	A-C	60	15	0.00			60				
	D-ABC	117	29	0.00	502	0.233	117	0.2	0.3	9.661	A
	C-ABD	11	3	0.00	705	0.015	10	0.0	0.0	5.354	A
	C-D	103	26	0.00			103				
	C-A	62	16	0.00			62				

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	72	18	0.00	585	0.123	72	0.1	0.1	7.164	A
	C-AB	1	0.29	0.00	635	0.002	1	0.0	0.0	6.937	A
	C-A	77	19	0.00			77				
	A-B	69	17	0.00			69				
	A-C	91	23	0.00			91				
2 - untitled	B-AC	70	18	0.00	659	0.106	70	0.1	0.1	6.461	A
	C-AB	75	19	0.00	612	0.122	74	0.1	0.2	6.864	A
	C-A	40	10	0.00			40				
	A-B	0	0	0.00			0				
	A-C	84	21	0.00			84				
3 - untitled	B-ACD	50	13	0.00	591	0.085	50	0.1	0.1	7.055	A
	A-BCD	67	17	0.00	583	0.115	67	0.1	0.1	7.023	A
	A-B	0.88	0.22	0.00			0.88				
	A-C	61	15	0.00			61				
	D-ABC	107	27	0.00	491	0.218	107	0.3	0.3	9.706	A
	C-ABD	5	1	0.00	712	0.008	5	0.0	0.0	5.266	A
	C-D	108	27	0.00			108				
	C-A	71	18	0.00			71				

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	55	14	0.00	573	0.096	55	0.1	0.1	7.125	A
	C-AB	1	0.29	0.00	633	0.002	1	0.0	0.0	6.924	A
	C-A	82	20	0.00			82				
	A-B	85	21	0.00			85				
	A-C	98	25	0.00			98				
2 - untitled	B-AC	87	22	0.00	666	0.131	87	0.1	0.2	6.488	A
	C-AB	58	15	0.00	613	0.095	58	0.2	0.1	6.656	A
	C-A	39	10	0.00			39				
	A-B	0	0	0.00			0				
	A-C	70	18	0.00			70				
3 - untitled	B-ACD	42	11	0.00	592	0.071	42	0.1	0.1	6.839	A
	A-BCD	58	14	0.00	594	0.097	58	0.1	0.1	6.763	A
	A-B	0	0	0.00			0				
	A-C	70	18	0.00			70				
	D-ABC	116	29	0.00	500	0.232	116	0.3	0.3	9.668	A
	C-ABD	6	2	0.00	695	0.009	6	0.0	0.0	5.404	A
	C-D	80	20	0.00			80				
	C-A	72	18	0.00			72				

2030 | Sensitivity | PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way			1.57	A
2	untitled	T-Junction	Two-way	Two-way	Two-way			3.61	A
3	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		3.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.11	A

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - untitled	A	B2028 (North)		Major
	B	North Street		Minor
	C	B2028 (South)		Major
2 - untitled	A	East Street (West)		Major
	B	North Street		Minor
	C	East Street (East)		Major
3 - untitled	A	North Street (B2028 North)		Major
	B	East Street		Minor
	C	Selsfield Road (B2028 South)		Major
	D	Church Road		Minor

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
1 - untitled	C - B2028 (South)	7.15			78.1	✓	0.00
2 - untitled	C - East Street (East)	7.25			43.2	✓	0.00
3 - untitled	A - North Street (B2028 North)	7.00			0.0	✓	0.00
	C - Selsfield Road (B2028 South)	7.00			91.0	✓	0.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
1 - untitled	B - North Street	One lane	3.88	71	22
2 - untitled	B - North Street	One lane	3.36	33	56
3 - untitled	B - East Street	One lane	4.30	33	187
	D - Church Road	One lane	4.20	37	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1 - untitled	B-A	556	0.096	0.242	0.152	0.345
	B-C	694	0.102	0.257	-	-
	C-B	619	0.228	0.228	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2 - untitled	B-A	535	0.092	0.233	0.147	0.333
	B-C	683	0.099	0.250	-	-
	C-B	599	0.219	0.219	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
3 - untitled	A-D	574	-	-	-	-	-	-	0.213	0.304	0.213	-	-	-
	B-A	656	0.114	0.289	0.289	-	-	-	0.182	0.413	-	0.289	0.289	0.144
	B-C	838	0.123	0.311	-	-	-	-	-	-	-	-	-	-
	B-D, nearside lane	656	0.114	0.289	0.289	-	-	-	0.182	0.413	0.182	-	-	-
	B-D, offside lane	656	0.114	0.289	0.289	-	-	-	0.182	0.413	0.182	-	-	-
	C-B	627	0.232	0.232	0.332	-	-	-	-	-	-	-	-	-
	D-A	699	-	-	-	-	-	-	0.259	-	0.102	-	-	-
	D-B, nearside lane	548	0.152	0.152	0.345	-	-	-	0.241	0.241	0.095	-	-	-
	D-B, offside lane	548	0.152	0.152	0.345	-	-	-	0.241	0.241	0.095	-	-	-
	D-C	548	-	0.152	0.345	0.121	0.241	0.241	0.241	0.241	0.095	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2030	Sensitivity	PM	DIRECT	16:45	17:45	60	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - untitled	A - B2028 (North)		DIRECT	✓	100.000
	B - North Street		DIRECT	✓	100.000
	C - B2028 (South)		DIRECT	✓	100.000
2 - untitled	A - East Street (West)		DIRECT	✓	100.000
	B - North Street		DIRECT	✓	100.000
	C - East Street (East)		DIRECT	✓	100.000
3 - untitled	A - North Street (B2028 North)		DIRECT	✓	100.000
	B - East Street		DIRECT	✓	100.000
	C - Selsfield Road (B2028 South)		DIRECT	✓	100.000
	D - Church Road		DIRECT	✓	100.000

Origin-Destination Data

1 - untitled 16:45 - 17:00

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	44	114
	B - North Street	38	0	22
	C - B2028 (South)	79	2	0

1 - untitled 17:00 - 17:15

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	73	126
	B - North Street	46	0	31
	C - B2028 (South)	59	4	0

1 - untitled 17:15 - 17:30

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	73	129
	B - North Street	32	0	31
	C - B2028 (South)	55	1	0

1 - untitled 17:30 - 17:45

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	70	113
	B - North Street	41	0	16
	C - B2028 (South)	66	2	0

2 - untitled 16:45 - 17:00

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	43
	B - North Street	0	0	46
	C - East Street (East)	48	59	0

2 - untitled 17:00 - 17:15

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	60
	B - North Street	1	0	79
	C - East Street (East)	62	74	0

2 - untitled 17:15 - 17:30

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	71
	B - North Street	0	0	73
	C - East Street (East)	55	64	0

2 - untitled 17:30 - 17:45

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	65
	B - North Street	1	0	69
	C - East Street (East)	43	58	0

3 - untitled 16:45 - 17:00

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	0	102	38
	B - East Street	0	0	8	41
	C - Selsfield Road (B2028 South)	65	4	0	63
	D - Church Road	16	39	42	0

3 - untitled 17:00 - 17:15

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	0	112	41
	B - East Street	2	0	5	54
	C - Selsfield Road (B2028 South)	50	1	0	69
	D - Church Road	12	58	42	0

3 - untitled 17:15 - 17:30

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	1	120	41
	B - East Street	0	0	3	54
	C - Selsfield Road (B2028 South)	39	6	0	67
	D - Church Road	16	59	40	0

3 - untitled 17:30 - 17:45

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	0	99	31
	B - East Street	0	0	2	43
	C - Selsfield Road (B2028 South)	50	2	0	58
	D - Church Road	18	63	45	0

Vehicle Mix

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

1 - untitled

Heavy Vehicle %

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	1	0
	B - North Street	0	0	0
	C - B2028 (South)	1	10	0

2 - untitled

Heavy Vehicle %

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	1
	B - North Street	50	0	1
	C - East Street (East)	0	0	0

3 - untitled

Heavy Vehicle %

From	To	A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
	A - North Street (B2028 North)	0	0	0	1
	B - East Street	0	0	5	1
	C - Selsfield Road (B2028 South)	1	7	0	0
	D - Church Road	0	0	1	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - untitled	B-AC	0.14	7.47	0.2	A	64	64
	C-AB	0.01	6.44	0.0	A	3	3
	C-A					64	64
	A-B					65	65
	A-C					121	121
2 - untitled	B-AC	0.12	6.21	0.1	A	67	67
	C-AB	0.13	6.60	0.2	A	70	70
	C-A					46	46
	A-B					0	0
	A-C					60	60
3 - untitled	B-ACD	0.10	6.74	0.1	A	53	53
	A-BCD	0.08	6.33	0.1	A	46	46
	A-B					0.23	0.23
	A-C					100	100
	D-ABC	0.24	9.19	0.3	A	113	113
	C-ABD	0.01	5.88	0.0	A	4	4
	C-D					64	64
	C-A					51	51

Main Results for each time segment

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	60	15	0.00	558	0.108	60	0.0	0.1	7.218	A
	C-AB	2	0.57	0.00	637	0.004	2	0.0	0.0	6.172	A
	C-A	79	20	0.00			79				
	A-B	44	11	0.00			44				
	A-C	114	29	0.00			114				
2 - untitled	B-AC	46	12	0.00	672	0.068	46	0.0	0.1	5.784	A
	C-AB	64	16	0.00	622	0.103	63	0.0	0.1	6.444	A
	C-A	43	11	0.00			43				
	A-B	0	0	0.00			0				
	A-C	43	11	0.00			43				
3 - untitled	B-ACD	49	12	0.00	617	0.079	49	0.0	0.1	6.405	A
	A-BCD	46	11	0.00	617	0.074	45	0.0	0.1	6.335	A
	A-B	0	0	0.00			0				
	A-C	94	24	0.00			94				
	D-ABC	97	24	0.00	514	0.189	96	0.0	0.2	8.635	A
	C-ABD	5	1	0.00	676	0.007	5	0.0	0.0	5.677	A
	C-D	63	16	0.00			63				
	C-A	65	16	0.00			65				

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	77	19	0.00	559	0.138	77	0.1	0.2	7.470	A
	C-AB	4	1	0.00	614	0.007	4	0.0	0.0	6.432	A
	C-A	59	15	0.00			59				
	A-B	73	18	0.00			73				
	A-C	126	32	0.00			126				
2 - untitled	B-AC	80	20	0.00	665	0.120	80	0.1	0.1	6.207	A
	C-AB	82	21	0.00	628	0.131	82	0.1	0.2	6.601	A
	C-A	54	13	0.00			54				
	A-B	0	0	0.00			0				
	A-C	60	15	0.00			60				
3 - untitled	B-ACD	61	15	0.00	602	0.101	61	0.1	0.1	6.720	A
	A-BCD	50	13	0.00	626	0.080	50	0.1	0.1	6.286	A
	A-B	0	0	0.00			0				
	A-C	103	26	0.00			103				
	D-ABC	112	28	0.00	507	0.221	112	0.2	0.3	9.150	A
	C-ABD	1	0.31	0.00	667	0.002	1	0.0	0.0	5.727	A
	C-D	69	17	0.00			69				
	C-A	50	12	0.00			50				

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	63	16	0.00	571	0.110	63	0.2	0.1	7.087	A
	C-AB	1	0.28	0.00	611	0.002	1	0.0	0.0	6.440	A
	C-A	55	14	0.00			55				
	A-B	73	18	0.00			73				
	A-C	129	32	0.00			129				
2 - untitled	B-AC	73	18	0.00	665	0.110	73	0.1	0.1	6.137	A
	C-AB	70	18	0.00	621	0.113	70	0.2	0.1	6.547	A
	C-A	49	12	0.00			49				
	A-B	0	0	0.00			0				
	A-C	71	18	0.00			71				
3 - untitled	B-ACD	57	14	0.00	596	0.096	57	0.1	0.1	6.740	A
	A-BCD	51	13	0.00	634	0.080	51	0.1	0.1	6.212	A
	A-B	0.92	0.23	0.00			0.92				
	A-C	110	28	0.00			110				
	D-ABC	115	29	0.00	512	0.224	115	0.3	0.3	9.100	A
	C-ABD	7	2	0.00	656	0.011	7	0.0	0.0	5.879	A
	C-D	66	17	0.00			66				
	C-A	39	10	0.00			39				

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	57	14	0.00	546	0.104	57	0.1	0.1	7.365	A
	C-AB	2	0.56	0.00	622	0.004	2	0.0	0.0	6.326	A
	C-A	66	16	0.00			66				
	A-B	70	18	0.00			70				
	A-C	113	28	0.00			113				
2 - untitled	B-AC	70	18	0.00	664	0.105	70	0.1	0.1	6.121	A
	C-AB	62	16	0.00	614	0.102	62	0.1	0.1	6.536	A
	C-A	39	10	0.00			39				
	A-B	0	0	0.00			0				
	A-C	65	16	0.00			65				
3 - untitled	B-ACD	45	11	0.00	605	0.074	45	0.1	0.1	6.485	A
	A-BCD	37	9	0.00	619	0.060	37	0.1	0.1	6.225	A
	A-B	0	0	0.00			0				
	A-C	93	23	0.00			93				
	D-ABC	126	32	0.00	519	0.243	126	0.3	0.3	9.189	A
	C-ABD	2	0.60	0.00	666	0.004	2	0.0	0.0	5.756	A
	C-D	58	14	0.00			58				
	C-A	50	12	0.00			50				

APPENDIX H

Junctions 11

PICADY 11 - Priority Intersection Module

Filename: B2028 Junctions.j11
Path: Q:\22\02\008 - Old Vicarage Field, Church Road, Turners Hill\04 Calculations and Analysis\Highway Impact Analysis\Picady\2025 Consultation
Report generation date: 28/07/2025 11:00:23

Summary of junction performance

	AM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Cali AM - 2022 - Surveyed				
1 - untitled - Stream B-AC	A2 D1	0.1	7.08	0.12	A
1 - untitled - Stream C-AB		0.0	7.16	0.01	A
2 - untitled - Stream B-AC		0.1	6.52	0.12	A
2 - untitled - Stream C-AB		0.1	6.82	0.11	A
3 - untitled - Stream B-ACD		0.1	6.98	0.08	A
3 - untitled - Stream A-BCD		0.1	6.96	0.11	A
3 - untitled - Stream D-ABC		3.5	129.01	0.85	F
3 - untitled - Stream C-ABD		0.0	5.44	0.01	A
	Cali AM - 2030 - Base + Dev Traffic				
1 - untitled - Stream B-AC	A2 D3	0.1	7.16	0.12	A
1 - untitled - Stream C-AB		0.0	7.04	0.01	A
2 - untitled - Stream B-AC		0.2	6.57	0.13	A
2 - untitled - Stream C-AB		0.2	6.86	0.12	A
3 - untitled - Stream B-ACD		0.1	7.04	0.09	A
3 - untitled - Stream A-BCD		0.1	7.02	0.12	A
3 - untitled - Stream D-ABC		5.6	195.92	0.95	F
3 - untitled - Stream C-ABD		0.0	5.41	0.01	A
	Cali AM - 2030 - Sensitivity				
1 - untitled - Stream B-AC	A2 D5	0.1	7.16	0.12	A
1 - untitled - Stream C-AB		0.0	7.04	0.01	A
2 - untitled - Stream B-AC		0.2	6.57	0.13	A
2 - untitled - Stream C-AB		0.2	6.86	0.12	A
3 - untitled - Stream B-ACD		0.1	7.06	0.09	A
3 - untitled - Stream A-BCD		0.1	7.02	0.12	A
3 - untitled - Stream D-ABC		6.5	219.80	0.98	F
3 - untitled - Stream C-ABD		0.0	5.40	0.01	A

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

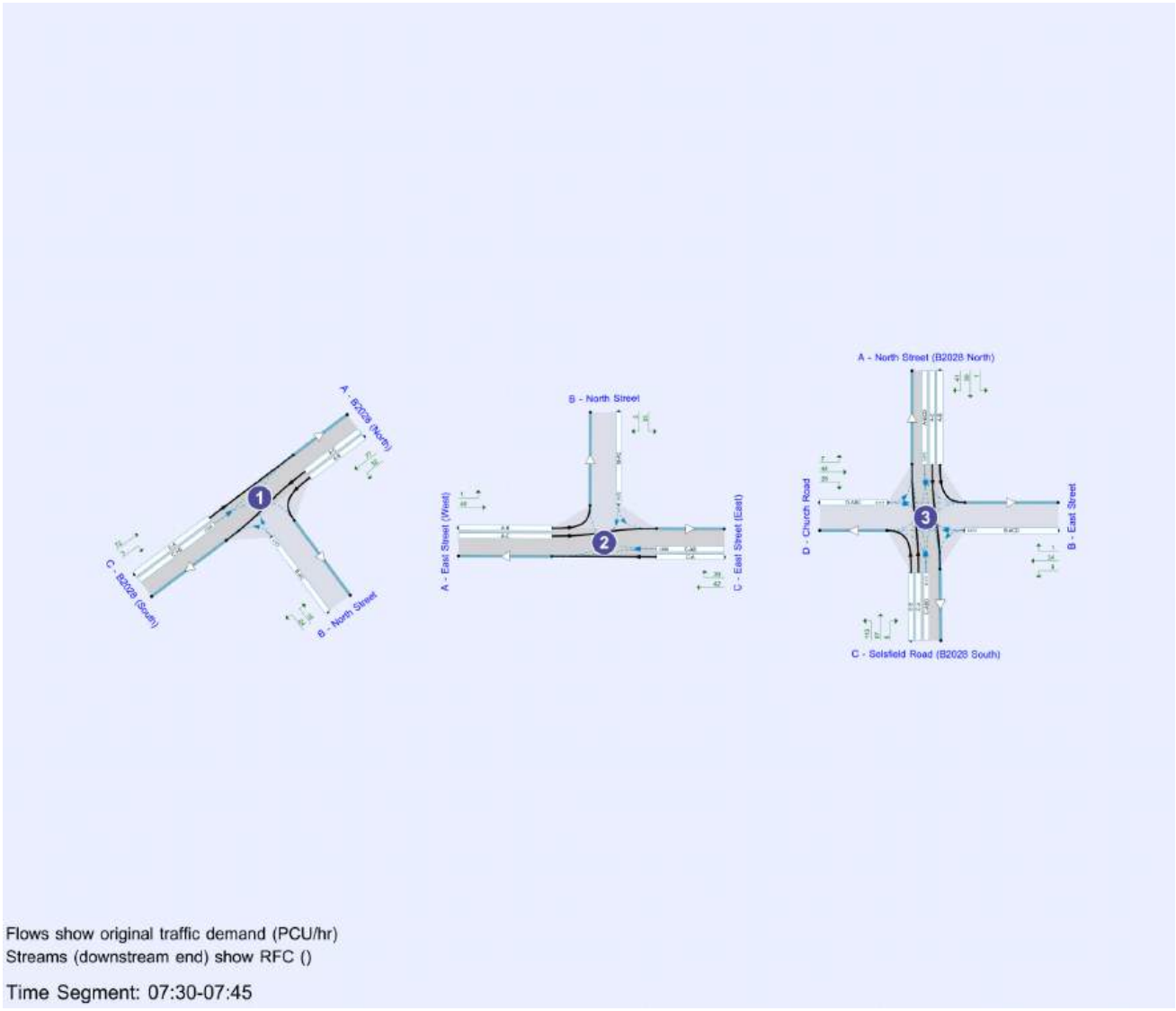
File summary

File Description

Title	
Location	
Site number	
Date	21/07/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TPA\grace.muffett
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2022	Surveyed	AM	DIRECT	07:30	08:30	60	15	✓
D2	2022	Surveyed	PM	DIRECT	16:45	17:45	60	15	✓
D3	2030	Base + Dev Traffic	AM	DIRECT	07:30	08:30	60	15	✓
D4	2030	Base + Dev Traffic	PM	DIRECT	16:45	17:45	60	15	✓
D5	2030	Sensitivity	AM	DIRECT	07:30	08:30	60	15	✓
D6	2030	Sensitivity	PM	DIRECT	16:45	17:45	60	15	✓

Cali AM - 2022 | Surveyed | AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Cali AM	✓	✓	D1,D3,D5	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way			1.44	A
2	untitled	T-Junction	Two-way	Two-way	Two-way			3.42	A
3	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		31.71	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	16.00	C

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - untitled	A	B2028 (North)		Major
	B	North Street		Minor
	C	B2028 (South)		Major
2 - untitled	A	East Street (West)		Major
	B	North Street		Minor
	C	East Street (East)		Major
3 - untitled	A	North Street (B2028 North)		Major
	B	East Street		Minor
	C	Selsfield Road (B2028 South)		Major
	D	Church Road		Minor

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
1 - untitled	C - B2028 (South)	7.15			78.1	✓	0.00
2 - untitled	C - East Street (East)	7.25			43.2	✓	0.00
3 - untitled	A - North Street (B2028 North)	7.00			0.0	✓	0.00
	C - Selsfield Road (B2028 South)	7.00			91.0	✓	0.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
1 - untitled	B - North Street	One lane	3.88	71	22
2 - untitled	B - North Street	One lane	3.36	33	56
3 - untitled	B - East Street	One lane	4.30	33	187
	D - Church Road	One lane	4.20	37	0

Slope / Intercept / Capacity

Custom Intercept Adjustments

Junction	Custom stream intercept adjustment	Stream	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
3 - untitled	1	D-C	✓		-437

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1 - untitled	B-A	556	0.096	0.242	0.152	0.345
	B-C	694	0.102	0.257	-	-
	C-B	619	0.228	0.228	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2 - untitled	B-A	535	0.092	0.233	0.147	0.333
	B-C	683	0.099	0.250	-	-
	C-B	599	0.219	0.219	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
3 - untitled	A-D	574	-	-	-	-	-	-	0.213	0.304	0.213	-	-	-
	B-A	656	0.114	0.289	0.289	-	-	-	0.182	0.413	-	0.289	0.289	0.144
	B-C	838	0.123	0.311	-	-	-	-	-	-	-	-	-	-
	B-D, nearside lane	656	0.114	0.289	0.289	-	-	-	0.182	0.413	0.182	-	-	-
	B-D, offside lane	656	0.114	0.289	0.289	-	-	-	0.182	0.413	0.182	-	-	-
	C-B	627	0.232	0.232	0.332	-	-	-	-	-	-	-	-	-
	D-A	699	-	-	-	-	-	-	0.259	-	0.102	-	-	-
	D-B, nearside lane	548	0.152	0.152	0.345	-	-	-	0.241	0.241	0.095	-	-	-
	D-B, offside lane	548	0.152	0.152	0.345	-	-	-	0.241	0.241	0.095	-	-	-
	D-C	111	-	0.152	0.345	0.121	0.241	0.241	0.241	0.241	0.095	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2022	Surveyed	AM	DIRECT	07:30	08:30	60	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - untitled	A - B2028 (North)		DIRECT	✓	100.000
	B - North Street		DIRECT	✓	100.000
	C - B2028 (South)		DIRECT	✓	100.000
2 - untitled	A - East Street (West)		DIRECT	✓	100.000
	B - North Street		DIRECT	✓	100.000
	C - East Street (East)		DIRECT	✓	100.000
3 - untitled	A - North Street (B2028 North)		DIRECT	✓	100.000
	B - East Street		DIRECT	✓	100.000
	C - Selsfield Road (B2028 South)		DIRECT	✓	100.000
	D - Church Road		DIRECT	✓	100.000

Origin-Destination Data

1 - untitled 07:30 - 07:45

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	32	77
	B - North Street	18	0	24
	C - B2028 (South)	72	3	0

1 - untitled 07:45 - 08:00

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	50	89
	B - North Street	17	0	27
	C - B2028 (South)	64	6	0

1 - untitled 08:00 - 08:15

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	65	85
	B - North Street	32	0	36
	C - B2028 (South)	72	1	0

1 - untitled 08:15 - 08:30

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	80	92
	B - North Street	27	0	24
	C - B2028 (South)	77	1	0

2 - untitled 07:30 - 07:45

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	1	46
	B - North Street	3	0	33
	C - East Street (East)	42	39	0

2 - untitled 07:45 - 08:00

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	89
	B - North Street	4	0	51
	C - East Street (East)	47	48	0

2 - untitled 08:00 - 08:15

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	77
	B - North Street	1	0	65
	C - East Street (East)	43	65	0

2 - untitled 08:15 - 08:30

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	64
	B - North Street	0	0	82
	C - East Street (East)	40	51	0

3 - untitled 07:30 - 07:45

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	1	59	41
	B - East Street	1	0	9	34
	C - Selsfield Road (B2028 South)	67	6	0	113
	D - Church Road	7	44	35	0

3 - untitled 07:45 - 08:00

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	8	62	46
	B - East Street	1	0	7	43
	C - Selsfield Road (B2028 South)	59	8	0	97
	D - Church Road	10	71	26	0

3 - untitled 08:00 - 08:15

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	1	65	55
	B - East Street	1	0	2	44
	C - Selsfield Road (B2028 South)	68	4	0	101
	D - Church Road	4	72	22	0

3 - untitled 08:15 - 08:30

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	0	73	46
	B - East Street	0	0	1	38
	C - Selsfield Road (B2028 South)	69	5	0	75
	D - Church Road	9	61	36	0

Vehicle Mix

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

1 - untitled

Heavy Vehicle %

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	4	3
	B - North Street	5	0	0
	C - B2028 (South)	3	27	0

2 - untitled

Heavy Vehicle %

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	3
	B - North Street	63	0	4
	C - East Street (East)	5	2	0

3 - untitled

Heavy Vehicle %

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	0	3	1
	B - East Street	67	0	26	4
	C - Selsfield Road (B2028 South)	1	4	0	1
	D - Church Road	13	3	3	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - untitled	B-AC	0.12	7.08	0.1	A	51	51
	C-AB	0.01	7.16	0.0	A	3	3
	C-A					71	71
	A-B					57	57
	A-C					86	86
2 - untitled	B-AC	0.12	6.52	0.1	A	60	60
	C-AB	0.11	6.82	0.1	A	55	55
	C-A					39	39
	A-B					0.25	0.25
	A-C					69	69
3 - untitled	B-ACD	0.08	6.98	0.1	A	45	45
	A-BCD	0.11	6.96	0.1	A	53	53
	A-B					2	2
	A-C					59	59
	D-ABC	0.85	129.01	3.5	F	99	99
	C-ABD	0.01	5.44	0.0	A	7	7
	C-D					95	95
	C-A					65	65

Main Results for each time segment

07:30 - 07:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	42	11	0.00	598	0.070	42	0.0	0.1	6.608	A
	C-AB	3	0.84	0.00	643	0.005	3	0.0	0.0	6.980	A
	C-A	72	18	0.00			72				
	A-B	32	8	0.00			32				
	A-C	77	19	0.00			77				
2 - untitled	B-AC	36	9	0.00	654	0.055	36	0.0	0.1	6.237	A
	C-AB	42	10	0.00	617	0.068	42	0.0	0.1	6.417	A
	C-A	39	10	0.00			39				
	A-B	1	0.25	0.00			1				
	A-C	46	12	0.00			46				
3 - untitled	B-ACD	44	11	0.00	627	0.070	44	0.0	0.1	6.700	A
	A-BCD	46	11	0.00	576	0.079	45	0.0	0.1	6.833	A
	A-B	0.92	0.23	0.00			0.92				
	A-C	54	14	0.00			54				
	D-ABC	86	22	0.00	106	0.811	76	0.0	2.6	103.581	F
	C-ABD	8	2	0.00	719	0.011	8	0.0	0.0	5.234	A
	C-D	112	28	0.00			112				
	C-A	66	17	0.00			66				

07:45 - 08:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	44	11	0.00	600	0.073	44	0.1	0.1	6.610	A
	C-AB	7	2	0.00	631	0.011	7	0.0	0.0	7.162	A
	C-A	63	16	0.00			63				
	A-B	50	13	0.00			50				
	A-C	89	22	0.00			89				
2 - untitled	B-AC	55	14	0.00	645	0.085	55	0.1	0.1	6.521	A
	C-AB	52	13	0.00	611	0.085	52	0.1	0.1	6.604	A
	C-A	43	11	0.00			43				
	A-B	0	0	0.00			0				
	A-C	89	22	0.00			89				
3 - untitled	B-ACD	51	13	0.00	615	0.083	51	0.1	0.1	6.888	A
	A-BCD	52	13	0.00	587	0.089	52	0.1	0.1	6.779	A
	A-B	7	2	0.00			7				
	A-C	56	14	0.00			56				
	D-ABC	107	27	0.00	147	0.729	107	2.6	2.6	91.650	F
	C-ABD	10	3	0.00	699	0.015	10	0.0	0.0	5.404	A
	C-D	96	24	0.00			96				
	C-A	58	15	0.00			58				

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	68	17	0.00	587	0.116	68	0.1	0.1	7.082	A
	C-AB	1	0.28	0.00	634	0.002	1	0.0	0.0	7.068	A
	C-A	72	18	0.00			72				
	A-B	65	16	0.00			65				
	A-C	85	21	0.00			85				
2 - untitled	B-AC	66	17	0.00	660	0.100	66	0.1	0.1	6.395	A
	C-AB	70	17	0.00	611	0.114	70	0.1	0.1	6.821	A
	C-A	38	10	0.00			38				
	A-B	0	0	0.00			0				
	A-C	77	19	0.00			77				
3 - untitled	B-ACD	47	12	0.00	595	0.079	47	0.1	0.1	6.983	A
	A-BCD	62	16	0.00	583	0.106	62	0.1	0.1	6.963	A
	A-B	0.89	0.22	0.00			0.89				
	A-C	58	15	0.00			58				
	D-ABC	98	25	0.00	149	0.658	99	2.6	2.3	78.511	F
	C-ABD	5	1	0.00	706	0.007	5	0.0	0.0	5.317	A
	C-D	100	25	0.00			100				
	C-A	67	17	0.00			67				

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	51	13	0.00	575	0.089	51	0.1	0.1	7.048	A
	C-AB	1	0.28	0.00	632	0.002	1	0.0	0.0	7.056	A
	C-A	77	19	0.00			77				
	A-B	80	20	0.00			80				
	A-C	92	23	0.00			92				
2 - untitled	B-AC	82	21	0.00	667	0.123	82	0.1	0.1	6.406	A
	C-AB	55	14	0.00	612	0.089	55	0.1	0.1	6.630	A
	C-A	36	9	0.00			36				
	A-B	0	0	0.00			0				
	A-C	64	16	0.00			64				
3 - untitled	B-ACD	39	10	0.00	597	0.065	39	0.1	0.1	6.770	A
	A-BCD	53	13	0.00	593	0.089	53	0.1	0.1	6.722	A
	A-B	0	0	0.00			0				
	A-C	66	17	0.00			66				
	D-ABC	106	27	0.00	125	0.846	101	2.3	3.5	129.008	F
	C-ABD	6	2	0.00	691	0.009	6	0.0	0.0	5.444	A
	C-D	74	19	0.00			74				
	C-A	68	17	0.00			68				

Cali AM - 2030 | Base + Dev Traffic | AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Cali AM	✓	✓	D1,D3,D5	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way			1.45	A
2	untitled	T-Junction	Two-way	Two-way	Two-way			3.44	A
3	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		47.29	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	23.26	C

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - untitled	A	B2028 (North)		Major
	B	North Street		Minor
	C	B2028 (South)		Major
2 - untitled	A	East Street (West)		Major
	B	North Street		Minor
	C	East Street (East)		Major
3 - untitled	A	North Street (B2028 North)		Major
	B	East Street		Minor
	C	Selsfield Road (B2028 South)		Major
	D	Church Road		Minor

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
1 - untitled	C - B2028 (South)	7.15			78.1	✓	0.00
2 - untitled	C - East Street (East)	7.25			43.2	✓	0.00
3 - untitled	A - North Street (B2028 North)	7.00			0.0	✓	0.00
	C - Selsfield Road (B2028 South)	7.00			91.0	✓	0.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
1 - untitled	B - North Street	One lane	3.88	71	22
2 - untitled	B - North Street	One lane	3.36	33	56
3 - untitled	B - East Street	One lane	4.30	33	187
	D - Church Road	One lane	4.20	37	0

Slope / Intercept / Capacity

Custom Intercept Adjustments

Junction	Custom stream intercept adjustment	Stream	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
3 - untitled	1	D-C	✓		-437

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1 - untitled	B-A	556	0.096	0.242	0.152	0.345
	B-C	694	0.102	0.257	-	-
	C-B	619	0.228	0.228	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2 - untitled	B-A	535	0.092	0.233	0.147	0.333
	B-C	683	0.099	0.250	-	-
	C-B	599	0.219	0.219	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
3 - untitled	A-D	574	-	-	-	-	-	-	0.213	0.304	0.213	-	-	-
	B-A	656	0.114	0.289	0.289	-	-	-	0.182	0.413	-	0.289	0.289	0.144
	B-C	838	0.123	0.311	-	-	-	-	-	-	-	-	-	-
	B-D, nearside lane	656	0.114	0.289	0.289	-	-	-	0.182	0.413	0.182	-	-	-
	B-D, offside lane	656	0.114	0.289	0.289	-	-	-	0.182	0.413	0.182	-	-	-
	C-B	627	0.232	0.232	0.332	-	-	-	-	-	-	-	-	-
	D-A	699	-	-	-	-	-	-	0.259	-	0.102	-	-	-
	D-B, nearside lane	548	0.152	0.152	0.345	-	-	-	0.241	0.241	0.095	-	-	-
	D-B, offside lane	548	0.152	0.152	0.345	-	-	-	0.241	0.241	0.095	-	-	-
	D-C	111	-	0.152	0.345	0.121	0.241	0.241	0.241	0.241	0.095	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2030	Base + Dev Traffic	AM	DIRECT	07:30	08:30	60	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - untitled	A - B2028 (North)		DIRECT	✓	100.000
	B - North Street		DIRECT	✓	100.000
	C - B2028 (South)		DIRECT	✓	100.000
2 - untitled	A - East Street (West)		DIRECT	✓	100.000
	B - North Street		DIRECT	✓	100.000
	C - East Street (East)		DIRECT	✓	100.000
3 - untitled	A - North Street (B2028 North)		DIRECT	✓	100.000
	B - East Street		DIRECT	✓	100.000
	C - Selsfield Road (B2028 South)		DIRECT	✓	100.000
	D - Church Road		DIRECT	✓	100.000

Origin-Destination Data

1 - untitled 07:30 - 07:45

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	34	82
	B - North Street	19	0	25
	C - B2028 (South)	77	3	0

1 - untitled 07:45 - 08:00

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	53	95
	B - North Street	18	0	29
	C - B2028 (South)	68	7	0

1 - untitled 08:00 - 08:15

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	69	90
	B - North Street	34	0	38
	C - B2028 (South)	77	1	0

1 - untitled 08:15 - 08:30

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	85	98
	B - North Street	29	0	26
	C - B2028 (South)	82	1	0

2 - untitled 07:30 - 07:45

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	1	49
	B - North Street	3	0	35
	C - East Street (East)	45	41	0

2 - untitled 07:45 - 08:00

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	95
	B - North Street	4	0	54
	C - East Street (East)	50	52	0

2 - untitled 08:00 - 08:15

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	83
	B - North Street	1	0	69
	C - East Street (East)	46	69	0

2 - untitled 08:15 - 08:30

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	69
	B - North Street	0	0	87
	C - East Street (East)	43	54	0

3 - untitled 07:30 - 07:45

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	1	63	44
	B - East Street	1	0	9	36
	C - Selsfield Road (B2028 South)	71	6	0	121
	D - Church Road	7	47	37	0

3 - untitled 07:45 - 08:00

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	9	66	49
	B - East Street	1	0	7	46
	C - Selsfield Road (B2028 South)	63	8	0	104
	D - Church Road	11	76	28	0

3 - untitled 08:00 - 08:15

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	1	69	59
	B - East Street	1	0	3	47
	C - Selsfield Road (B2028 South)	72	5	0	108
	D - Church Road	4	77	23	0

3 - untitled 08:15 - 08:30

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	0	77	49
	B - East Street	0	0	1	41
	C - Selsfield Road (B2028 South)	73	5	0	80
	D - Church Road	10	65	38	0

Vehicle Mix

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

1 - untitled

Heavy Vehicle %

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	5	3
	B - North Street	5	0	0
	C - B2028 (South)	3	25	0

2 - untitled

Heavy Vehicle %

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	3
	B - North Street	63	0	4
	C - East Street (East)	4	2	0

3 - untitled

Heavy Vehicle %

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	0	3	1
	B - East Street	67	0	25	4
	C - Selsfield Road (B2028 South)	2	4	0	0
	D - Church Road	13	3	3	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - untitled	B-AC	0.12	7.16	0.1	A	55	55
	C-AB	0.01	7.04	0.0	A	3	3
	C-A					76	76
	A-B					60	60
	A-C					91	91
2 - untitled	B-AC	0.13	6.57	0.2	A	63	63
	C-AB	0.12	6.86	0.2	A	58	58
	C-A					42	42
	A-B					0.25	0.25
	A-C					74	74
3 - untitled	B-ACD	0.09	7.04	0.1	A	48	48
	A-BCD	0.12	7.02	0.1	A	57	57
	A-B					2	2
	A-C					62	62
	D-ABC	0.95	195.92	5.6	F	106	106
	C-ABD	0.01	5.41	0.0	A	8	8
	C-D					102	102
	C-A					69	69

Main Results for each time segment

07:30 - 07:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	44	11	0.00	596	0.074	44	0.0	0.1	6.653	A
	C-AB	3	0.85	0.00	644	0.005	3	0.0	0.0	6.841	A
	C-A	77	19	0.00			77				
	A-B	34	9	0.00			34				
	A-C	82	21	0.00			82				
2 - untitled	B-AC	38	10	0.00	654	0.058	38	0.0	0.1	6.258	A
	C-AB	44	11	0.00	618	0.072	44	0.0	0.1	6.419	A
	C-A	42	10	0.00			42				
	A-B	1	0.25	0.00			1				
	A-C	49	12	0.00			49				
3 - untitled	B-ACD	46	12	0.00	622	0.074	46	0.0	0.1	6.747	A
	A-BCD	49	12	0.00	576	0.086	49	0.0	0.1	6.875	A
	A-B	0.91	0.23	0.00			0.91				
	A-C	58	14	0.00			58				
	D-ABC	91	23	0.00	99	0.923	77	0.0	3.6	131.986	F
	C-ABD	8	2	0.00	725	0.011	8	0.0	0.0	5.183	A
	C-D	120	30	0.00			120				
	C-A	70	18	0.00			70				

07:45 - 08:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	47	12	0.00	598	0.079	47	0.1	0.1	6.660	A
	C-AB	8	2	0.00	631	0.012	8	0.0	0.0	7.045	A
	C-A	67	17	0.00			67				
	A-B	53	13	0.00			53				
	A-C	95	24	0.00			95				
2 - untitled	B-AC	58	15	0.00	644	0.090	58	0.1	0.1	6.565	A
	C-AB	57	14	0.00	612	0.093	57	0.1	0.1	6.640	A
	C-A	45	11	0.00			45				
	A-B	0	0	0.00			0				
	A-C	95	24	0.00			95				
3 - untitled	B-ACD	54	14	0.00	610	0.089	54	0.1	0.1	6.954	A
	A-BCD	56	14	0.00	589	0.095	56	0.1	0.1	6.811	A
	A-B	8	2	0.00			8				
	A-C	60	15	0.00			60				
	D-ABC	115	29	0.00	135	0.850	113	3.6	4.1	142.811	F
	C-ABD	10	3	0.00	705	0.015	10	0.0	0.0	5.357	A
	C-D	102	26	0.00			102				
	C-A	62	16	0.00			62				

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	72	18	0.00	585	0.123	72	0.1	0.1	7.160	A
	C-AB	1	0.29	0.00	635	0.002	1	0.0	0.0	6.935	A
	C-A	77	19	0.00			77				
	A-B	69	17	0.00			69				
	A-C	90	23	0.00			90				
2 - untitled	B-AC	70	18	0.00	659	0.106	70	0.1	0.1	6.458	A
	C-AB	75	19	0.00	612	0.122	74	0.1	0.2	6.861	A
	C-A	40	10	0.00			40				
	A-B	0	0	0.00			0				
	A-C	83	21	0.00			83				
3 - untitled	B-ACD	51	13	0.00	594	0.086	51	0.1	0.1	7.041	A
	A-BCD	67	17	0.00	583	0.115	67	0.1	0.1	7.025	A
	A-B	0.88	0.22	0.00			0.88				
	A-C	61	15	0.00			61				
	D-ABC	104	26	0.00	137	0.761	105	4.1	3.9	126.505	F
	C-ABD	7	2	0.00	712	0.009	7	0.0	0.0	5.279	A
	C-D	107	27	0.00			107				
	C-A	71	18	0.00			71				

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	55	14	0.00	573	0.096	55	0.1	0.1	7.123	A
	C-AB	1	0.29	0.00	633	0.002	1	0.0	0.0	6.927	A
	C-A	82	20	0.00			82				
	A-B	85	21	0.00			85				
	A-C	98	25	0.00			98				
2 - untitled	B-AC	87	22	0.00	666	0.131	87	0.1	0.2	6.485	A
	C-AB	58	15	0.00	613	0.095	58	0.2	0.1	6.651	A
	C-A	39	10	0.00			39				
	A-B	0	0	0.00			0				
	A-C	69	17	0.00			69				
3 - untitled	B-ACD	42	11	0.00	593	0.071	42	0.1	0.1	6.844	A
	A-BCD	56	14	0.00	594	0.095	56	0.1	0.1	6.757	A
	A-B	0	0	0.00			0				
	A-C	70	17	0.00			70				
	D-ABC	113	28	0.00	119	0.948	106	3.9	5.6	195.923	F
	C-ABD	6	2	0.00	695	0.009	6	0.0	0.0	5.405	A
	C-D	79	20	0.00			79				
	C-A	72	18	0.00			72				

Cali AM - 2030 | Sensitivity | AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Cali AM	✓	✓	D1,D3,D5	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way			1.46	A
2	untitled	T-Junction	Two-way	Two-way	Two-way			3.41	A
3	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		53.67	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	26.31	D

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - untitled	A	B2028 (North)		Major
	B	North Street		Minor
	C	B2028 (South)		Major
2 - untitled	A	East Street (West)		Major
	B	North Street		Minor
	C	East Street (East)		Major
3 - untitled	A	North Street (B2028 North)		Major
	B	East Street		Minor
	C	Selsfield Road (B2028 South)		Major
	D	Church Road		Minor

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
1 - untitled	C - B2028 (South)	7.15			78.1	✓	0.00
2 - untitled	C - East Street (East)	7.25			43.2	✓	0.00
3 - untitled	A - North Street (B2028 North)	7.00			0.0	✓	0.00
	C - Selsfield Road (B2028 South)	7.00			91.0	✓	0.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
1 - untitled	B - North Street	One lane	3.88	71	22
2 - untitled	B - North Street	One lane	3.36	33	56
3 - untitled	B - East Street	One lane	4.30	33	187
	D - Church Road	One lane	4.20	37	0

Slope / Intercept / Capacity

Custom Intercept Adjustments

Junction	Custom stream intercept adjustment	Stream	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
3 - untitled	1	D-C	✓		-437

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1 - untitled	B-A	556	0.096	0.242	0.152	0.345
	B-C	694	0.102	0.257	-	-
	C-B	619	0.228	0.228	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2 - untitled	B-A	535	0.092	0.233	0.147	0.333
	B-C	683	0.099	0.250	-	-
	C-B	599	0.219	0.219	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
3 - untitled	A-D	574	-	-	-	-	-	-	0.213	0.304	0.213	-	-	-
	B-A	656	0.114	0.289	0.289	-	-	-	0.182	0.413	-	0.289	0.289	0.144
	B-C	838	0.123	0.311	-	-	-	-	-	-	-	-	-	-
	B-D, nearside lane	656	0.114	0.289	0.289	-	-	-	0.182	0.413	0.182	-	-	-
	B-D, offside lane	656	0.114	0.289	0.289	-	-	-	0.182	0.413	0.182	-	-	-
	C-B	627	0.232	0.232	0.332	-	-	-	-	-	-	-	-	-
	D-A	699	-	-	-	-	-	-	0.259	-	0.102	-	-	-
	D-B, nearside lane	548	0.152	0.152	0.345	-	-	-	0.241	0.241	0.095	-	-	-
	D-B, offside lane	548	0.152	0.152	0.345	-	-	-	0.241	0.241	0.095	-	-	-
	D-C	111	-	0.152	0.345	0.121	0.241	0.241	0.241	0.241	0.095	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2030	Sensitivity	AM	DIRECT	07:30	08:30	60	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - untitled	A - B2028 (North)		DIRECT	✓	100.000
	B - North Street		DIRECT	✓	100.000
	C - B2028 (South)		DIRECT	✓	100.000
2 - untitled	A - East Street (West)		DIRECT	✓	100.000
	B - North Street		DIRECT	✓	100.000
	C - East Street (East)		DIRECT	✓	100.000
3 - untitled	A - North Street (B2028 North)		DIRECT	✓	100.000
	B - East Street		DIRECT	✓	100.000
	C - Selsfield Road (B2028 South)		DIRECT	✓	100.000
	D - Church Road		DIRECT	✓	100.000

Origin-Destination Data

1 - untitled 07:30 - 07:45

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	34	82
	B - North Street	19	0	26
	C - B2028 (South)	77	3	0

1 - untitled 07:45 - 08:00

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	53	95
	B - North Street	18	0	29
	C - B2028 (South)	68	7	0

1 - untitled 08:00 - 08:15

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	69	91
	B - North Street	34	0	38
	C - B2028 (South)	77	1	0

1 - untitled 08:15 - 08:30

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	85	98
	B - North Street	29	0	26
	C - B2028 (South)	82	1	0

2 - untitled 07:30 - 07:45

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	1	50
	B - North Street	3	0	35
	C - East Street (East)	45	41	0

2 - untitled 07:45 - 08:00

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	97
	B - North Street	4	0	54
	C - East Street (East)	51	51	0

2 - untitled 08:00 - 08:15

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	84
	B - North Street	1	0	69
	C - East Street (East)	46	69	0

2 - untitled 08:15 - 08:30

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	70
	B - North Street	0	0	87
	C - East Street (East)	43	54	0

3 - untitled 07:30 - 07:45

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	1	63	44
	B - East Street	1	0	9	37
	C - Selsfield Road (B2028 South)	71	6	0	122
	D - Church Road	8	48	38	0

3 - untitled 07:45 - 08:00

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	9	66	50
	B - East Street	1	0	7	46
	C - Selsfield Road (B2028 South)	63	8	0	105
	D - Church Road	11	78	28	0

3 - untitled 08:00 - 08:15

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	1	69	59
	B - East Street	1	0	2	47
	C - Selsfield Road (B2028 South)	72	4	0	109
	D - Church Road	4	79	24	0

3 - untitled 08:15 - 08:30

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	0	78	50
	B - East Street	0	0	1	41
	C - Selsfield Road (B2028 South)	73	5	0	81
	D - Church Road	10	67	39	0

Vehicle Mix

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

1 - untitled

Heavy Vehicle %

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	5	3
	B - North Street	5	0	0
	C - B2028 (South)	3	25	0

2 - untitled

Heavy Vehicle %

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	3
	B - North Street	63	0	4
	C - East Street (East)	4	2	0

3 - untitled

Heavy Vehicle %

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	0	3	0
	B - East Street	67	0	25	4
	C - Selsfield Road (B2028 South)	2	4	0	0
	D - Church Road	12	3	3	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - untitled	B-AC	0.12	7.16	0.1	A	55	55
	C-AB	0.01	7.04	0.0	A	3	3
	C-A					76	76
	A-B					60	60
	A-C					92	92
2 - untitled	B-AC	0.13	6.57	0.2	A	63	63
	C-AB	0.12	6.86	0.2	A	58	58
	C-A					42	42
	A-B					0.25	0.25
	A-C					75	75
3 - untitled	B-ACD	0.09	7.06	0.1	A	48	48
	A-BCD	0.12	7.02	0.1	A	58	58
	A-B					2	2
	A-C					62	62
	D-ABC	0.98	219.80	6.5	F	109	109
	C-ABD	0.01	5.40	0.0	A	8	8
	C-D					103	103
	C-A					69	69

Main Results for each time segment

07:30 - 07:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	45	11	0.00	597	0.075	45	0.0	0.1	6.642	A
	C-AB	3	0.85	0.00	644	0.005	3	0.0	0.0	6.841	A
	C-A	77	19	0.00			77				
	A-B	34	9	0.00			34				
	A-C	82	21	0.00			82				
2 - untitled	B-AC	38	10	0.00	653	0.058	38	0.0	0.1	6.261	A
	C-AB	44	11	0.00	618	0.072	44	0.0	0.1	6.421	A
	C-A	42	10	0.00			42				
	A-B	1	0.25	0.00			1				
	A-C	50	13	0.00			50				
3 - untitled	B-ACD	47	12	0.00	621	0.076	47	0.0	0.1	6.762	A
	A-BCD	49	12	0.00	576	0.086	49	0.0	0.1	6.877	A
	A-B	0.91	0.23	0.00			0.91				
	A-C	58	14	0.00			58				
	D-ABC	94	24	0.00	98	0.955	78	0.0	4.0	139.553	F
	C-ABD	8	2	0.00	726	0.011	8	0.0	0.0	5.178	A
	C-D	121	30	0.00			121				
	C-A	70	18	0.00			70				

07:45 - 08:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	47	12	0.00	598	0.079	47	0.1	0.1	6.658	A
	C-AB	8	2	0.00	631	0.012	8	0.0	0.0	7.045	A
	C-A	67	17	0.00			67				
	A-B	53	13	0.00			53				
	A-C	95	24	0.00			95				
2 - untitled	B-AC	58	15	0.00	643	0.090	58	0.1	0.1	6.571	A
	C-AB	56	14	0.00	612	0.091	56	0.1	0.1	6.625	A
	C-A	46	12	0.00			46				
	A-B	0	0	0.00			0				
	A-C	97	24	0.00			97				
3 - untitled	B-ACD	54	14	0.00	609	0.089	54	0.1	0.1	6.956	A
	A-BCD	57	14	0.00	588	0.097	57	0.1	0.1	6.827	A
	A-B	8	2	0.00			8				
	A-C	60	15	0.00			60				
	D-ABC	117	29	0.00	135	0.866	115	4.0	4.5	153.661	F
	C-ABD	11	3	0.00	705	0.015	10	0.0	0.0	5.354	A
	C-D	103	26	0.00			103				
	C-A	62	16	0.00			62				

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	72	18	0.00	585	0.123	72	0.1	0.1	7.164	A
	C-AB	1	0.29	0.00	635	0.002	1	0.0	0.0	6.937	A
	C-A	77	19	0.00			77				
	A-B	69	17	0.00			69				
	A-C	91	23	0.00			91				
2 - untitled	B-AC	70	18	0.00	659	0.106	70	0.1	0.1	6.461	A
	C-AB	75	19	0.00	612	0.122	74	0.1	0.2	6.864	A
	C-A	40	10	0.00			40				
	A-B	0	0	0.00			0				
	A-C	84	21	0.00			84				
3 - untitled	B-ACD	50	13	0.00	591	0.085	50	0.1	0.1	7.057	A
	A-BCD	67	17	0.00	583	0.115	67	0.1	0.1	7.023	A
	A-B	0.88	0.22	0.00			0.88				
	A-C	61	15	0.00			61				
	D-ABC	107	27	0.00	137	0.783	108	4.5	4.3	138.286	F
	C-ABD	5	1	0.00	712	0.008	5	0.0	0.0	5.266	A
	C-D	108	27	0.00			108				
	C-A	71	18	0.00			71				

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	55	14	0.00	573	0.096	55	0.1	0.1	7.123	A
	C-AB	1	0.29	0.00	633	0.002	1	0.0	0.0	6.924	A
	C-A	82	20	0.00			82				
	A-B	85	21	0.00			85				
	A-C	98	25	0.00			98				
2 - untitled	B-AC	87	22	0.00	666	0.131	87	0.1	0.2	6.488	A
	C-AB	58	15	0.00	613	0.095	58	0.2	0.1	6.654	A
	C-A	39	10	0.00			39				
	A-B	0	0	0.00			0				
	A-C	70	18	0.00			70				
3 - untitled	B-ACD	42	11	0.00	592	0.071	42	0.1	0.1	6.842	A
	A-BCD	58	14	0.00	594	0.097	58	0.1	0.1	6.763	A
	A-B	0	0	0.00			0				
	A-C	70	18	0.00			70				
	D-ABC	116	29	0.00	118	0.983	107	4.3	6.5	219.801	F
	C-ABD	6	2	0.00	695	0.009	6	0.0	0.0	5.404	A
	C-D	80	20	0.00			80				
	C-A	72	18	0.00			72				

APPENDIX I

Junctions 11

PICADY 11 - Priority Intersection Module

Filename: B2028 Junctions.j11
Path: Q:\22\02\008 - Old Vicarage Field, Church Road, Turners Hill\04 Calculations and Analysis\Highway Impact Analysis\Picady\2025 Consultation
Report generation date: 28/07/2025 11:01:14

Summary of junction performance

	PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Cali PM - 2022 - Surveyed				
1 - untitled - Stream B-AC	A3 D2	0.1	7.35	0.13	A
1 - untitled - Stream C-AB		0.0	6.50	0.01	A
2 - untitled - Stream B-AC		0.1	6.15	0.11	A
2 - untitled - Stream C-AB		0.2	6.56	0.12	A
3 - untitled - Stream B-ACD		0.1	6.64	0.09	A
3 - untitled - Stream A-BCD		0.1	6.32	0.07	A
3 - untitled - Stream D-ABC		3.5	128.33	0.84	F
3 - untitled - Stream C-ABD		0.0	5.93	0.01	A
	Cali PM - 2030 - Base + Dev Traffic				
1 - untitled - Stream B-AC	A3 D4	0.2	7.47	0.14	A
1 - untitled - Stream C-AB		0.0	6.44	0.01	A
2 - untitled - Stream B-AC		0.1	6.21	0.12	A
2 - untitled - Stream C-AB		0.2	6.61	0.13	A
3 - untitled - Stream B-ACD		0.1	6.72	0.10	A
3 - untitled - Stream A-BCD		0.1	6.33	0.08	A
3 - untitled - Stream D-ABC		6.3	211.28	0.97	F
3 - untitled - Stream C-ABD		0.0	5.90	0.01	A
	Cali PM - 2030 - Sensitivity				
1 - untitled - Stream B-AC	A3 D6	0.2	7.47	0.14	A
1 - untitled - Stream C-AB		0.0	6.44	0.01	A
2 - untitled - Stream B-AC		0.1	6.21	0.12	A
2 - untitled - Stream C-AB		0.2	6.60	0.13	A
3 - untitled - Stream B-ACD		0.1	6.74	0.10	A
3 - untitled - Stream A-BCD		0.1	6.33	0.08	A
3 - untitled - Stream D-ABC		6.5	213.13	0.97	F
3 - untitled - Stream C-ABD		0.0	5.88	0.01	A

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

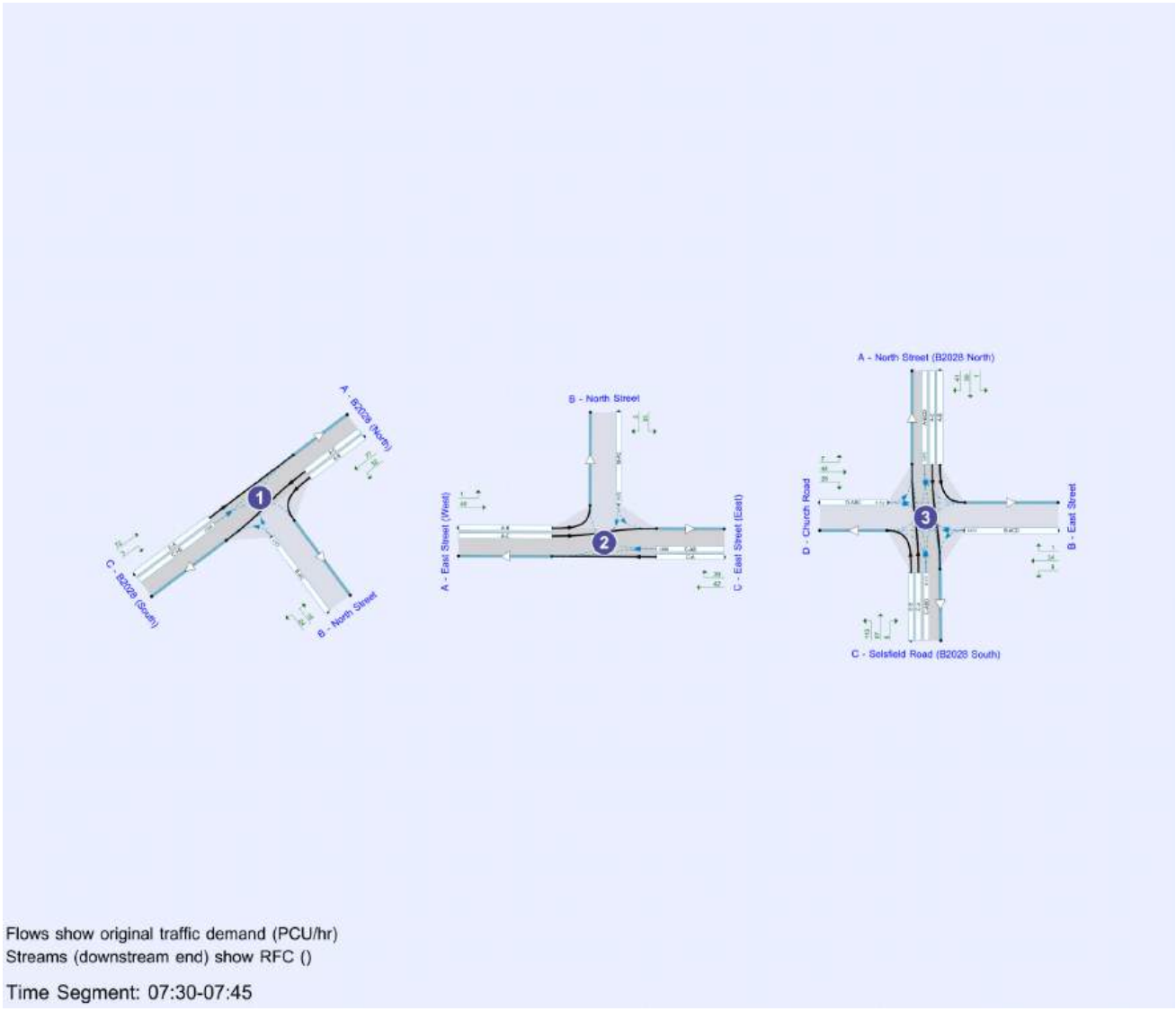
File summary

File Description

Title	
Location	
Site number	
Date	21/07/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TPA\grace.muffett
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2022	Surveyed	AM	DIRECT	07:30	08:30	60	15	✓
D2	2022	Surveyed	PM	DIRECT	16:45	17:45	60	15	✓
D3	2030	Base + Dev Traffic	AM	DIRECT	07:30	08:30	60	15	✓
D4	2030	Base + Dev Traffic	PM	DIRECT	16:45	17:45	60	15	✓
D5	2030	Sensitivity	AM	DIRECT	07:30	08:30	60	15	✓
D6	2030	Sensitivity	PM	DIRECT	16:45	17:45	60	15	✓

Cali PM - 2022 | Surveyed | PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	Cali PM	✓	✓	D2,D4,D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way			1.55	A
2	untitled	T-Junction	Two-way	Two-way	Two-way			3.60	A
3	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		34.89	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	16.51	C

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - untitled	A	B2028 (North)		Major
	B	North Street		Minor
	C	B2028 (South)		Major
2 - untitled	A	East Street (West)		Major
	B	North Street		Minor
	C	East Street (East)		Major
3 - untitled	A	North Street (B2028 North)		Major
	B	East Street		Minor
	C	Selsfield Road (B2028 South)		Major
	D	Church Road		Minor

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
1 - untitled	C - B2028 (South)	7.15			78.1	✓	0.00
2 - untitled	C - East Street (East)	7.25			43.2	✓	0.00
3 - untitled	A - North Street (B2028 North)	7.00			0.0	✓	0.00
	C - Selsfield Road (B2028 South)	7.00			91.0	✓	0.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
1 - untitled	B - North Street	One lane	3.88	71	22
2 - untitled	B - North Street	One lane	3.36	33	56
3 - untitled	B - East Street	One lane	4.30	33	187
	D - Church Road	One lane	4.20	37	0

Slope / Intercept / Capacity

Custom Intercept Adjustments

Junction	Custom stream intercept adjustment	Stream	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
3 - untitled	1	D-C	✓		-433

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1 - untitled	B-A	556	0.096	0.242	0.152	0.345
	B-C	694	0.102	0.257	-	-
	C-B	619	0.228	0.228	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2 - untitled	B-A	535	0.092	0.233	0.147	0.333
	B-C	683	0.099	0.250	-	-
	C-B	599	0.219	0.219	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
3 - untitled	A-D	574	-	-	-	-	-	-	0.213	0.304	0.213	-	-	-
	B-A	656	0.114	0.289	0.289	-	-	-	0.182	0.413	-	0.289	0.289	0.144
	B-C	838	0.123	0.311	-	-	-	-	-	-	-	-	-	-
	B-D, nearside lane	656	0.114	0.289	0.289	-	-	-	0.182	0.413	0.182	-	-	-
	B-D, offside lane	656	0.114	0.289	0.289	-	-	-	0.182	0.413	0.182	-	-	-
	C-B	627	0.232	0.232	0.332	-	-	-	-	-	-	-	-	-
	D-A	699	-	-	-	-	-	-	0.259	-	0.102	-	-	-
	D-B, nearside lane	548	0.152	0.152	0.345	-	-	-	0.241	0.241	0.095	-	-	-
	D-B, offside lane	548	0.152	0.152	0.345	-	-	-	0.241	0.241	0.095	-	-	-
	D-C	116	-	0.152	0.345	0.121	0.241	0.241	0.241	0.241	0.095	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2022	Surveyed	PM	DIRECT	16:45	17:45	60	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - untitled	A - B2028 (North)		DIRECT	✓	100.000
	B - North Street		DIRECT	✓	100.000
	C - B2028 (South)		DIRECT	✓	100.000
2 - untitled	A - East Street (West)		DIRECT	✓	100.000
	B - North Street		DIRECT	✓	100.000
	C - East Street (East)		DIRECT	✓	100.000
3 - untitled	A - North Street (B2028 North)		DIRECT	✓	100.000
	B - East Street		DIRECT	✓	100.000
	C - Selsfield Road (B2028 South)		DIRECT	✓	100.000
	D - Church Road		DIRECT	✓	100.000

Origin-Destination Data

1 - untitled 16:45 - 17:00

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	41	107
	B - North Street	36	0	21
	C - B2028 (South)	74	2	0

1 - untitled 17:00 - 17:15

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	69	118
	B - North Street	43	0	29
	C - B2028 (South)	55	4	0

1 - untitled 17:15 - 17:30

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	69	121
	B - North Street	30	0	29
	C - B2028 (South)	52	1	0

1 - untitled 17:30 - 17:45

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	66	106
	B - North Street	39	0	15
	C - B2028 (South)	62	2	0

2 - untitled 16:45 - 17:00

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	40
	B - North Street	0	0	43
	C - East Street (East)	45	56	0

2 - untitled 17:00 - 17:15

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	56
	B - North Street	1	0	74
	C - East Street (East)	58	70	0

2 - untitled 17:15 - 17:30

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	66
	B - North Street	0	0	69
	C - East Street (East)	51	60	0

2 - untitled 17:30 - 17:45

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	60
	B - North Street	1	0	65
	C - East Street (East)	40	55	0

3 - untitled 16:45 - 17:00

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	0	96	35
	B - East Street	0	0	8	38
	C - Selsfield Road (B2028 South)	61	4	0	58
	D - Church Road	15	36	39	0

3 - untitled 17:00 - 17:15

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	0	106	38
	B - East Street	2	0	5	50
	C - Selsfield Road (B2028 South)	47	1	0	64
	D - Church Road	11	54	39	0

3 - untitled 17:15 - 17:30

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	1	113	38
	B - East Street	0	0	3	50
	C - Selsfield Road (B2028 South)	37	6	0	62
	D - Church Road	15	55	37	0

3 - untitled 17:30 - 17:45

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	0	93	29
	B - East Street	0	0	2	40
	C - Selsfield Road (B2028 South)	47	2	0	54
	D - Church Road	17	58	42	0

Vehicle Mix

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

1 - untitled

Heavy Vehicle %

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	1	0
	B - North Street	0	0	0
	C - B2028 (South)	1	11	0

2 - untitled

Heavy Vehicle %

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	1
	B - North Street	50	0	1
	C - East Street (East)	1	0	0

3 - untitled

Heavy Vehicle %

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	0	0	1
	B - East Street	0	0	6	1
	C - Selsfield Road (B2028 South)	2	8	0	0
	D - Church Road	0	0	1	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - untitled	B-AC	0.13	7.35	0.1	A	61	61
	C-AB	0.01	6.50	0.0	A	2	2
	C-A					61	61
	A-B					61	61
	A-C					113	113
2 - untitled	B-AC	0.11	6.15	0.1	A	63	63
	C-AB	0.12	6.56	0.2	A	65	65
	C-A					43	43
	A-B					0	0
	A-C					56	56
3 - untitled	B-ACD	0.09	6.64	0.1	A	50	50
	A-BCD	0.07	6.32	0.1	A	42	42
	A-B					0.23	0.23
	A-C					95	95
	D-ABC	0.84	128.33	3.5	F	105	105
	C-ABD	0.01	5.93	0.0	A	4	4
	C-D					59	59
	C-A					48	48

Main Results for each time segment

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	57	14	0.00	561	0.102	57	0.0	0.1	7.134	A
	C-AB	2	0.57	0.00	635	0.004	2	0.0	0.0	6.242	A
	C-A	74	18	0.00			74				
	A-B	41	10	0.00			41				
	A-C	107	27	0.00			107				
2 - untitled	B-AC	43	11	0.00	673	0.064	43	0.0	0.1	5.752	A
	C-AB	60	15	0.00	620	0.097	60	0.0	0.1	6.421	A
	C-A	41	10	0.00			41				
	A-B	0	0	0.00			0				
	A-C	40	10	0.00			40				
3 - untitled	B-ACD	46	12	0.00	623	0.074	46	0.0	0.1	6.317	A
	A-BCD	41	10	0.00	614	0.068	41	0.0	0.1	6.319	A
	A-B	0	0	0.00			0				
	A-C	90	22	0.00			90				
	D-ABC	90	23	0.00	115	0.782	81	0.0	2.4	90.260	F
	C-ABD	5	1	0.00	673	0.007	5	0.0	0.0	5.738	A
	C-D	58	14	0.00			58				
	C-A	61	15	0.00			61				

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	72	18	0.00	562	0.128	72	0.1	0.1	7.350	A
	C-AB	4	1	0.00	614	0.007	4	0.0	0.0	6.495	A
	C-A	55	14	0.00			55				
	A-B	69	17	0.00			69				
	A-C	118	30	0.00			118				
2 - untitled	B-AC	75	19	0.00	666	0.113	75	0.1	0.1	6.149	A
	C-AB	77	19	0.00	626	0.123	77	0.1	0.2	6.564	A
	C-A	51	13	0.00			51				
	A-B	0	0	0.00			0				
	A-C	56	14	0.00			56				
3 - untitled	B-ACD	57	14	0.00	607	0.094	57	0.1	0.1	6.621	A
	A-BCD	46	11	0.00	624	0.074	46	0.1	0.1	6.272	A
	A-B	0	0	0.00			0				
	A-C	98	25	0.00			98				
	D-ABC	104	26	0.00	124	0.840	100	2.4	3.4	128.331	F
	C-ABD	1	0.30	0.00	664	0.002	1	0.0	0.0	5.783	A
	C-D	64	16	0.00			64				
	C-A	47	12	0.00			47				

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	59	15	0.00	574	0.103	59	0.1	0.1	6.992	A
	C-AB	1	0.27	0.00	611	0.002	1	0.0	0.0	6.498	A
	C-A	52	13	0.00			52				
	A-B	69	17	0.00			69				
	A-C	121	30	0.00			121				
2 - untitled	B-AC	69	17	0.00	667	0.103	69	0.1	0.1	6.089	A
	C-AB	65	16	0.00	619	0.106	66	0.2	0.1	6.509	A
	C-A	46	11	0.00			46				
	A-B	0	0	0.00			0				
	A-C	66	17	0.00			66				
3 - untitled	B-ACD	53	13	0.00	600	0.088	53	0.1	0.1	6.638	A
	A-BCD	46	12	0.00	630	0.074	46	0.1	0.1	6.206	A
	A-B	0.93	0.23	0.00			0.93				
	A-C	105	26	0.00			105				
	D-ABC	107	27	0.00	134	0.797	107	3.4	3.5	123.933	F
	C-ABD	7	2	0.00	654	0.011	7	0.0	0.0	5.928	A
	C-D	61	15	0.00			61				
	C-A	37	9	0.00			37				

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	54	14	0.00	548	0.099	54	0.1	0.1	7.287	A
	C-AB	2	0.56	0.00	622	0.004	2	0.0	0.0	6.390	A
	C-A	62	15	0.00			62				
	A-B	66	17	0.00			66				
	A-C	106	27	0.00			106				
2 - untitled	B-AC	66	17	0.00	665	0.099	66	0.1	0.1	6.073	A
	C-AB	59	15	0.00	613	0.096	59	0.1	0.1	6.502	A
	C-A	36	9	0.00			36				
	A-B	0	0	0.00			0				
	A-C	60	15	0.00			60				
3 - untitled	B-ACD	42	11	0.00	609	0.069	42	0.1	0.1	6.408	A
	A-BCD	34	9	0.00	616	0.056	34	0.1	0.1	6.228	A
	A-B	0	0	0.00			0				
	A-C	88	22	0.00			88				
	D-ABC	117	29	0.00	148	0.792	117	3.5	3.5	112.807	F
	C-ABD	2	0.59	0.00	663	0.004	2	0.0	0.0	5.809	A
	C-D	54	13	0.00			54				
	C-A	47	12	0.00			47				

Cali PM - 2030 | Base + Dev Traffic | PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	Cali PM	✓	✓	D2,D4,D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way			1.57	A
2	untitled	T-Junction	Two-way	Two-way	Two-way			3.63	A
3	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		56.48	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	25.92	D

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - untitled	A	B2028 (North)		Major
	B	North Street		Minor
	C	B2028 (South)		Major
2 - untitled	A	East Street (West)		Major
	B	North Street		Minor
	C	East Street (East)		Major
3 - untitled	A	North Street (B2028 North)		Major
	B	East Street		Minor
	C	Selsfield Road (B2028 South)		Major
	D	Church Road		Minor

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
1 - untitled	C - B2028 (South)	7.15			78.1	✓	0.00
2 - untitled	C - East Street (East)	7.25			43.2	✓	0.00
3 - untitled	A - North Street (B2028 North)	7.00			0.0	✓	0.00
	C - Selsfield Road (B2028 South)	7.00			91.0	✓	0.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
1 - untitled	B - North Street	One lane	3.88	71	22
2 - untitled	B - North Street	One lane	3.36	33	56
3 - untitled	B - East Street	One lane	4.30	33	187
	D - Church Road	One lane	4.20	37	0

Slope / Intercept / Capacity

Custom Intercept Adjustments

Junction	Custom stream intercept adjustment	Stream	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
3 - untitled	1	D-C	✓		-433

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1 - untitled	B-A	556	0.096	0.242	0.152	0.345
	B-C	694	0.102	0.257	-	-
	C-B	619	0.228	0.228	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2 - untitled	B-A	535	0.092	0.233	0.147	0.333
	B-C	683	0.099	0.250	-	-
	C-B	599	0.219	0.219	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
3 - untitled	A-D	574	-	-	-	-	-	-	0.213	0.304	0.213	-	-	-
	B-A	656	0.114	0.289	0.289	-	-	-	0.182	0.413	-	0.289	0.289	0.144
	B-C	838	0.123	0.311	-	-	-	-	-	-	-	-	-	-
	B-D, nearside lane	656	0.114	0.289	0.289	-	-	-	0.182	0.413	0.182	-	-	-
	B-D, offside lane	656	0.114	0.289	0.289	-	-	-	0.182	0.413	0.182	-	-	-
	C-B	627	0.232	0.232	0.332	-	-	-	-	-	-	-	-	-
	D-A	699	-	-	-	-	-	-	0.259	-	0.102	-	-	-
	D-B, nearside lane	548	0.152	0.152	0.345	-	-	-	0.241	0.241	0.095	-	-	-
	D-B, offside lane	548	0.152	0.152	0.345	-	-	-	0.241	0.241	0.095	-	-	-
	D-C	116	-	0.152	0.345	0.121	0.241	0.241	0.241	0.241	0.095	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2030	Base + Dev Traffic	PM	DIRECT	16:45	17:45	60	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - untitled	A - B2028 (North)		DIRECT	✓	100.000
	B - North Street		DIRECT	✓	100.000
	C - B2028 (South)		DIRECT	✓	100.000
2 - untitled	A - East Street (West)		DIRECT	✓	100.000
	B - North Street		DIRECT	✓	100.000
	C - East Street (East)		DIRECT	✓	100.000
3 - untitled	A - North Street (B2028 North)		DIRECT	✓	100.000
	B - East Street		DIRECT	✓	100.000
	C - Selsfield Road (B2028 South)		DIRECT	✓	100.000
	D - Church Road		DIRECT	✓	100.000

Origin-Destination Data

1 - untitled 16:45 - 17:00

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	44	113
	B - North Street	38	0	22
	C - B2028 (South)	79	2	0

1 - untitled 17:00 - 17:15

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	73	126
	B - North Street	46	0	31
	C - B2028 (South)	58	4	0

1 - untitled 17:15 - 17:30

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	73	129
	B - North Street	32	0	31
	C - B2028 (South)	55	1	0

1 - untitled 17:30 - 17:45

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	70	113
	B - North Street	41	0	16
	C - B2028 (South)	66	3	0

2 - untitled 16:45 - 17:00

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	43
	B - North Street	0	0	46
	C - East Street (East)	48	59	0

2 - untitled 17:00 - 17:15

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	60
	B - North Street	1	0	79
	C - East Street (East)	62	75	0

2 - untitled 17:15 - 17:30

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	70
	B - North Street	0	0	73
	C - East Street (East)	54	64	0

2 - untitled 17:30 - 17:45

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	64
	B - North Street	1	0	69
	C - East Street (East)	43	58	0

3 - untitled 16:45 - 17:00

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	0	102	38
	B - East Street	0	0	8	41
	C - Selsfield Road (B2028 South)	65	4	0	62
	D - Church Road	16	38	41	0

3 - untitled 17:00 - 17:15

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	0	112	41
	B - East Street	2	0	5	53
	C - Selsfield Road (B2028 South)	50	1	0	69
	D - Church Road	12	58	42	0

3 - untitled 17:15 - 17:30

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	1	120	41
	B - East Street	0	0	4	54
	C - Selsfield Road (B2028 South)	39	7	0	66
	D - Church Road	16	59	40	0

3 - untitled 17:30 - 17:45

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	0	99	31
	B - East Street	0	0	2	43
	C - Selsfield Road (B2028 South)	50	2	0	58
	D - Church Road	18	62	44	0

Vehicle Mix

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

1 - untitled

Heavy Vehicle %

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	1	0
	B - North Street	0	0	0
	C - B2028 (South)	1	10	0

2 - untitled

Heavy Vehicle %

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	1
	B - North Street	50	0	1
	C - East Street (East)	0	0	0

3 - untitled

Heavy Vehicle %

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	0	0	1
	B - East Street	0	0	5	1
	C - Selsfield Road (B2028 South)	1	7	0	0
	D - Church Road	0	0	1	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - untitled	B-AC	0.14	7.47	0.2	A	64	64
	C-AB	0.01	6.44	0.0	A	3	3
	C-A					64	64
	A-B					65	65
	A-C					120	120
2 - untitled	B-AC	0.12	6.21	0.1	A	67	67
	C-AB	0.13	6.61	0.2	A	70	70
	C-A					46	46
	A-B					0	0
	A-C					59	59
3 - untitled	B-ACD	0.10	6.72	0.1	A	53	53
	A-BCD	0.08	6.33	0.1	A	46	46
	A-B					0.23	0.23
	A-C					100	100
	D-ABC	0.97	211.28	6.3	F	112	112
	C-ABD	0.01	5.90	0.0	A	4	4
	C-D					63	63
	C-A					51	51

Main Results for each time segment

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	60	15	0.00	558	0.108	60	0.0	0.1	7.214	A
	C-AB	2	0.57	0.00	637	0.004	2	0.0	0.0	6.170	A
	C-A	79	20	0.00			79				
	A-B	44	11	0.00			44				
	A-C	113	28	0.00			113				
2 - untitled	B-AC	46	12	0.00	672	0.068	46	0.0	0.1	5.784	A
	C-AB	64	16	0.00	622	0.103	63	0.0	0.1	6.444	A
	C-A	43	11	0.00			43				
	A-B	0	0	0.00			0				
	A-C	43	11	0.00			43				
3 - untitled	B-ACD	49	12	0.00	618	0.079	49	0.0	0.1	6.403	A
	A-BCD	46	11	0.00	617	0.074	45	0.0	0.1	6.333	A
	A-B	0	0	0.00			0				
	A-C	94	24	0.00			94				
	D-ABC	95	24	0.00	108	0.879	82	0.0	3.2	112.619	F
	C-ABD	5	1	0.00	676	0.007	5	0.0	0.0	5.683	A
	C-D	62	15	0.00			62				
	C-A	65	16	0.00			65				

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	77	19	0.00	559	0.138	77	0.1	0.2	7.468	A
	C-AB	4	1	0.00	613	0.007	4	0.0	0.0	6.440	A
	C-A	58	14	0.00			58				
	A-B	73	18	0.00			73				
	A-C	126	32	0.00			126				
2 - untitled	B-AC	80	20	0.00	665	0.120	80	0.1	0.1	6.208	A
	C-AB	83	21	0.00	628	0.133	83	0.1	0.2	6.612	A
	C-A	54	13	0.00			54				
	A-B	0	0	0.00			0				
	A-C	60	15	0.00			60				
3 - untitled	B-ACD	60	15	0.00	602	0.100	60	0.1	0.1	6.709	A
	A-BCD	50	13	0.00	626	0.080	50	0.1	0.1	6.287	A
	A-B	0	0	0.00			0				
	A-C	103	26	0.00			103				
	D-ABC	112	28	0.00	116	0.966	103	3.2	5.4	187.906	F
	C-ABD	1	0.31	0.00	667	0.002	1	0.0	0.0	5.726	A
	C-D	69	17	0.00			69				
	C-A	50	12	0.00			50				

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	63	16	0.00	571	0.110	63	0.2	0.1	7.084	A
	C-AB	1	0.28	0.00	611	0.002	1	0.0	0.0	6.440	A
	C-A	55	14	0.00			55				
	A-B	73	18	0.00			73				
	A-C	129	32	0.00			129				
2 - untitled	B-AC	73	18	0.00	666	0.110	73	0.1	0.1	6.136	A
	C-AB	70	18	0.00	620	0.113	70	0.2	0.1	6.551	A
	C-A	48	12	0.00			48				
	A-B	0	0	0.00			0				
	A-C	70	18	0.00			70				
3 - untitled	B-ACD	58	15	0.00	598	0.097	58	0.1	0.1	6.723	A
	A-BCD	51	13	0.00	634	0.080	51	0.1	0.1	6.214	A
	A-B	0.92	0.23	0.00			0.92				
	A-C	110	28	0.00			110				
	D-ABC	115	29	0.00	124	0.926	112	5.4	6.3	211.283	F
	C-ABD	8	2	0.00	656	0.013	8	0.0	0.0	5.896	A
	C-D	65	16	0.00			65				
	C-A	39	10	0.00			39				

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	57	14	0.00	546	0.104	57	0.1	0.1	7.369	A
	C-AB	3	0.84	0.00	622	0.005	3	0.0	0.0	6.337	A
	C-A	66	16	0.00			66				
	A-B	70	18	0.00			70				
	A-C	113	28	0.00			113				
2 - untitled	B-AC	70	18	0.00	664	0.105	70	0.1	0.1	6.119	A
	C-AB	62	16	0.00	614	0.102	62	0.1	0.1	6.533	A
	C-A	39	10	0.00			39				
	A-B	0	0	0.00			0				
	A-C	64	16	0.00			64				
3 - untitled	B-ACD	45	11	0.00	605	0.074	45	0.1	0.1	6.488	A
	A-BCD	37	9	0.00	619	0.060	37	0.1	0.1	6.223	A
	A-B	0	0	0.00			0				
	A-C	93	23	0.00			93				
	D-ABC	124	31	0.00	142	0.872	124	6.3	6.3	187.354	F
	C-ABD	2	0.60	0.00	666	0.004	2	0.0	0.0	5.757	A
	C-D	58	14	0.00			58				
	C-A	50	12	0.00			50				

Cali PM - 2030 | Sensitivity | PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	Cali PM	✓	✓	D2,D4,D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way			1.57	A
2	untitled	T-Junction	Two-way	Two-way	Two-way			3.61	A
3	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		57.29	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	26.29	D

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - untitled	A	B2028 (North)		Major
	B	North Street		Minor
	C	B2028 (South)		Major
2 - untitled	A	East Street (West)		Major
	B	North Street		Minor
	C	East Street (East)		Major
3 - untitled	A	North Street (B2028 North)		Major
	B	East Street		Minor
	C	Selsfield Road (B2028 South)		Major
	D	Church Road		Minor

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
1 - untitled	C - B2028 (South)	7.15			78.1	✓	0.00
2 - untitled	C - East Street (East)	7.25			43.2	✓	0.00
3 - untitled	A - North Street (B2028 North)	7.00			0.0	✓	0.00
	C - Selsfield Road (B2028 South)	7.00			91.0	✓	0.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
1 - untitled	B - North Street	One lane	3.88	71	22
2 - untitled	B - North Street	One lane	3.36	33	56
3 - untitled	B - East Street	One lane	4.30	33	187
	D - Church Road	One lane	4.20	37	0

Slope / Intercept / Capacity

Custom Intercept Adjustments

Junction	Custom stream intercept adjustment	Stream	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
3 - untitled	1	D-C	✓		-433

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1 - untitled	B-A	556	0.096	0.242	0.152	0.345
	B-C	694	0.102	0.257	-	-
	C-B	619	0.228	0.228	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2 - untitled	B-A	535	0.092	0.233	0.147	0.333
	B-C	683	0.099	0.250	-	-
	C-B	599	0.219	0.219	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
3 - untitled	A-D	574	-	-	-	-	-	-	0.213	0.304	0.213	-	-	-
	B-A	656	0.114	0.289	0.289	-	-	-	0.182	0.413	-	0.289	0.289	0.144
	B-C	838	0.123	0.311	-	-	-	-	-	-	-	-	-	-
	B-D, nearside lane	656	0.114	0.289	0.289	-	-	-	0.182	0.413	0.182	-	-	-
	B-D, offside lane	656	0.114	0.289	0.289	-	-	-	0.182	0.413	0.182	-	-	-
	C-B	627	0.232	0.232	0.332	-	-	-	-	-	-	-	-	-
	D-A	699	-	-	-	-	-	-	0.259	-	0.102	-	-	-
	D-B, nearside lane	548	0.152	0.152	0.345	-	-	-	0.241	0.241	0.095	-	-	-
	D-B, offside lane	548	0.152	0.152	0.345	-	-	-	0.241	0.241	0.095	-	-	-
	D-C	116	-	0.152	0.345	0.121	0.241	0.241	0.241	0.241	0.095	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2030	Sensitivity	PM	DIRECT	16:45	17:45	60	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - untitled	A - B2028 (North)		DIRECT	✓	100.000
	B - North Street		DIRECT	✓	100.000
	C - B2028 (South)		DIRECT	✓	100.000
2 - untitled	A - East Street (West)		DIRECT	✓	100.000
	B - North Street		DIRECT	✓	100.000
	C - East Street (East)		DIRECT	✓	100.000
3 - untitled	A - North Street (B2028 North)		DIRECT	✓	100.000
	B - East Street		DIRECT	✓	100.000
	C - Selsfield Road (B2028 South)		DIRECT	✓	100.000
	D - Church Road		DIRECT	✓	100.000

Origin-Destination Data

1 - untitled 16:45 - 17:00

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	44	114
	B - North Street	38	0	22
	C - B2028 (South)	79	2	0

1 - untitled 17:00 - 17:15

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	73	126
	B - North Street	46	0	31
	C - B2028 (South)	59	4	0

1 - untitled 17:15 - 17:30

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	73	129
	B - North Street	32	0	31
	C - B2028 (South)	55	1	0

1 - untitled 17:30 - 17:45

Demand (PCU/hr)

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	70	113
	B - North Street	41	0	16
	C - B2028 (South)	66	2	0

2 - untitled 16:45 - 17:00

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	43
	B - North Street	0	0	46
	C - East Street (East)	48	59	0

2 - untitled 17:00 - 17:15

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	60
	B - North Street	1	0	79
	C - East Street (East)	62	74	0

2 - untitled 17:15 - 17:30

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	71
	B - North Street	0	0	73
	C - East Street (East)	55	64	0

2 - untitled 17:30 - 17:45

Demand (PCU/hr)

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	65
	B - North Street	1	0	69
	C - East Street (East)	43	58	0

3 - untitled 16:45 - 17:00

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	0	102	38
	B - East Street	0	0	8	41
	C - Selsfield Road (B2028 South)	65	4	0	63
	D - Church Road	16	39	42	0

3 - untitled 17:00 - 17:15

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	0	112	41
	B - East Street	2	0	5	54
	C - Selsfield Road (B2028 South)	50	1	0	69
	D - Church Road	12	58	42	0

3 - untitled 17:15 - 17:30

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	1	120	41
	B - East Street	0	0	3	54
	C - Selsfield Road (B2028 South)	39	6	0	67
	D - Church Road	16	59	40	0

3 - untitled 17:30 - 17:45

Demand (PCU/hr)

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	0	99	31
	B - East Street	0	0	2	43
	C - Selsfield Road (B2028 South)	50	2	0	58
	D - Church Road	18	63	45	0

Vehicle Mix

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

1 - untitled

Heavy Vehicle %

		To		
		A - B2028 (North)	B - North Street	C - B2028 (South)
From	A - B2028 (North)	0	1	0
	B - North Street	0	0	0
	C - B2028 (South)	1	10	0

2 - untitled

Heavy Vehicle %

		To		
		A - East Street (West)	B - North Street	C - East Street (East)
From	A - East Street (West)	0	0	1
	B - North Street	50	0	1
	C - East Street (East)	0	0	0

3 - untitled

Heavy Vehicle %

		To			
		A - North Street (B2028 North)	B - East Street	C - Selsfield Road (B2028 South)	D - Church Road
From	A - North Street (B2028 North)	0	0	0	1
	B - East Street	0	0	5	1
	C - Selsfield Road (B2028 South)	1	7	0	0
	D - Church Road	0	0	1	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - untitled	B-AC	0.14	7.47	0.2	A	64	64
	C-AB	0.01	6.44	0.0	A	3	3
	C-A					64	64
	A-B					65	65
	A-C					121	121
2 - untitled	B-AC	0.12	6.21	0.1	A	67	67
	C-AB	0.13	6.60	0.2	A	70	70
	C-A					46	46
	A-B					0	0
	A-C					60	60
3 - untitled	B-ACD	0.10	6.74	0.1	A	53	53
	A-BCD	0.08	6.33	0.1	A	46	46
	A-B					0.23	0.23
	A-C					100	100
	D-ABC	0.97	213.13	6.5	F	113	113
	C-ABD	0.01	5.88	0.0	A	4	4
	C-D					64	64
	C-A					51	51

Main Results for each time segment

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	60	15	0.00	558	0.108	60	0.0	0.1	7.218	A
	C-AB	2	0.57	0.00	637	0.004	2	0.0	0.0	6.172	A
	C-A	79	20	0.00			79				
	A-B	44	11	0.00			44				
	A-C	114	29	0.00			114				
2 - untitled	B-AC	46	12	0.00	672	0.068	46	0.0	0.1	5.784	A
	C-AB	64	16	0.00	622	0.103	63	0.0	0.1	6.444	A
	C-A	43	11	0.00			43				
	A-B	0	0	0.00			0				
	A-C	43	11	0.00			43				
3 - untitled	B-ACD	49	12	0.00	617	0.079	49	0.0	0.1	6.405	A
	A-BCD	46	11	0.00	617	0.074	45	0.0	0.1	6.335	A
	A-B	0	0	0.00			0				
	A-C	94	24	0.00			94				
	D-ABC	97	24	0.00	108	0.901	83	0.0	3.4	117.686	F
	C-ABD	5	1	0.00	676	0.007	5	0.0	0.0	5.677	A
	C-D	63	16	0.00			63				
	C-A	65	16	0.00			65				

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	77	19	0.00	559	0.138	77	0.1	0.2	7.470	A
	C-AB	4	1	0.00	614	0.007	4	0.0	0.0	6.432	A
	C-A	59	15	0.00			59				
	A-B	73	18	0.00			73				
	A-C	126	32	0.00			126				
2 - untitled	B-AC	80	20	0.00	665	0.120	80	0.1	0.1	6.207	A
	C-AB	82	21	0.00	628	0.131	82	0.1	0.2	6.601	A
	C-A	54	13	0.00			54				
	A-B	0	0	0.00			0				
	A-C	60	15	0.00			60				
3 - untitled	B-ACD	61	15	0.00	602	0.101	61	0.1	0.1	6.721	A
	A-BCD	50	13	0.00	626	0.080	50	0.1	0.1	6.286	A
	A-B	0	0	0.00			0				
	A-C	103	26	0.00			103				
	D-ABC	112	28	0.00	115	0.971	103	3.4	5.7	195.407	F
	C-ABD	1	0.31	0.00	667	0.002	1	0.0	0.0	5.727	A
	C-D	69	17	0.00			69				
	C-A	50	12	0.00			50				

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	63	16	0.00	571	0.110	63	0.2	0.1	7.087	A
	C-AB	1	0.28	0.00	611	0.002	1	0.0	0.0	6.442	A
	C-A	55	14	0.00			55				
	A-B	73	18	0.00			73				
	A-C	129	32	0.00			129				
2 - untitled	B-AC	73	18	0.00	665	0.110	73	0.1	0.1	6.139	A
	C-AB	70	18	0.00	621	0.113	70	0.2	0.1	6.549	A
	C-A	49	12	0.00			49				
	A-B	0	0	0.00			0				
	A-C	71	18	0.00			71				
3 - untitled	B-ACD	57	14	0.00	596	0.096	57	0.1	0.1	6.738	A
	A-BCD	51	13	0.00	634	0.080	51	0.1	0.1	6.215	A
	A-B	0.92	0.23	0.00			0.92				
	A-C	110	28	0.00			110				
	D-ABC	115	29	0.00	125	0.920	112	5.7	6.3	213.134	F
	C-ABD	7	2	0.00	656	0.011	7	0.0	0.0	5.879	A
	C-D	66	17	0.00			66				
	C-A	39	10	0.00			39				

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - untitled	B-AC	57	14	0.00	546	0.104	57	0.1	0.1	7.365	A
	C-AB	2	0.56	0.00	622	0.004	2	0.0	0.0	6.326	A
	C-A	66	16	0.00			66				
	A-B	70	18	0.00			70				
	A-C	113	28	0.00			113				
2 - untitled	B-AC	70	18	0.00	664	0.105	70	0.1	0.1	6.121	A
	C-AB	62	16	0.00	614	0.102	62	0.1	0.1	6.533	A
	C-A	39	10	0.00			39				
	A-B	0	0	0.00			0				
	A-C	65	16	0.00			65				
3 - untitled	B-ACD	45	11	0.00	605	0.074	45	0.1	0.1	6.485	A
	A-BCD	37	9	0.00	619	0.060	37	0.1	0.1	6.225	A
	A-B	0	0	0.00			0				
	A-C	93	23	0.00			93				
	D-ABC	126	32	0.00	142	0.890	125	6.3	6.5	195.514	F
	C-ABD	2	0.60	0.00	666	0.004	2	0.0	0.0	5.756	A
	C-D	58	14	0.00			58				
	C-A	50	12	0.00			50				