

A Planning Application by
BLAKENEY HOMES LIMITED

In respect of
**Land East of Walnut Tree Road,
PIRTON**

Transport Assessment

2210-050/TA/01 | July 2025



Document Management

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^a Minor text amends.

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1 Introduction

- 1.1 Transport Planning Associates has been commissioned by Blakeney Homes Limited to provide transport planning consultancy services in respect of a proposed residential development on Land East of Walnut Tree Road, Pirton ("**the Site**").
- 1.2 The proposed development seeks the construction of up to 50 dwellings, associated pedestrian and cyclists infrastructure as well as green space and landscaping provision ("**the proposed development**").

Planning History

- 1.3 In preparation for this Transport Assessment, pre-application discussions were held with Hertfordshire County Council ("**HCC**") to determine the scope of the assessment that would be required to support a planning application for the development and to seek the highway authority's view as to what should be incorporated within the scheme to make it acceptable in highways terms.
- 1.4 The discussions include the extent of the junction assessment that would be required and the possible mitigation that could be implemented to offset the impact of the development. In particular the mitigation that might be sought under the HCC's guidance "Guide to Developer Infrastructure Contributions" was outlined by the highway authority.
- 1.5 The pre-application response from HCC (dated 15/11/2024) is contained in **Appendix A**.
- 1.6 Pre-application advice was also sought by North Herts District Council to cover all elements of the scheme. In transport terms this covered matters on access widths and sustainability. The North Herts District Council Pre-Application response (Dated 17/10/2024) is contained in **Appendix B**.
- 1.7 This Transport Assessment seeks to cover all matters raised in the Pre-Application responses ensuring that the development is acceptable in highway terms and the mitigation proposed is reasonable and proportionate to the scale of the proposed development.

Report Scope

- 1.8 The remainder of this report will be structured in the following manner:
- Chapter 2: Local and National Planning Policy Review;
 - Chapter 3: Existing highway Transportation Conditions;

- Chapter 4: Development Proposals;
- Chapter 5: Forecast Traffic Demand and Distribution;
- Chapter 6: Future Year Traffic Scenarios;
- Chapter 7: Highway Impact Analysis; and
- Chapter 6: Summary and Conclusion.

2 Local and National Planning Policy Review

- 2.1 This chapter of the Transport Statement identifies the planning policies that relate to the proposals insofar as they concern transport matters.

National Planning Policy Framework

- 2.2 The Government's revised National Planning Policy Framework ('NPPF'), which was last revised in December 2024, retains the core principles local authorities and developers rely on when making decisions regarding future developments.

- 2.3 The NPPF defines a sustainable transport mode as follows:

"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport" (annex 2, p. 79).

- 2.4 The NPPF states in paragraph 115 that development proposals should ensure:

- "a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.."*

- 2.5 NPPF (Paragraph 117) requires applications for developments to:

- "a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

2.6 Additionally, in paragraph 118:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."

2.7 Paragraph 116 of the NPPF states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

2.8 The proposed development is in accordance with the NPPF and aligns with the criteria above.

Hertfordshire Local Transport Plan 4

2.9 The Hertfordshire Local Transport Plan 4 ("**LTP4**") is the overarching transport policy document for the area is the Hertfordshire and provides the framework for achieving better transport systems in Hertfordshire for the plan period 2018-2031.

2.10 The LPT4 was adopted in 2018 and covers all modes of transport including walking, cycling, public transport, car-based travel, reducing road freight movements and making provision for those with mobility impairments, setting out the Council's vision for how transport can help deliver a positive future for Hertfordshire as well as outlining how safe and efficient travel can be achieved in the County.

2.11 The LTP4 looks to deliver nine transport objectives which strongly relate to the sense of prosperity, place and people elements of the vision of Hertfordshire as a whole. The nine objectives are presented below:

- Improve access to international gateways and regional centres outside Hertfordshire;
- Enhance connectivity between urban centres in Hertfordshire;
- Improve accessibility between employers and their labour markets;
- Enhance journey reliability and network resilience across Hertfordshire;
- Enhance the quality and vitality of town centres;
- Reserve the character and quality of the Hertfordshire environment;
- Reduce carbon emissions;
- Make journeys and their impacts safer and healthier; and
- Improve access and enable participation in everyday life through transport.

2.12 Across the objectives the plan promotes four principles which should be features common to all activities to manage and improve the transport system. These principles are:

- Integration of land use and transport planning;
- Application and adoption of technology;
- Cost effective delivery and maintenance; and
- Modal shift and encouraging active travel Hertfordshire.

2.13 In Policy 1 the LTP4 sets out a clear hierarchy in relation to the users of the highway network in relation to the design of highway schemes:

"To support the creation of built environments that encourage greater and safer use of sustainable transport modes, the county council will in the design of any scheme and development of any transport strategy consider in the following order:

- *Opportunities to reduce travel demand and the need to travel*
- *Vulnerable road user needs (such as pedestrians and cyclists)*
- *Passenger transport user needs*
- *Powered two wheeler (mopeds and motorbikes) user needs*
- *Other motor vehicle user needs"*

North Hertfordshire Local Plan (2011 – 2031)

2.14 The North Hertfordshire Local Plan 2011-2031 was adopted on Tuesday 8 November 2022. The plan outlines the District Council's strategy for ensuring that growth is delivered in the right place and is of the right quality and character.

- 2.15 This Local Plan sets out the long-term vision for the district by identifying how and where new homes, jobs and infrastructure will be delivered. The plan encourages high-quality sustainable design and consideration for the natural environment.
- 2.16 In 2019 North Hertfordshire District Council declared a climate emergency and committed to take action to address the causes of climate change across the district. An overarching principle of the Local Plan is to achieve sustainable development.
- 2.17 In relation to transport and infrastructure Policy SP6 relates to sustainable development which indicates:

"We will deliver accessibility improvements and promote the use of sustainable transport modes insofar as reasonable and practicable. We will:

a) Comply with the NHDC Transport Strategy and the provisions of the Local Transport Plan and other supporting documents as relevant;

b) Encourage development in locations which enable sustainable journeys to be made to key services and facilities;

c) Work with Hertfordshire County Council, neighbouring authorities, Highways England and service providers to ensure that a range of sustainable transport options are available to all potential occupants or users. This may involve new or improved pedestrian, cycle and passenger transport (including rail and/or bus) links and routes;

d) Seek the earliest reasonable opportunity to implement sustainable travel infrastructure on Strategic Housing Sites and other development sites in order to influence the behaviour of occupiers or users, along with supporting Travel Plans in order that sustainable travel patterns become embedded at an early stage;

e) Assess development proposals against the parking standards set out in this Plan and having regard to relevant supplementary advice;

f) Require applicants to provide assessments, plans and supporting documents to demonstrate the safety and sustainability of their proposals; and

g) Protect existing rights of way, cycling and equestrian routes and, should diversion be unavoidable, require replacement routes to the satisfaction of the Council."

North Hertfordshire - Vehicle Parking at New Development Supplementary Planning Document

- 2.18 Vehicle Parking at New Development Supplementary Planning Document (“**SPD**”) adopted in September 2011. This SPD sets out the car and cycle parking Standards for new residential developments as shown in Table 2.1.

Table 2.1 Residential parking standards

Class Use C3	Car Parking Standard	Minimum Cycle Parking Standard
1 bedroom	1 space per dwelling minimum	1 secure covered space per dwelling. None if garage or secure area provided within curtilage of dwelling
2–3 bedrooms	2 spaces per dwelling minimum	
Visitor / unallocated	Between 0.25 and 0.75 spaces per dwelling (rounded up to nearest whole number) with the higher standard being applied where there are no garages in the schemes and the lower standard applied where every dwelling in the scheme is to be provided with a garage	For above C3 general housing - if no garage or secure area is provided within curtilage of dwelling then 1 covered and secure space per dwelling in a communal area for visitors

- 2.19 The proposed development will conform to the parking standards as expressed within the local SPD guidance.

Hertfordshire County Council Guide to Developer Infrastructure Contributions (2021)

- 2.20 The Developer Infrastructure Contributions guide provides an overview of obligations in Hertfordshire which may be sought as part of the planning process followed by a focus on those obligations which might be sought by the county council to mitigate the impact of development.
- 2.21 Technical Appendix 1 identifies the County Council’s methodology for the calculation of appropriate contributions to mitigate the highway impact of developments.
- 2.22 The document identifies a two-strand approach to transport contributions: With the first stand being based on the immediate and specific impact that larger developments would have on the highway network in the immediate vicinity of the development site. These improvements would be established and designed via a Transport Assessment in the conventional way. The second strand would address the cumulative impacts of all development, large and small, facilitating delivery and enhancement of

the necessary active and sustainable transport networks. This second strand contribution is intended to help implement broader transport measures in the catchments of new development from which contributions are secured. The need for second strand contributions will be balanced against the level of first strand contributions and any other relevant planning matters.

- 2.23 For residential developments, second strand contribution are currently calculated using a traffic of £6,826 per dwelling.

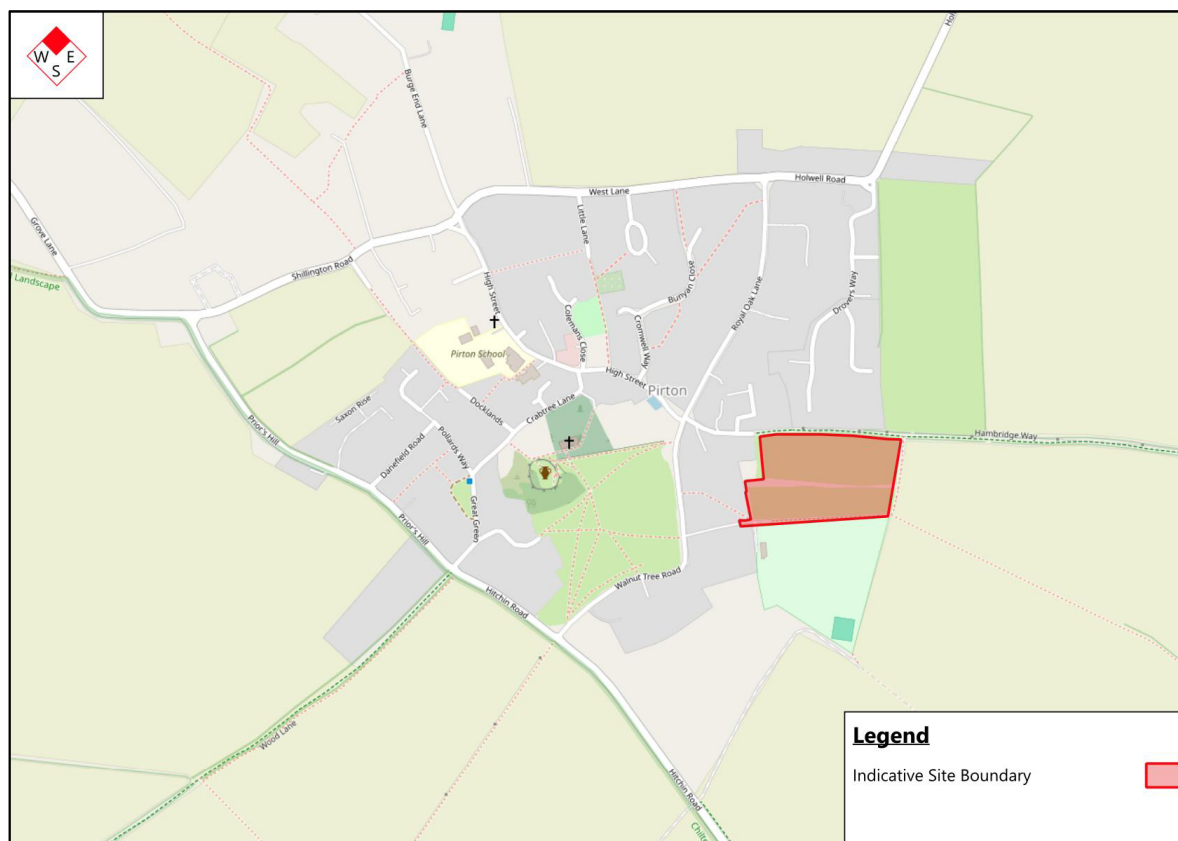
3 Existing Highway Transportation Conditions

- 3.1 This chapter of the Transport Assessment will detail the existing site in the context of the local highway network.

Site Location

- 3.2 The proposed site is located on the southeastern corner of Pirton, a large village northwest of Hitchin in North Hertfordshire
- 3.3 An indicative site location plan is presented in **Figure 3.1**.

Table 3.1 Indicative Site Location Plan



Pedestrian Infrastructure

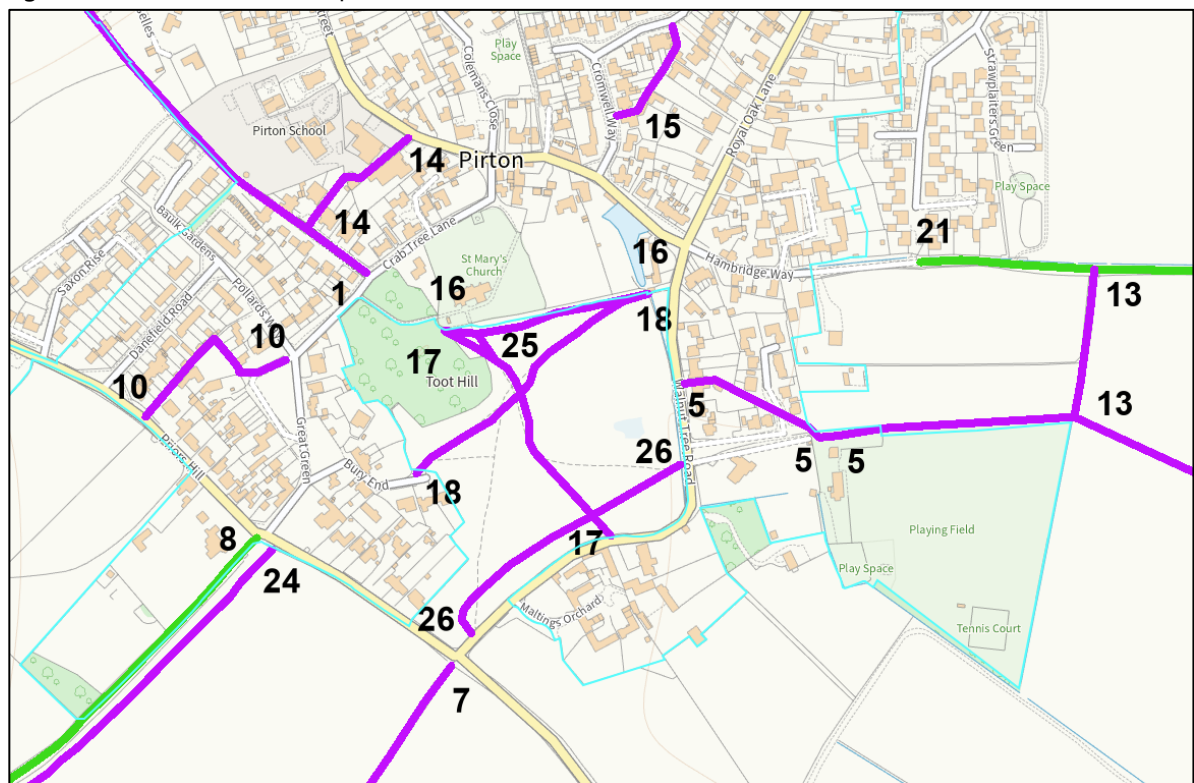
- 3.4 Walnut Tree Road benefits from a footway on its eastern side which commences at the point of the existing access location, and travels northbound into the centre of Pirton. The footway measures approximately 1.5m in width, benefitting from dropped kerbs on approach to the crossroads of Walnut Tree Road and High Street.

- 3.5 The footway provision continues west along High Street to reach key local facilities such as the local convenience store and post office, primary school, village hall and public house.
- 3.6 To the south of the Site access, whilst no formal footway provision is present, wide grass verges would allow for pedestrian movements south of the access separated from vehicle traffic, something common for a smaller rural village like Pirton. It would not be anticipated that desire lines would form to the south of the Site access for pedestrians and cyclists, given that key local facilities are located to the north and west of the Site that are accommodated for by pedestrian provisions.
- 3.7 Opposite the existing site access is a public footpath access onto The Bury greenspace. These footpaths provide convenient walkways to the western side of the village featuring a church and public house, as well as bus stop infrastructure and further residential dwellings.

Public Rights of Way

- 3.8 There are a number of Public Rights of Way ("PRoW") which surround the Site, with an extract from the Hertfordshire Definitive Map presented in **Figure 3.2**.

Figure 2.2 Local PRoW Map



- 3.9 As can be seen in Figure 2.2. Footpath 5 crosses the proposed access before running to the north of the playing field. The site access has therefore been designed to accommodate this crossing, with a narrowing of the carriageway and a raised table to promoted pedestrian priority.

Cycle infrastructure

- 3.10 The local road network in the village of Pirton, subject to 30mph speed limits with the residential character of the local streets, would make Pirton conducive with cycling and allow for suitable conditions for local cycling.
- 3.11 Bridleway 21, bounding the north of the site, forms a part of the Icknield Way Cycle Trail, connecting Thetford all the way to Letchworth and the Chilterns. Locally this route could be used by residents of the proposed site to reach Ickleford, Hitchin and Letchworth Garden City by cycle.
- 3.12 The Chiltern cycleway passes the southern extent of Pirton on Hitchin Road, connecting to local centres such as Barton-le-Clay and Stevenage. Signage for the Chiltern Cycleway is present throughout Pirton to guide cyclists towards the established route.
- 3.13 There are numerous shorter, local cycle routes that pass through Pirton, such as the Hambridge Way and Wood Lane Bridleway loops, further highlighting the suitability and attractiveness of Pirton for cycling, supported by Bridleways and cycle signage posted throughout the village.

Bus Services

- 3.14 The closest bus service provision to the proposed site is north of Walnut Tree Road on Royal Oak Lane. Bus “stops” are present on either side of the carriageway, although no formal bus stop provisions are provided.
- 3.15 The number 89 bus services is the only bus route to serve Pirton. This travels between Hitchin and Henlow Camp with seven services passing the village in each direction on a weekday. The first service is scheduled to serve Pirton at 06:55, with the last service passing at 18:57.

Local Highway Network

- 3.16 Walnut Tree Road is subject to a 30mph speed limit in its entirety. This is continued into the centre of Pirton which is characterised with residential streets, much of which has direct residential frontage as well as private driveway access points. Carriageway widths measure approximately 6m, with a approximate 2.5m footway on the eastern side of the carriageway.

- 3.17 Travelling south and away from Pirton, Walnut Tree Road meets Hitchin Road at a priority junction, with Hitchin Road subject to the national speed limit, 60mph.
- 3.18 North along Walnut Tree Road is the crossroads with Royal Oak Lane, which travels north to Holwell Road and leads through the village of Holwell and access onto Bedford Road (A600).
- 3.19 Hambridge Way, to the immediate northwest of the site, is a small residential street that leads east to the Pirton Bridleway 21. Whilst this road is subject to a national speed limit of 60mph, the limitations of the road width and the shared surface for the bridleway would imply that vehicles would not be driving along the road at 60mph.

Highway Safety

- 3.20 In order to determine the existing safety record of the local highway network near the proposed site, accident data has been interrogated from the online database CrashMap, which will be reviewed with the most recently available five year period of accident data. This will identify accident severity; ranked from "slight" for the least severe, to "fatal" for the most severe as well as any patterns in accident data that would suggest deficiencies within the highway design.
- 3.21 The CrashMap dataset outlines that there were no accidents along the Site frontage on Walnut Tree Road. The only accident to have taken place within Pirton was a slight accident occurring on the priority junction of High Street / Cromwell Way in the centre of the village.
- 3.22 These results would conclude that the existing highway safety record within Pirton is of a high standard. With the addition of the proposed development, this would not create or exacerbate highway safety deficiencies within the Village.

Existing Traffic Flows

Junction Turning Count Surveys

- 3.23 To understand the operational character of the local highway network near the Site, Manual Classified Count ("**MCC**") surveys were carried out on 12th June 2025 between 07:00 and 10:00, and 16:00 and 19:00 to capture morning and evening peak hour traffic movements. Queue lengths were also recorded at five-minute intervals on each arm.
- 3.24 The surveys were undertaken at times when no restrictions or controls to the ability to travel were in situ and hence the survey data is considered representative.

- 3.25 The following two junctions, requested by Hertfordshire County Council in their Pre-app response, were included in the surveys:
- Junction 1 – Cotman End / Walnut Tree Road Priority Junction; and
 - Junction 2 – Walnut Tree Road / High Street / Royal Oak Lane Crossroads
- 3.26 The full MCC survey results, conducted by PCC Traffic Information Consultancy Ltd, are contained within **Appendix C**.
- 3.27 Peak hour analysis from the surveyed junctions suggests that the local network peak hours are between 08:00 and 09:00 for the morning peak and 17:45 and 18:45 for the evening peak. The peak hour analysis is contained within **Appendix D**.
- 3.28 The surveyed (2025) traffic flows for the morning and evening peak periods is presented in **Figure 3.3** and **Figure 3.4**, respectively.

Existing Junction Capacity

- 3.29 The junctions requested by Hertfordshire County Council have been modelled using the priority junction ("PICADY") module of the Transport Research Laboratory ("TRL") Junctions 11 software suite.
- 3.30 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.
- 3.31 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.
- 3.32 Once the models are considered to reflect the surveyed operation, they are considered appropriate to assess the impact of the proposed development under the loading future development scenarios.
- 3.33 Typically, for the purposes of capacity analysis, an arm, link or lane of a junction is identified to be operating within capacity when the model forecasts a RFC value of less than 1.00.
- 3.34 A junction is considered to be operating within normal free flow conditions / theoretical capacity when the arm, link or lanes of a junction are operating with a maximum RFC value of less than 0.85. Between

a maximum RFC of between 0.85 and 1, an approach to a junction may be considered to be operating within capacity, however, the approach to the junction may be more sensitive to increased demand.

- 3.35 The junctions presented later within this chapter have been reviewed alongside the surveyed queue information to establish whether the modelled queues consistent with those surveyed to ensure that the model is considered to be accurately reflecting operation on street.
- 3.36 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 – Cotman End / Walnut Tree Road Priority Junction

- 3.37 The operation of this Priority Junction has been modelled under the loading of the Surveyed 2025 traffic flows using the PICADY module within Junctions 11.
- 3.38 The full modelling output report, along with Transport Planning Associates' geometric parameter drawing (Drawing Reference: 2210-050.MP02) are contained in **Appendix E**, with a summary of the surveyed modelling results contained in Table 3.2

Table 3.2 Junction 1: Cotman End / Walnut Tree Road Priority Junction – Surveyed (2025)
Modelling Results

Arm	Morning Peak (08:00-09:00)			Evening Peak (17:45-18:45)		
	RFC	Modelled Queue	Average Surveyed Queue	RFC	Modelled Queue	Average Surveyed Queue
Cotman End Left Turn	0.03	0	0	0.00	0	0
Cotman End Right Turn	0.01	0		0.01	0	
Walnut Tree Road (South)	0.01	0	0	0.01	0	0

- 3.39 The modelling results presented in Table 3.2 demonstrate that the junction operates well within theoretical capacity during both morning and evening peak hour periods under the loading of the Surveyed (2025) traffic flows.

- 3.40 The model is shown to be reflective of the surveyed conditions and therefore the model is considered appropriate for the future year assessment.

Junction 2: Walnut Tree Road / High Street / Royal Oak Lane Crossroads

- 3.41 The operation of this Crossroads Junction has been modelled under the loading of the Surveyed 2025 traffic flows using the PICADY module within Junctions 11.
- 3.42 The full modelling output report, along with Transport Planning Associates' geometric parameter drawing (Drawing Reference: 2210-050.MP02) are contained in **Appendix F**, with a summary of the surveyed modelling results contained in Table 3.3.

Table 3.3 Junction 2: Walnut Tree Road / High Street / Royal Oak Lane Crossroads – Surveyed (2025) Modelling Results

Arm	Morning Peak (08:00-09:00)			Evening Peak (17:45-18:45)		
	RFC	Modelled Queue	Average Surveyed Queue	RFC	Modelled Queue	Average Surveyed Queue
Hambridge Way Left Lane	0.01	0	0	0.02	0	0
Hambridge Way Right Lane	0.02	0		0.02	0	
Royal Oak Lane	0.07	0	0	0.02	0	0
High Street Left Lane	0.06	0	0	0.01	0	0
High Street Right Lane	0.10	0		0.06	0	
Walnut Tree Road	0.01	0	0	0.01	0	0

- 3.43 The modelling results presented in Table 3.3 demonstrate that the junction operates well within theoretical capacity during both morning and evening peak hour periods under the loading of the Surveyed (2025) traffic flows.
- 3.44 The model is shown to be reflective of the surveyed conditions and therefore the model is considered appropriate for the future year assessment.

4 Development Proposal

- 4.1 This chapter of the Transport Statement outlines the development proposal, identifying the development schedule, means of access and proposed off site highway improvements.

Development Schedule

- 4.2 Outline planning permission is sought with all matters reserved for full determination, save for the means of access via Walnut Tree Road, for up to 50 dwellings, site access and highway works, amenity greenspace and ancillary works.
- 4.3 A proposed Site Concept Plan, produced by DCA Architects, is contained in **Appendix G**.

Vehicular Access

- 4.4 The proposed site access would be via an extension of the existing residential access road named Cotman End. This extension has been designed to incorporate the crossing of Footpath 5.
- 4.5 Within the pre-app discussions with HCC, two options were presented for the vehicular access leading in from Cotman End. Of the two options presented, Option 1 was preferred by HCC and so has been implemented into the application. The options presented to HCC are contained within **Appendix H**.
- 4.6 The access arrangements from Cotman End is therefore presented in Transport Planning Associates drawing **2210-050.PL01**.
- 4.7 It is noted that the extension of the proposed access road from the established development on Cotman End would initially remove the two existing visitor parking spaces. These spaces will be relocated as part of the proposed development, placed as close to this new access as is reasonably possible. These visitor spaces will be in addition to the parking availability required as part of this proposed development outlined in Table 2.1.
- 4.8 As presented in 2210-050.PL01, this arrangement provides a narrowing of the access to accommodate the crossing of the established Footpath 5, with this option promoting full pedestrian priority over oncoming vehicle movements. Pedestrian movements are then able to continue along Cotman End and Walnut Tree Road as per the provisions provided for the original Cotman End scheme.

- 4.9 Access leading onto Cotman End / Walnut Tree Road will continue to maintain adequate visibility as per the of the previous neighbouring scheme on Cotman End which received approval, with the additional proposed development not altering the visibility of the approved scheme access.
- 4.10 A secondary emergency vehicle access point will be made available to the proposed development site, located in the northeastern corner from Hambridge Way that utilises the established access to the existing agricultural field. This access will be reserved for emergency use only and will form part of the pedestrian and cyclists access when not in use for emergencies. The design of this access can be viewed within Transport Planning Associates drawing **2210-050.PL02**, contained in the Drawings Appendix.

Pedestrian and Cyclist Access

- 4.11 As well as being able to utilise the main development access from Cotman End, pedestrians and cyclists will have a dedicated access to the north of the proposed development site that leads onto Hambridge Way and the established bridleway.
- 4.12 The secondary, emergency access to the north of the site will primarily act as an access for pedestrians and cyclists, only used for vehicle access in the case of an emergency by an emergency vehicle. This access arrangement is presented in 2210-050.PL0, contained in the Drawings Appendix.
- 4.13 The emergency/secondary access will consist of improvements to the existing farm access along Hambridge Way, with a width of 3.7m to ensure sufficient space for an emergency vehicle. A single bollard will be in place during the nominal use of the access to allow for only pedestrian and cyclist use.

Mitigation Measures

- 4.14 As part of the development proposal are a number of proposed off-site highway improvement works that aim to better connect the site with the services and facilities established in Pirton, creating greater connectivity for those utilising active and sustainable travel for every day commutes and leisure trips.
- 4.15 These improvement works, as outlined within HCC's pre-application response, have been split into Strand 1 and Strand 2 obligations based on the criteria contained within the Hertfordshire County Council Guide to Developer Infrastructure Contributions (2021).

Strand 1 - Obligations

- 4.16 The provision of the Site Access and secondary emergency/pedestrian access will be provided under a S278 agreement within the Strand 1 obligations.

- 4.17 In addition to this improvement works to the pedestrian facilities at the Hambridge Way / Royal Oak Lane crossroads will be provided within the Strand 1 obligations. These works have been proposed to facilitate better connectivity for pedestrians by introducing formalised crossing points along Royal Oak Lane and Hambridge Way, to tie in with existing infrastructure and ensure continuous movement of pedestrians.
- 4.18 The junction improvements for the crossroads junction are presented in Transport Planning Associates drawing **2210-050.PL03 A** contained in the drawings appendix. This drawing outlines the introduction of tactile paving at the crossing points as well as reducing the width of the Hambridge Way bell mouth to allow room to introduce a footway connecting to the crossing points.
- 4.19 It was noted within HCCs pre-app response that the national speed limit on Hambridge Way should be reviewed. A review of highway safety has been performed and it is considered that this alteration would not be necessary to make the development acceptable in planning terms. The narrow nature of the road means that vehicle speeds are self-regulating. The new residential development to the north of Hambridge Way has recently been constructed and occupied without any speed limit, lighting or pedestrian provision changes on Hambridge Way, even when these developments provide pedestrian access onto the road. As such it is considered that the implementation of this proposed development will maintain the same level of safety and provision provided by the neighbouring approved and built developments.
- 4.20 *Strand 2 contribution*
- 4.21 The second strand would address the cumulative impacts of all development, large and small, facilitating delivery and enhancement of the necessary active and sustainable transport networks. This second strand contribution is intended to help implement broader transport measures in the catchments of new development from which contributions are secured. The need for second strand contributions will be balanced against the level of first strand contributions and any other relevant planning matters.
- 4.22 For residential developments, second strand contributions are currently calculated using a traffic of £6,826 per dwelling for the 50 dwellings this would equate to £343,100 (£6,862 x 50 dwellings). In the pre-application discussions, the highway authority expressed a preference that this contribution should be utilised to enhance the 89 service operating between Henlow Camp and Hitchin via Pirton. It is agreed that as this would benefit the wider community within Pirton as well as residents of the proposed development, this would be a suitable use of this contribution.
- 4.23 It is considered that junction improvements on Colman's Close / High Street, as well as bus stop improvements on High Street would not be required for this proposed development given the scale and scope of the proposal and the location of the junction and bus stops in relation to the proposed

development, not being in close enough proximity to merit improvement as a result of the scheme. However, if the highway authority chooses it could also utilise the Strand 2 contribution towards these schemes.

- 4.24 In regard to bus stop improvements on Royal Oak Lane, it is noted that there is limited highways land to introduce the full suite of improvements highlighted by HCC. The introduction of a bus pole and flag, as well as a bus cage on the carriageway could be an ideal solution for improvement, which would significantly improve public transport provision where there is no formalised infrastructure currently. This improvement could also be funded under £343,000 Strand 2 contribution.
- 4.25 In relation to improvements in the PRow network it would be proposed that £30,000 of the Strand 2 contribution be utilised to provide surface improvement to the Bridleway (21) north of the site.

5 Travel Demand and Distribution

- 5.1 This chapter of the Transport Statement will consider the likely travel demand that may be generated as a result of the proposed development, utilising the TRICS database. Additionally, this chapter will present the likely travel distribution of the proposed residents within the local highway network, based on local Census information.

Travel Demand

- 5.2 In order to understand the likely number of trips generated as a result of the proposed development, the TRICS database has been interrogated under land use code 03 – *Residential*, subcategory A- *Houses Privately Owned* to derive trip rates for a sample of sites.

- 5.3 The following selection criteria was applied:

- Multi-modal Surveys;
- Weekday Surveys only
- Sites in Greater London, Scotland, Ireland and Wales omitted;
- Edge of Town and Neighbourhood Centre sites only;
- Reductions in nearby population sizes; and
- Sites with dwelling numbers ranging between 40 to 60.

- 5.4 The full residential TRICS Output report is contained within **Appendix I**.

- 5.5 Table 5.1 presents the Total Vehicle trip rates derived from TRICS, contained within the typical highway network peak hours for the morning and evening, respectively.

Table 5.1 Residential TRICS Total Vehicle Trip Rates

	Morning peak (08:00 to 09:00)		Evening peak (17:00 to 18:00)	
	Arrive	Depart	Arrive	Depart
Vehicle Trip Rate per dwelling	0.171	0.311	0.25025	0.13625

- 5.6 The Total Vehicle trips rates presented in Table 5.1 have been applied to the proposed development schedule of circa 50 dwellings in order to derive a vehicle trip number for both the morning and evening peak periods. The results of this are presented in Table 5.2.

Table 5.2 Forecast Residential TRICS Total Vehicle Trips

	Morning peak (08:00 to 09:00)		Evening peak (17:00 to 18:00)	
	Arrive	Depart	Arrive	Depart
Vehicle Trip Rate per dwelling	0.171	0.311	0.25025	0.13625
Total Vehicle Trips	9	16	13	7

- 5.7 The results presented in Table 5.2 indicate that in the morning peak hour there may be 25 two-way vehicle movements, with 24 two-way vehicle movements in the evening peak hour. These traffic flow figures represent a negligible number of trips generated as a result of the proposed development.

Travel Distribution

- 5.8 In order to provide an indication of the likely distribution of traffic going to and from the Site access, origin-destination data from the 2011 census has been derived in the absence of updated 2021 census Origin-Destination datasets. This data incorporates the location of usual residence and place of work by method of travel.
- 5.9 The 'North Hertfordshire 014' super output area ("**MSOA**"), which incorporates the Site, has been used as a proxy to assess the likely distribution of trips.
- 5.10 Journeys to all surrounding local authority districts from this super output area have been assessed. In addition, journeys to the other North Hertfordshire super output areas have been included to define the likely distribution of trips for those working more locally.
- 5.11 A summary of the distribution of all vehicular trips to the main local authorities is detailed in Table 5.3.

Table 5.3 Distribution from 'North Hertfordshire 014' MSOA

Destination	Distribution
North Hertfordshire	34.56%
Luton	13.60%
Stevenage	12.55%
Welwyn Hatfield	10.56%
St Albans	8.03%
Central Bedfordshire	7.98%
East Hertfordshire	2.79%
Dacorum	2.11%
Other ¹	7.82%

¹Data grouped for report summary purposes. Full dataset contained in Appendix J.

- 5.12 The data within Table 5.3 highlights that most vehicle traffic, 34.56%, is routed locally within North Hertfordshire, followed by 44.74% routing to the neighbouring urban centres of Luton, Stevenage, Welwyn Hatfield and St Albans.
- 5.13 The main vehicular routes to and from the proposed site have been assigned to each output area to assess the distribution of trips across the highway network. Journey time information has been used where appropriate to define the most likely routes.
- 5.14 This analysis of primary route assignment against journey to work destination data from the 2011 Census is presented in **Appendix J**. A summary of the route distribution results is provided in Table 5.4.

Table 5.4 Vehicle Route Distribution

Routes from/to the Site Access	Distribution
North on Walnut Tree Road	11.8%
South on Walnut Tree Road	88.2%

- 5.15 The results presented in Table 5.4 outline that, based on census journey to work information and routes based on journey time information, the majority of vehicle traffic would be proposed to depart/arrive south of the access onto Walnut Tree Road. It is from here that vehicle traffic would

diverting between travelling northwest along Hitchin Road or the majority of traffic travelling southeast from the junction of Walnut Tree Road, towards the A505 and Hitchin.

- 5.16 Whilst the majority of development traffic would attract along a primary route to the south of Pirton, the volume of traffic, amounting to less than two vehicles per minute, would have a negligible impact on the existing highway traffic flows, and certainly not something that would be considered severe.

Interim Summary

- 5.17 In summary of the Travel Demand and Distribution outline that the proposed development would result in a minimal increase to the number of vehicles utilising the exiting access on Cotman End onto Walnut Tree Road within the morning and evening peak hours.
- 5.18 Distribution sourced from the census evidence base would suggest that the majority of these trips would not route through Pirton in order to reach destinations external to Pirton or for those arriving to the site. Instead, trips are predominantly distributed to and from the south for Walnut Tree Road. This would, in turn, result in a negligible, if any, impact of vehicle trips on the operation and safety of the local highway network within Pirton.
- 5.19 Coupled with the proposed offsite mitigation work that is to enhance the sustainable and active travel within Pirton to better connect the site with existing facilities and services, the overall vehicular impact of this development on Pirton is limited insignificant.

6 Future Year Traffic Scenarios

- 6.1 This chapter of the Transport Assessment considers the future year scenarios for which the capacity of the local highway network will be assessed.

Background Traffic Growth

- 6.2 To determine the background growth that is anticipated in the area, TEMPro 8.1 software has been utilised to extract local growth factors for the morning and evening peaks periods.
- 6.3 TEMPro growth factors have been applied based on a 5 year post submission period, resulting in a forecast year of 2030.
- 6.4 Origin – destination growth factors for the 'North Hertfordshire 014' super output area have been derived for car drivers. These local factors have been adjusted using the National Traffic Model ("**NTM**") (N RTP 2022 Core) for Minor road types. Table 6.1 details the growth factors derived from TEMPro.

Table 6.1 TEMPro Traffic Growth Factors

Period	Peak Hour	Local Growth Factors		NTM Adjusted
		Origin	Destination	
2025 - 2030	Morning	1.0167	1.0298	1.039999
	Evening	1.0283	1.019	1.040406

- 6.5 The NTM adjusted growth factors presented in Table 6.1 have been applied to the surveyed traffic flows for the 2025 - 2030 peak periods, creating a base 2030 traffic analysis.

Forecast Base Traffic Flows

- 6.6 The effect of the NTM adjusted TEMPro growth factors upon the surveyed traffic flows for the morning and evening peak periods are presented as the Forecast Base ("**FB**") (2030) traffic flows presented in **Figure 6.1** and **Figure 6.2** respectively.

Committed Development

- 6.7 A review of the local planning portal has not derived any committed development sites that may have an impact on traffic flows passing the site on Walnut Tree Road or Pirton.
- 6.8 As a result, no committed development traffic flows have been assessed in any future year impact analysis beyond what is captured within the TEMPro background growth factors and assumptions.

Total Forecast Traffic

- 6.9 The development traffic has been added to the 2030 FB traffic flows to determine the Total Forecast ("TF") traffic flows. The TF (2030) traffic flows for the morning peak are presented in **Figure 6.3**, whilst **Figure 6.4** contains the evening peak traffic flows.

7 Highway Impact Analysis

- 7.1 To assess the impact of the development on the local highway network, junctions have been modelled under the loading of the 2030 Forecast Base and 2030 TF Traffic Flows.
- 7.2 Local junctions were surveyed to develop an understanding of the traffic conditions on the wider highway network and the associated peak hour traffic flows. The distribution analysis, presented in Chapter 5, has identified that development traffic is likely to be dispersed via a number of routes, meaning that the levels of impact of the traffic associated with the proposed development further from the site is therefore likely to be negligible.
- 7.3 The assessed junctions, first outlined in Chapter 3 of this report, will be assessed under the loading of the FB (2030) and TF (2030) traffic flow scenarios, representing the 'without development' scenario and 'with development' scenario, respectively. The difference between these two scenarios represents the impact of the proposed development above that which is already anticipated from background traffic growth and committed development.

Junction 1: Cotman End / Walnut Tree Road Priority Junction

- 7.4 The operation of this junction has been modelled using the PICADY module in Junctions 11. The modelling results based on the FB and TF 2030 traffic scenarios are summarised in Table 7.1.

Table 7.1 Junction 1: Cotman End / Walnut Tree Road Priority Junction - Future Year Modelling Results

Arm / Link	Total Forecast Base (2030)				Total Forecast (2030)			
	Morning Peak		Evening Peak		Morning Peak		Evening Peak	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
Cotman End Left Turn	0.03	0	0.00	0	0.12	0	0.01	0
Cotman End Right Turn	0.01	0	0.01	0	0.03	0	0.02	0
Walnut Tree Road Right Turn	0.01	0	0.01	0	0.06	0	0.08	0

- 7.5 The results indicate that under the loading of the future year traffic scenarios, the junction will continue to operate within theoretical capacity throughout both the morning and evening peak hour periods.

The proposed development is forecast to result in minimal increases in the maximum RFC and will not result in an impact on queueing conditions, given the limited amount of vehicle traffic forecast.

Junction 2: Walnut Tree Road / High Street / Royal Oak Lane Crossroads

- 7.6 The operation of this junction has been modelled using the PICADY module in Junctions 11. The modelling results based on the FB and TF 2030 traffic scenarios are summarised in Table 7.2.

Table 7.2 Junction 2: Walnut Tree Road / High Street / Royal Oak Lane Crossroads – Future Year Modelling Results

Arm / Link	Total Forecast Base (2030)				Total Forecast (2030)			
	Morning Peak		Evening Peak		Morning Peak		Evening Peak	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
Hambridge Way Left Lane	0.01	0	0.02	0	0.01	0	0.02	0
Hambridge Way Right Lane	0.02	0	0.02	0	0.02	0	0.02	0
Royal Oak Lane	0.08	0	0.02	0	0.08	0	0.02	0
High Street Left Lane	0.06	0	0.01	0	0.06	0	0.01	0
High Street Right Lane	0.10	0	0.06	0	0.10	0	0.06	0
Walnut Tree Road	0.01	0	0.01	0	0.01	0	0.01	0

- 7.7 The results indicate that under the loading of the future year traffic scenarios, the junction will continue to operate within theoretical capacity throughout both the morning and evening peak hour periods. The proposed development is forecast to result in minimal increases in the maximum RFC and will not result in an impact on queueing conditions, given the limited amount of vehicle traffic forecast.

Junction 2: Walnut Tree Road / High Street / Royal Oak Lane Crossroads - Pedestrian Improvements Analysis

- 7.8 In order to determine that pedestrian improvement of the crossroads junction would not materially impact the capacity of the junction, further analysis has been undertaken of the crossroads to identify the impact of mitigation proposed as part of the scheme. The modelling parameters of the proposed

junction improvement are contained in Transport Planning Associates drawing **2210-050.MP101 A**, contained in the Drawings Appendix.

- 7.9 The operation of the junction, with results based on the TF 2030 traffic scenarios, are summarised in Table 7.3.

Table 7.3 Junction 2: Walnut Tree Road / High Street / Royal Oak Lane Crossroads – Junction Improvements Future Year Modelling Results

Arm / Link	Total Forecast (2030)			
	Morning Peak		Evening Peak	
	RFC	Queue	RFC	Queue
Hambridge Way Left Lane	0.01	0	0.02	0
Hambridge Way Right Lane	0.02	0	0.02	0
Royal Oak Lane	0.08	0	0.02	0
High Street Left Lane	0.06	0	0.01	0
High Street Right Lane	0.10	0	0.06	0
Walnut Tree Road	0.01	0	0.01	0

- 7.10 The results presented in Table 7.3 outline that the proposed junction improvements would not materially impact the operation or capacity of the junction, with no change to RFC or queuing conditions.

Highway Impact Analysis Interim Summary

- 7.11 The highway capacity assessment indicates that the development will have a limited impact on the operation of off-site junctions, with the incorporation of mitigation measures that will not materially impact the operation or capacity of the assessed junctions.

8 Summary and Conclusions

- 8.1 Transport Planning Associates has been commissioned by Blakeney Homes Limited to provide transport planning consultancy services in respect of a proposed residential development on Land East of Walnut Tree Road, Pirton.
- 8.2 The proposed development seeks the construction of up to 50 dwellings, associated pedestrian and cyclists infrastructure as well as green space and landscaping provision.
- 8.3 The proposed access arrangements are shown to prioritise pedestrian movements along FP 005, with the access option presented preferred by HCC in pre-app discussions. A secondary emergency access along Hambridge Way is also introduced to provide an alternative route into Pirton from the site, as well as providing emergency access when needed, with a bollard to reserve the access for pedestrians and cyclists.
- 8.4 Review of local highway safety data outlines that there have been no recorded accidents in the vicinity of the site for the most recently available five year period. The proposed development would not be anticipated to cause or exacerbate any issues in highway safety as a result of its development.
- 8.5 The development will provide suitable mitigation for the direct impact of the proposal under Strand 1, with the provision of the site access junctions and improvements to the pedestrian provision at the Hambridge Way / Royal Oak Lane crossroads. In addition to this a £30,000 contribution will be provided toward improvements to the surfacing of PRow in the vicinity of the development site.
- 8.6 A Strand 2 obligation will also be provided with our preference being that this be utilised toward improving bus service 89.
- 8.7 Highway impact analysis conducted for junctions requested by HCC outlines that there would be no material impact from the proposed development on the offsite junctions, with each junction operating well within capacity and able to accommodate mitigation work along the Hambridge Way/Royal Oak Lane Crossroads.
- 8.8 This assessment demonstrates that the impact of the proposed development would not result in conditions that prejudice highway safety or the operation of the highway network. As such, there should be no reason to refuse the development on highways grounds.

FIGURES

A4

ORIGINAL
PLOT SIZE

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High Street

1 23
0 3
1 27
0 0

Royal Oak Lane

0 0 1 1
1 19 25 1

Hambridge Way

19 21 4
0 0 0

4 0
3 0
2 1

Proposed
Development

0 3 0
0 54 2

Coteman End

41 1
0 0

1 0
4 0

Walnut Tree Road

Bristol
Cambridge
London
Welwyn Garden City



No.9 Journey Campus
Castle Park
Cambridge
CB3 0AX
01223 455385
www.tpa.uk.com

Surveyed (2025) AM

Land East of Walnut Tree Road, Pirton

BLAKENEY HOMES LIMITED

Date:	Status:	Scale:
06/2025	INFORMATION	NTS
Prepared By:	Checked By:	Approved By:
AW	IB	IB
Project No:	Figure No:	Revision:
2210-050	3.3	-

High Street

0	3	→
0	3	→
0	21	→
0	0	→

Royal Oak Lane

0	0	1	0
1	10	27	2
↓	↓	↓	↓

Hambridge Way

←	↑	→
27	51	3
0	0	0

←	2	0
←	4	0
←	4	0

Proposed Development

0	0	0
1	52	3
↓	↓	↓

Coteman End

↑	→
81	1
0	0

←	1	0
←	0	0

Walnut Tree Road

 Bristol
 Cambridge
 London
 Welwyn Garden City

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 Castle Park
 Cambridge
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 01223 455385
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Surveyed (2025) PM

Land East of Walnut Tree Road, Pirton

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06/2025	INFORMATION	NTS
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AW	IB	IB
Project No:	Figure No:	Revision:
2210-050	3.4	-

High Street

1	24	→
0	3	→
1	28	→
0	0	→

0	0	1	1
1	20	26	1
↓	↓	↓	↓

Hambridge Way

←	↑	→
20	22	4
0	0	0

←	4	0
←	3	0
←	2	1

Proposed Development

0	3	0
0	56	2
↓	↓	↓

Coteman End

↑	→
43	1
0	0

←	1	0
←	4	0

Walnut Tree Road

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Total Forecast Base 2030 AM

Land East of Walnut Tree Road, Pirton

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2210-050	6.1	-

A4

ORIGINAL
PLOT SIZE

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High Street

0	3	→
0	3	→
0	22	→
0	0	→

0	0	1	0
1	10	28	2
↓	↓	↓	↓

Hambridge Way

←	↑	→
28	53	3
0	0	0

←	2	0
←	4	0
←	4	0

Proposed Development

0	0	0
1	54	3
↓	↓	↓

Coteman End

↑	→
84	1
0	0

←	1	0
←	0	0

Walnut Tree Road

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Total Forecast Base 2030 PM

Land East of Walnut Tree Road, Pirton

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AW	IB	IB
Project No:	Figure No:	Revision:
2210-050	6.2	-

A4

ORIGINAL
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High Street

1	24	→
0	3	→
1	28	→
0	0	→

0	0	1	1
1	20	27	1
↓	↓	↓	↓

Hambridge Way

←	↑	→
20	24	4
0	0	0

←	4	0
←	3	0
←	2	1

Proposed Development

0	3	0
0	56	3
↓	↓	↓

Coteman End

↑	→
43	9
0	0

←	3	0
←	18	0

Walnut Tree Road

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Total Forecast 2030 AM

Land East of Walnut Tree Road, Pirton

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Date:	Status:	Scale:
06/2025	INFORMATION	NTS
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AW	IB	IB
Project No:	Figure No:	Revision:
2210-050	6.3	-

A4

ORIGINAL
PLOT SIZE

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High Street

0 3
0 3
0 22
0 0

Royal Oak Lane

0 0 1 0
1 10 30 2

Hambridge Way

← ↑ →
28 54 3
0 0 0

← ← ← 2 0
← ← ← 4 0
← ← ← 4 0

Proposed
Development

0 0 0
1 54 5

Coteman End

↑ →
84 12
0 0

← ← 2 0
← ← 6 0

Walnut Tree Road

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Cambridge
London
Welwyn Garden City



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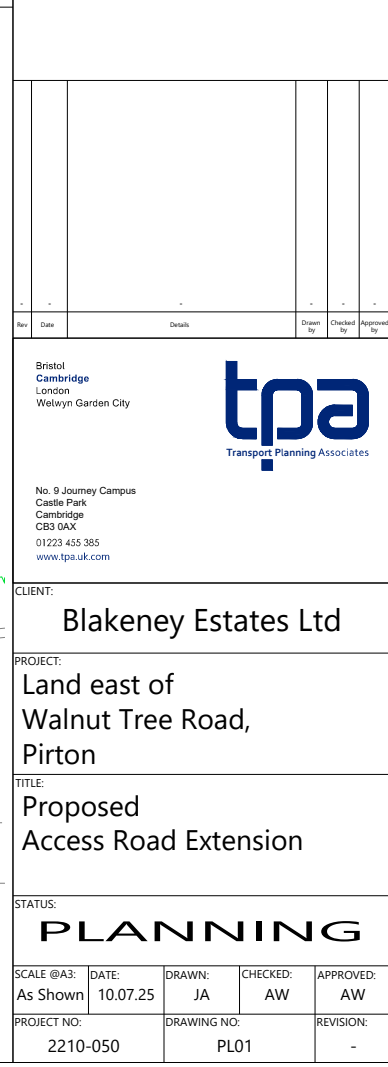
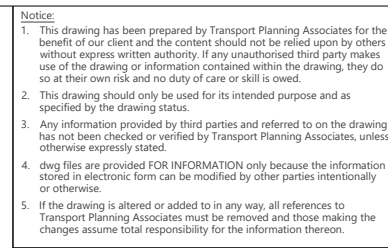
Total Forecast 2030 PM

Land East of Walnut Tree Road, Pirton

BLAKENEY HOMES LIMITED

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06/2025	INFORMATION	NTS
Prepared By:	Checked By:	Approved By:
AW	IB	IB
Project No:	Figure No:	Revision:
2210-050	6.4	-

DRAWINGS

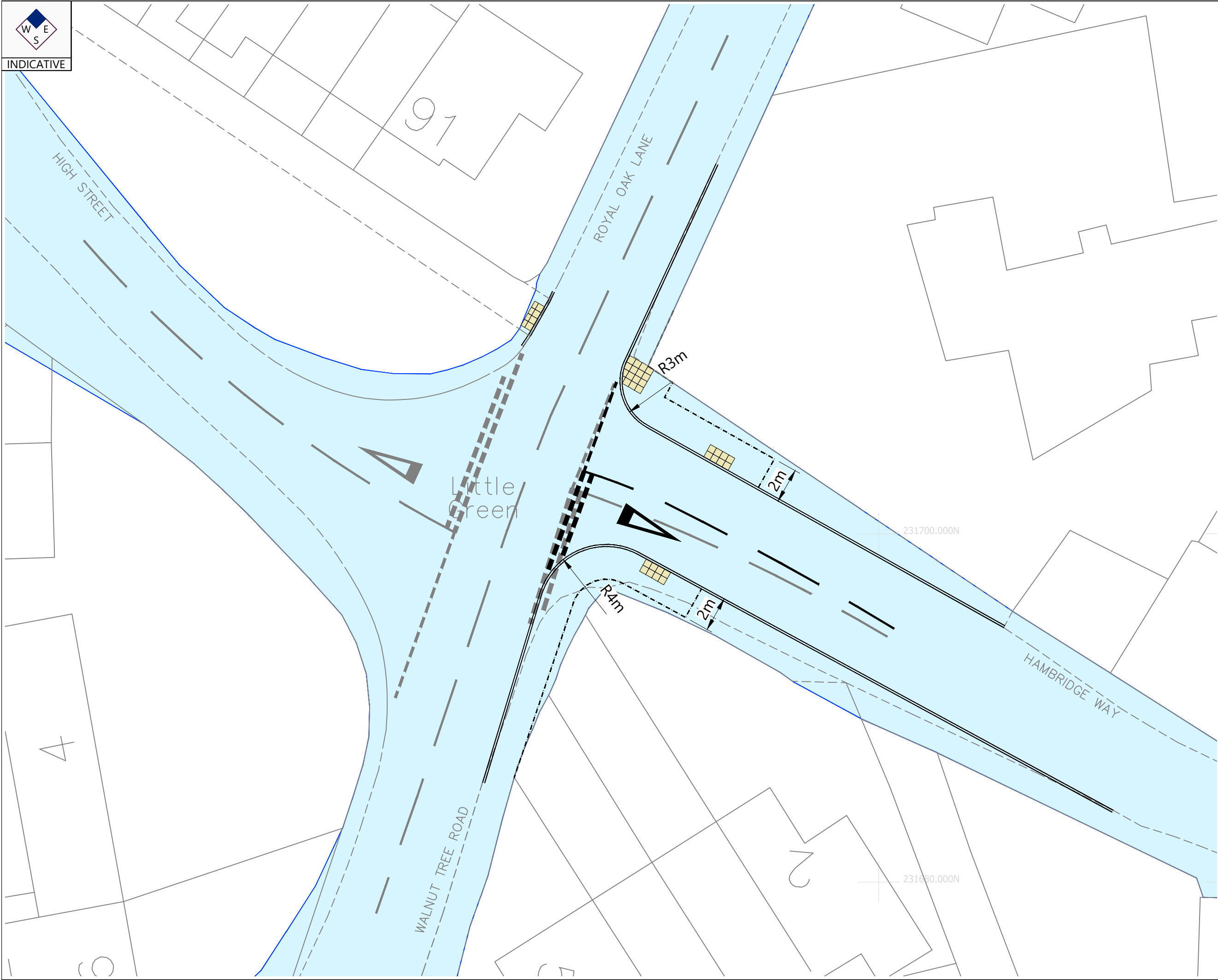


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3. Based on OS Mapping Data.

4. Highway Boundary interpreted from information supplied by Hertfordshire County Council.

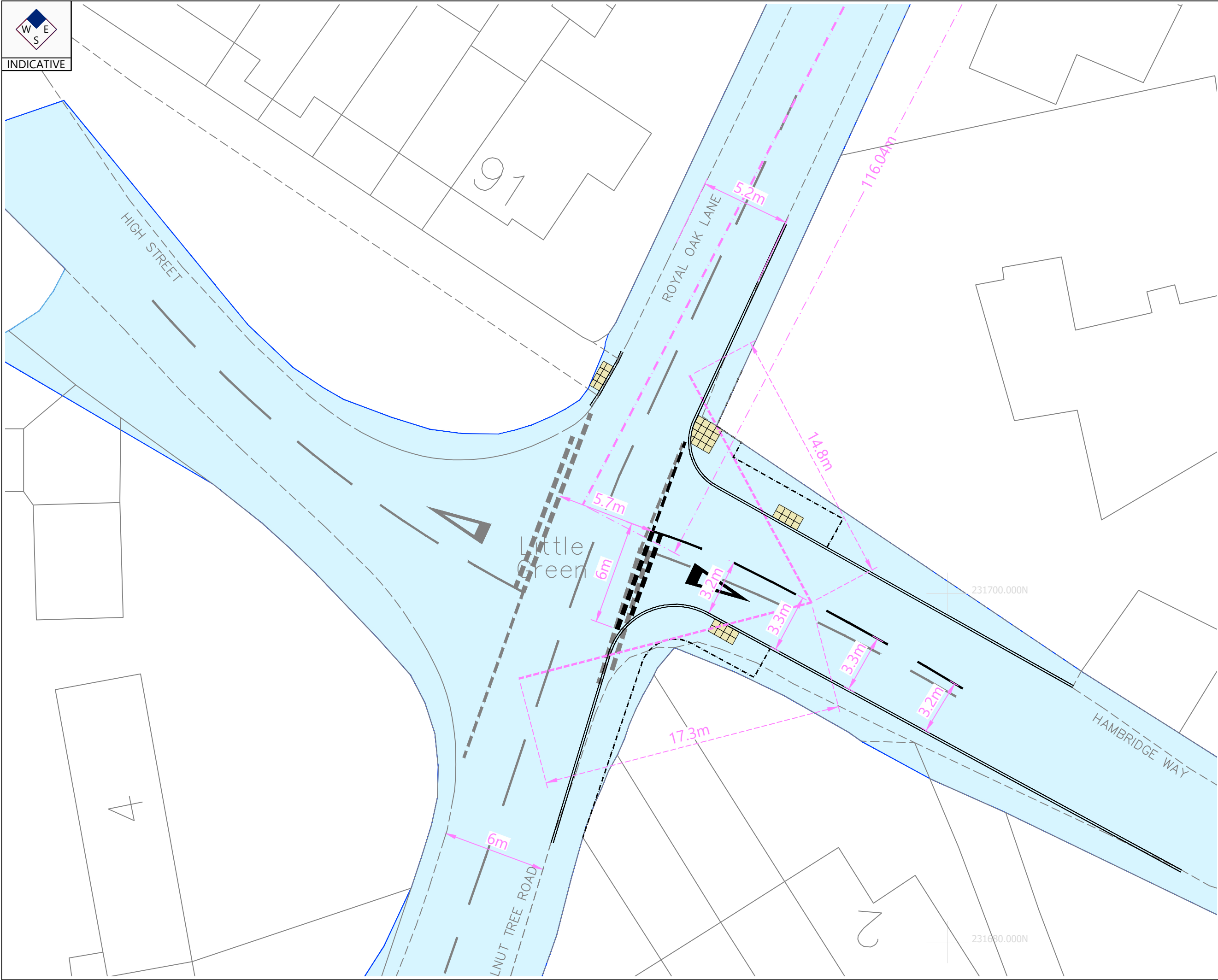
Key:

- Highway Boundary maintainable at Public Expense.

A	22.07.25	Highway Boundary added / minor amendments	JA	IB	IB
Rev	Date	Details	Drawn by	Checked by	Approved by
Bristol Cambridge London Welwyn Garden City tpa Transport Planning Associates No. 9 Journey Campus Castle Park Cambridge CB3 0AX 01223 455 385 www.tpa.uk.com					
CLIENT: Blakeney Estates Ltd					
PROJECT: Land east of Walnut Tree Road, Pirton					
TITLE: Proposed Hambridge Way Junction Improvements					
STATUS: PLANNING					
SCALE @A3: 1:200	DATE: 10.07.25	DRAWN: JA	CHECKED: AW	APPROVED: AW	
PROJECT NO: 2210-050		DRAWING NO: PL03		REVISION: A	

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5. Design Based on TPA Drawing No. 2210-050.SK03(A).

Key:

- Highway Boundary maintainable at Public Expense.

A	22.07.25	Highway Boundary added / minor amendments	JA	JB	JB
Rev	Date	Details	Drawn by	Checked by	Approved by

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tpa

Transport Planning Associates

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Cambridge
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01223 455 385
www.tpa.uk.com

CLIENT:

Blakeney Estates Ltd

PROJECT:

Land east of
Walnut Tree Road,
Pirton

TITLE:

Modelling Parameters -
High Street Crossroads
- Junction Improvements

STATUS:

FOR INFORMATION

SCALE @A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	23.06.25	JA	AW	AW
PROJECT NO:	DRAWING NO:	REVISION:		
2210-050	MP101	A		

APPENDIX A



Mark Youngman
Highways Strategy & Implementation Group Manager
Hertfordshire County Council
Postal Point CHN115
Farnham House
Six Hills Way
Stevenage
SG1 2ST

District ref: N/A
HCC ref: NH/22368/2024
HCC received: 19 September 2024
Area manager: Manjinder Sehmi
Case officer: Shamsul Huda

Location

Land Adjacent to 17, Walnut Tree Road, Pirton, SG5 3PX The access road is now known as Cotman End, Pirton

Application type

Pre-Application

Proposal

Residential Development of up to 50 homes, with access formed from an extension of Cotman Road, Pirton. The access is crossed by footpath PIRTON 005, which currently runs along the fence line of the property to the north of the access and crosses the proposed access into the recreation ground to the south. Preliminary site plan and proposed access is attached. Two options are proposed, both would consist of raised tables which would afford pedestrian priority.

Hi Ian,

Thanks for your time on other day. As discussed, I have set out below a summary of our discussions, and I hope it would be helpful. Should you have any comments on the below, please let me know.

Access:

- In addition to the proposed access off Walnut Tree Road, consideration should be given for an emergency access off Hambridge Way
- Adequate visibility at the junction of Walnut Tree Road and Cotman End should be provided as per HCC's P&MDPG
- National Speed limit at Hambridge Way should be reviewed and measures to be taken to provide safe pedestrians movement from and to the application site.
- Existing lighting arrangement along Hambridge Way should be reviewed.
- A provision of safe pedestrians crossing should be considered at the access point off Cotman End to the new building site (9/10 dwellings)
- Option 1 for the vehicular access off Walnut Tree Road to the site would be preferable.

- Road Safety Audit Satge1: All off-site works and access improvement works must be subject to an RSA Stage 1 and Designers Response as part of any anticipated TA/TS.
- Internal road roads will remain private.

Transport Statement/ Assessment: The anticipated TA/TS should include the following:

- Policy wise, NPPF, LPT4 and Pirton Neighbourhood plan policy should be full embraced to address the sustainable travel and site accessibility which put pedestrians, cyclists, public transport first and then car travel to the last.
- Traffic generation, distribution, and assignment
- Junction assessment (Cotman End/ Walnut Tree Road junction and Walnut Tree Road/Hambridge Way/Royal Oak Lane/High Street junction)
- Travel Plan/ Statement
- Accessibility to key services
- Network Traffic Growth
- Existing Network Traffic
- Road Traffic Accidents
- Deliver and Service plan
- Parking for cars, and cycles

Contributions towards sustainable travel improvements:

1.Strand1 contribution via s106

☐HCC will seek contributions for bus service improvements of (£6862 x 50) £343,100 index linked by SPONS to January 2019 to enhance existing bus service 89 which operates between Henlow Camp and Hitchin via Pirton

2.Strand2 contribution via s278

☐Bus Stops improvements at Royal Oak Lane and High Street (Shelters, Kassel Kerbs RTI etc)

☐Junction Improvement at Walnut Tree Road/Hambridge Way/Royal Oak Lane/High Street for ease of peds/vehicle movements

☐Tactile at the junction of High Street /Cromwell Way

☐Junction improvements at High Street /Coleman's Close/ Crab Tree lane – safe pedes crossings to school

☐HCC would like to secure surface improvements made on Pirton 005, Pirton 021, and Pirton 013. The development will increase the amount of use that these routes receive so surface improvements will help alleviate the extra pressure they will be under. Furthermore, Pirton 021 is a key link between Pirton and Ickleford, and one that we are already seeking to improve further to the east – being able to improve the full length of the Bridleway will be of benefit to the public as it'll provide a much improved all-weather surface on which to walk, cycle or ride between Ickleford/Hitchin and Pirton, as well as on any off-shoots along the way.

☐Additionally, the Rights of Way Improvement Plan includes notes for Pirton 005 which indicate a desire to upgrade this route (most likely to Bridleway status) Surface improvements on part of it as a result of this development will counteract the wear and tear it will receive from increased use, as well as help accommodate any upgrades in status that do occur into the future.

I hope this finds you well. However, the contents of this response are an informal officer's opinion and should not be taken as a formal response to a planning application. It may not reflect the contents of any formal reply made by the Highway Authority (Hertfordshire County Council) in response to an official consultation from the Local Planning Authority (North Hertfordshire District Council) on a planning application for a similar proposal.

Signed

Shamsul Huda

15 November 2024

APPENDIX B



www.north-herts.gov.uk

Turley

8 Quay Court
Colliers Lane
Stow-Cum-Quay
Cambridge
CB25 9AU

Our Ref : 24/02103/PRE

Contact : Ben Glover
Direct Line : 01462 474248
Email : ben.glover@north-herts.gov.uk
Date : 17th October 2024

FAO: Charlotte Bailey

Dear Sir / Madam,

**Pre Application Advice : Residential development of up to 50 new dwellings
Land Adjacent To 10, Hambridge Way, Pirton, Hertfordshire,**

I refer to your request for pre-application advice regarding the above site and the proposed development.

For your information, the relevant national and local planning policies that would relate to the potential future planning application are as follows:

National Planning Policy Framework (2023)

Section 2 – Achieving sustainable development
Section 5 – Delivering a sufficient supply of homes
Section 6 – Building a strong and competitive economy
Section 8 – Promoting healthy and safe communities
Section 9 – Promoting sustainable transport
Section 11 – Making effective use of land
Section 12 – Achieving well-designed and beautiful places
Section 14 – Meeting the challenge of climate change, flooding and coastal change
Section 15 – Conserving and enhancing the natural environment
Section 16 – Conserving and enhancing the historic environment

North Hertfordshire Draft Local Plan (2011-2031)

Strategic Policies:

SP1 - Sustainable development in North Hertfordshire
SP2 – Settlement Hierarchy and Spatial Distribution
SP5 – Countryside and Green Belt
SP6 – Sustainable transport

North Herts Council, PO Box 10613, Nottingham, NG6 6DW



SP7 – Infrastructure requirements and developer contributions
SP8 – Housing
SP9 – Design and sustainability
SP10 – Healthy communities
SP11 – Natural resources and sustainability
SP12 – Green infrastructure, landscape and biodiversity
SP13 – Historic environment

Development Management Policies:

CGB1 – Rural Areas Beyond the Green Belt
CGB2b – Community facilities, services and affordable housing in the Rural Area Beyond the Green Belt
T1 – Assessment of transport matters
T2 – Parking
HS2 – Affordable housing
HS3 – Housing mix
HS5 – Accessible and adaptable housing
D1 – Sustainable design
D3 – Protecting living conditions
D4 – Air quality
ETC2 – Employment development outside Employment Areas
NE1 – Strategic green infrastructure
NE2 – Landscape
NE3 – The Chilterns Area of Outstanding Natural Beauty (ANOB)
NE4 – Biodiversity and geological sites
NE6 – New and improved open space
NE7 – Reducing flood risk
NE8 – Sustainable drainage systems
NE9 – Water quality and environment
NE10 – Water conservation and wastewater infrastructure
NE11 – Contaminated land
HE1 – Designated Heritage Assets
HE4 – Archaeology

Pirton Neighbourhood Development Plan (2011-2031)

PNP 1 – Meeting Local and Wider Needs
PNP 2 – Design and Character
PNP 4 – Hedgerows, Trees and Verges
PNP 5 – Wildlife
PNP 6 – Local Green Spaces
PNP 7 – Key Views and Vistas
PNP 8 – Heritage Assets and Archaeological Heritage
PNP 11 – Safety of Pedestrians, Cyclists, Equestrians and Motorists
PNP 12 – Connectivity
PNP 13 – Car Parking

Vehicle Parking at New Developments SPD - November 2011

Design SPD - July 2011

Assessment:

The Site

The application site consists of two agricultural fields that sit outside of the Pirton Village Boundary and is also situated within the Rural Area Beyond the Green Belt. The site is bound by mature vegetation consisting of trees and hedgerows. The site is in Flood Zone 1, an area with the lowest probability of flooding from rivers.

The site is neighboured to the north and west by existing residential development, and to the south by the Pirton Recreation Ground. To the east is open arable countryside.

The Proposal

Pre-application advice is sought for the residential development of up to 50 new dwellings and the creation of an access off Cotman End.

The proposed layout would consist of five housing blocks that would follow the existing building line from Cotman End and from the development to the north. The east of the site would contain new open space and an attenuation feature. Several new connections are offered around the perimeter of the site onto existing footpaths.

Assessment

The applicant seeks the Council's comments on the following issues:

- Principal of development;
- Landscape;
- Design;
- Access;
- Ecology; and
- Drainage

Principle of Development:

The application site comprises agricultural fields situated on the urban edge of Pirton and outside of the defined village boundary. The site is within the Rural Area beyond the Green Belt.

Policy SP2 of the North Hertfordshire Local Plan identifies Pirton as a Category A village. Policy SP2 sets out that general development is supported within the defined settlement boundaries of a Category A village.

However, with the application site falling outside of the defined settlement boundary and within the Rural Area beyond the Green Belt, Policies SP5 and CGB1 apply in this case.

Policy SP5 sets out that the Council will operate a general policy of restraint in Rural Areas beyond the Green Belt through the application of detailed policies.

Policy CGB1 sets out several criteria that would support a planning application within the Rural Area beyond the Green Belt. In this case, the proposed development would not fall within any of the criteria offered under Policy CGB1.

Whilst the proposed development would not be supported by the Councils local plan policies, following the release of the 2024 version of the NPPF, the Local Planning Authority can no longer demonstrate a five-year housing land supply and therefore limb (ii) of Paragraph 11 d) of the NPPF would apply in the event of an application being submitted for consideration. Paragraph 11 d) (ii) is as follows:

“11. Plans and decisions should apply a presumption in favour of sustainable development... for decision making this means:

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination”

The Councils published five-year housing land supply figure is 3.9 years. With the proposed development consisting of the provision of housing, including affordable, positive weight would be given in favour of the proposed development on this site.

However, whilst the presumption in favour of sustainable development would be applied in this case, it is not a guarantee of planning approval. The submitted pre-application is not accompanied by sufficient information to allow for a fully informed assessment of the proposal, with particular regard to the landscape impacts of the proposed development.

In summary, the site, whilst outside of the village boundary, could be considered to be in a sustainable location with adequate access to nearby services within the Category A village. The sustainability of the site would however likely be subject to appropriate sustainable transport mitigations being identified to promote alternative modes of transport to private motorised vehicles.

The presumption in favour of sustainable development would be applied in this case given the Councils inability to demonstrate a five-year housing land supply. An application on this site could be supported subject to a planning balance assessment that results in any adverse impacts not significantly and demonstrably outweighing benefits of the scheme, which are acknowledged.

Layout and Design:

Local Plan Policies SP9 and D1 seek to ensure that new development will respond positively to a site's local context. Whilst applying the tilted balance set out in paragraph 11(d)(ii) particular regard to these local plan policies, as well as the paragraphs 135 and 139 of the NPPF which in-of-themselves draw in the national model design code and national design guide.

The pre-application has been accompanied by a concept site layout plan. The Council's Urban Design Officer has been consulted on the proposed layout however, no written comments have been provided at the time of writing this report. An informal meeting with the Urban Design Officer has taken place and several issues have been raised with regards to the proposed layout of the site. It is however felt that these design issues could be overcome should the applicant choose to further collaborate with the Council prior to submitting an application.

It is recommended that the applicant enter into further engagement with the Local Planning Authority. This would allow for proactive engagement with the aim of delivering a high-quality development on the application site. Said engagement could be in the form of workshop sessions in which the applicant's team could meet with the Council and discuss issues relating to the layout and design of the scheme to minimise the risk of a design reason for refusal at the application stage.

The concerns relating to the layout and design of the site are summarised below:

- The concerns raised principally relate to the block layout of the site. The Council would not be supportive of the cul-de-sac / close layout proposed on the eastern side of the site. It is recommended that a new north / south route with perimeter blocks be explored that resembles the central block proposed.
- The applicant should also redesign the western block to allow for edge lane permeability for pedestrians avoiding dead ends and roads to nowhere.
- Whilst the Council would be supportive of the location of the green space and the properties fronting onto that space, no play provision has been shown on plan. It is recommended that the scheme include a play area within the site as per Policy NE6 of the Local Plan. Open space provision should also take into account the guidance and standards provided by Fields in Trust.
- Rationale for the hard surfacing should be set out in any future submission.

In conclusion of the above, there are concerns relating to the current layout and design proposed within the site. It is recommended that the applicant engage with the Local Planning Authority to devise an appropriately designed scheme through a workshop that could be held at the Council offices with the relevant officers.

Ecology and Biodiversity Net Gain:

Local Plan Policy NE4 requires for all applications to achieve a net gain in bio-diversity, whilst the provisions of the Environment Act require for a 10% BNG. Please ensure that the appropriate matrix and all measures are clearly set out in any application.

The Council's Ecologist has raised the following points that should be considered:

- There would likely be no ecological objection to the principle of development on this site and the intention to undertake ecological surveys and provide a BNG assessment is welcomed.

- Hertfordshire Ecological Network mapping is used to determine strategic significance. The application site identifies the site as lying partially within a strategic zone. As such it should be recorded in the Statutory Metric as 'formally identified in local strategy'. In addition, any future application for a major development should also be supported by a draft Habitat Management and Monitoring Plan (HMMP).
- The retention of trees and boundary hedgerows on the concept plan is welcomed, NE4 of the North Herts Local Plan requires a 12m buffer to such features.
- Consideration of Best and Most Versatile land is also necessary where loss of grades 3a and above should be avoided. The Magic map would infer this site lies in grade 3 but the applicant may wish to address this in their application.
- The applicant is also advised that Natural England now operate a District Level Licensing (DLL) scheme in Hertfordshire, the site lies within an amber zone. The DLL scheme is an option open to developers ensuring compliance with the legal duty to protect great crested newts but without the restriction of time constraints associated with surveys or mitigation measures.

Landscape and Visual Impact Assessment:

The pre-application has not been accompanied by any Landscape and Visual Impact Assessment. Any future application would need to clearly set out that the proposed development would not result in any unacceptable visual harm that would weigh against the proposed development.

With the application site being on the edge of the existing settlement with residential development bounding the site to the north and west, it could be considered that this edge of settlement location may be appropriate and not result in significant harm to the landscape character. However, sufficient information would need to be presented to the Local Planning Authority to avoid concerns being raised in relation to landscape harm.

Policy NE2 of the Local Plan and Policy PNP2 of the Neighbourhood Plan should be taken into consideration when designing the scheme further.

The site is not within the Chilterns AONB. The applicant should however be aware that the site is situated close to the Chilterns AONB. Public consultation is expected to take place in spring 2025 to review the boundaries of the AONB. The applications site could fall within the AONB should the boundaries be extended. This extension of the AONB should be considered. In the event the AONB boundaries extend, this would apply limb (i) of paragraph 11(d) and dependent on the impact, this could result in a strong reason for refusal.

Access and Transport:

Policy T1 of the Local Plan sets out the relevant planning policy relating to transport matters.

The Council's Transport Officer has raised the following points for consideration:

- Whilst a raised table will calm traffic, at a pinch point it may encourage vehicles to overrun the footway: $3.7\text{m} + 1.8\text{m} = 5.5\text{m}$, which is wider than the rest of the carriageway. A shorter raised table is less likely to be misused.
- The root protection zone for the tree to the north of the pinch point should be shown. That may alter the preferred alignment of the road and footway.
- 3.7m for a single lane is wider than necessary for a single vehicle and too narrow for a single vehicle to safely pass an oncoming cycle. 2.75m should suffice.
- 5m may be too narrow for the access road. 5.5m may be more appropriate up to the first junction within the site: $0.15\text{m from kerb} + 2.5\text{m refuse collection vehicle} + 0.5\text{m separation} + 2.0\text{m SUV} + 0.15\text{m to kerb} = 5.3\text{m}$.

As part of the response, a draft document titled 'General guidance on transport in masterplans' will be attached. This document includes informal advice on parking, garages, cycle parking, EV charge points, and other details of relevance.

Drainage and Flooding:

The application site is situated in Flood Zone 1. Any future application would need to be accompanied by a Flood Risk Assessment and should incorporate appropriate SuDs within the site.

Please note that the LLFA offer their own chargeable pre-application service. It is advised that the applicant consider seeking advice from the LLFA to avoid any unnecessary delays at the application stage.

Sustainability:

On 21 May 2019, the Council passed a Climate Emergency motion which pledged to do everything within the Council's power to achieve zero carbon emissions in North

Hertfordshire by 2030. This declaration asserted the Council's commitment toward Climate Action beyond current government targets and international agreements.

Climate action has been a long term corporate priority area for the Council, and has been pursued through our objective to Prosper and Protect North Hertfordshire. This objective informs our commitments to:

- Green space provision.
- Representing the Climate Change interests of North Hertfordshire residents on county and regional plans, policies and aspirations.
- Supporting initiatives that increase the energy efficiency of residents' homes, reduce resource waste, and increase our sustainability for the longer term.
- Protecting our physical heritage.

- Finding environmentally sustainable solutions to the challenges.

If this proposal were to proceed to the application stage, mitigation should be considered to make a positive contribution to the mitigation of the climate emergency. We would wish to see a commitment to the provision of EV parking, solar panels, high levels of insulation and double glazing, low flow water fittings, energy efficient boilers and / or heat pumps.

I advise that the applicants refer to the requirements of the Sustainability SPD. Positive weight will be attributed to sustainability measures dependent on compliance with any level of compliance, scaled from bronze, to silver, to gold.

Other Considerations:

The below are general comments for information only:

- It is recommended that the Rights of Way team at HCC are contacted to see if they have any comments regarding the public rights of way crossing the site. Mitigation will be required to be agreed for impacts both during and post construction.
- Please ensure that any application complies with the requirements of Local Plan Policy HS2 (Affordable housing), Policy HS3 (Housing mix) and HS5 (Accessible and adaptable housing).
- The application will, in accordance with current circumstances, need to be determined by Planning Control Committee as per the Council's Constitution given that the site has an area larger than 0.5ha. There are generally three meetings every two months with no meetings in August or during election periods. There is also a limit on the number of applications that can be presented at each meeting. Therefore, there may be a delay waiting for a committee meeting. An extension of time will likely be required to cover the date of the committee meeting.
- S106 contributions would be sought for open space provision, waste services, education, library services, youth services, sports places, highways, NHS, and S106 monitoring fees.

Conclusion:

As set out in the report above, the proposed development, by reason of its siting in the Rural Area beyond the Green Belt, would conflict with several Local Plan policies. However, the presumption in favour of sustainable development would be applied through Paragraph 11 d) of the NPPF by reason of the Council being unable to demonstrate a five-year housing land supply. Therefore, in any future application, any negative impact of a proposal would need to be significantly and demonstrably outweighed by harm to justify a refusal.

The pre-application has been submitted without a Landscape and Visual Impact Assessment. Given the current open status of the site, landscape impact is considered to be a key factor in the likely acceptability of residential development on this site.

There are also several design and layout concerns that would need to be addressed prior to the submission of an application.

It should be noted that the Council's position on amendments is that we do not seek or accept any significant amendments after validation. However, we will accept amendments that have

been subject to pre-application advice where applicants have considered and addressed the advice given.

If the applicant is confident that there would be minimal landscape harm arising from the proposed development, it is advised that further engagement is entered into, with potential for workshops with relevant officers take place to address key issues and streamline the application process. I would recommend a baseline workshop with a focus on landscape visual impact assessment to firm up the principal of the development, moving into landscape-led design workshop and discussion on parameter and framework plan requirements. Further information on this can be given upon request.

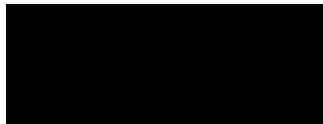
Any advice given by Council Officers for pre-application enquiries does not constitute a formal response or decision of the council with regards to future planning permission or other consents. You should also be aware that the information provided within this document gives no guarantees about the final formal decision made on any planning application.

Submitted Documents If this proposal were to proceed to the application stage, please ensure that you have referred to our validation check list to ensure that all the needed information and documents are submitted for consideration.

Our validation checklist can be found on this link:

[Submit a planning application | North Herts Council](#)

Yours sincerely,



Ben Glover
Senior Planning Officer

The Council's Privacy Notice is available on our website: <https://www.north-herts.gov.uk/home/council-data-and-performance/data-protection/information-management-gdpr>

APPENDIX C

Junction: 1
Approach: Walnut Tree Road North

TIME	Left to Cotman End									Ahead to Walnut Tree Road (S)									U-Turn								
	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0	0
07:15 - 07:30	1	0	0	0	0	0	0	0	1	0	0	0	11	4	0	0	0	15	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	1	0	0	0	1	0	0	0	18	2	0	0	0	20	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	1	0	0	0	2	0	0	0	49	7	0	0	0	56	0	0	0	0	0	0	0	0	0
08:00 - 08:15	1	0	0	1	0	0	0	0	2	0	0	0	17	0	0	0	1	18	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	13	1	0	1	0	15	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	1	0	0	0	0	1	0	0	0	12	1	1	0	0	14	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	2	0	0	0	0	3	0	0	0	48	3	1	1	1	54	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	17	0	0	0	1	0	0	0	0	1
09:15 - 09:30	2	0	0	0	0	0	0	0	2	0	0	0	15	0	0	0	1	16	0	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	12	0	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	12	3	0	0	0	15	0	0	0	0	0	0	0	0	0
Hourly Total	2	0	0	0	0	0	0	0	2	0	0	0	54	5	0	0	1	60	0	0	0	1	0	0	0	0	1
TOTAL	4	0	0	2	1	0	0	0	7	0	0	0	151	15	1	1	2	170	0	0	0	1	0	0	0	0	1
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	2	0	10	1	0	0	0	13	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0	0
15:30 - 15:45	1	0	0	0	0	0	0	0	1	0	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0	0
15:45 - 16:00	2	0	0	1	0	0	0	0	3	0	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0	0
Hourly Total	3	0	0	1	0	0	0	0	4	0	2	0	33	3	0	0	0	38	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	1	10	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	0	0	0	0	0	0	0	0	0
16:30 - 16:45	1	0	0	1	0	0	0	0	2	0	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	9	3	0	0	0	12	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	1	0	0	0	0	2	0	0	0	36	6	0	0	1	43	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	14	2	0	0	0	16	0	0	0	0	0	0	0	0	0
17:15 - 17:30	2	0	0	0	0	0	0	0	2	0	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0
17:30 - 17:45	4	0	0	1	0	0	0	0	5	0	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0	0
17:45 - 18:00	7	2	0	0	0	0	0	0	9	0	0	0	12	2	0	0	0	14	0	0	0	1	0	0	0	0	1
Hourly Total	13	2	0	1	0	0	0	0	16	0	0	0	43	5	0	0	0	48	0	0	0	1	0	0	0	0	1
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	1	0	0	0	0	1	0	1	1	15	0	0	0	0	17	0	0	0	0	0	0	0	0	0
18:45 - 19:00	1	0	0	0	0	0	0	0	1	0	0	0	5	1	0	0	1	7	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	1	0	0	0	0	2	0	1	1	41	1	0	0	1	45	0	0	0	0	0	0	0	0	0
TOTAL	18	2	0	4	0	0	0	0	24	0	3	1	153	15	0	0	2	174	0	0	0	1	0	0	0	0	1

Junction: 1

Approach: Cotman End

TIME	Left to Walnut Tree Road (S)									Right to Walnut Tree Road (N)								
	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1
07:45 - 08:00	0	0	0	1	0	0	0	0	1	2	0	0	1	0	0	0	0	3
Hourly Total	0	0	0	3	0	0	0	0	3	2	0	0	1	1	0	0	0	4
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	3	1	0	0	0	4	2	0	0	1	0	0	0	0	3
Hourly Total	0	0	0	3	1	0	0	0	4	2	0	0	1	0	0	0	0	3
09:00 - 09:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
09:15 - 09:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
09:30 - 09:45	0	0	0	1	0	0	0	0	1	3	0	0	0	0	0	0	0	3
09:45 - 10:00	0	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	2
Hourly Total	0	0	0	2	0	0	0	0	2	6	0	0	1	0	0	0	0	7
TOTAL	0	0	0	8	1	0	0	0	9	10	0	0	3	1	0	0	0	14
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
15:15 - 15:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
15:30 - 15:45	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	1
15:45 - 16:00	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	2	0	0	0	0	2	2	0	1	1	0	0	0	0	4
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	2	0	0	0	0	2	1	0	0	0	0	0	0	0	1
17:30 - 17:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
17:45 - 18:00	2	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	3
Hourly Total	2	0	0	3	0	0	0	0	5	5	0	0	0	0	0	0	0	5
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	1	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	3
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	3
TOTAL	3	0	0	7	0	0	0	0	10	9	1	1	1	0	0	0	0	12

Junction: 1

Approach: Walnut Tree Road South

TIME	Ahead to Walnut Tree Road (N)									Right to Cotman End								
	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	15	1	1	0	0	17	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	5	2	0	0	0	7	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	1	0	10	1	0	0	0	12	0	0	0	0	1	0	0	0	1
Hourly Total	0	1	0	37	3	0	0	0	41	0	0	0	0	1	0	0	0	1
09:00 - 09:15	0	0	0	6	1	1	0	0	8	0	0	0	1	0	0	0	0	1
09:15 - 09:30	0	0	0	5	2	0	0	0	7	0	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	28	5	1	0	0	34	0	0	0	1	0	0	0	0	1
TOTAL	0	1	0	80	9	2	0	0	92	0	0	0	1	1	0	0	0	2
15:00 - 15:15	0	0	0	8	1	0	0	0	9	0	0	0	1	0	0	0	0	1
15:15 - 15:30	0	0	0	12	1	0	0	0	13	0	0	0	1	0	0	0	0	1
15:30 - 15:45	0	0	0	14	0	1	0	0	15	0	0	0	1	0	0	0	0	1
15:45 - 16:00	0	0	0	11	3	0	0	0	14	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	45	5	1	0	0	51	0	0	0	3	0	0	0	0	3
16:00 - 16:15	0	0	0	10	3	0	0	0	13	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	20	1	0	0	0	21	0	0	0	3	0	0	0	0	3
16:30 - 16:45	0	0	0	14	2	0	0	0	16	0	0	0	1	0	0	0	0	1
16:45 - 17:00	0	0	0	15	1	0	0	0	16	1	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	59	7	0	0	0	66	1	0	0	4	0	0	0	0	5
17:00 - 17:15	0	0	0	15	0	0	0	0	15	0	0	0	1	0	0	0	0	1
17:15 - 17:30	0	0	1	21	0	0	0	0	22	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0
17:45 - 18:00	1	0	0	18	0	0	0	0	19	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	1	61	0	0	0	0	63	0	0	0	1	0	0	0	0	1
18:00 - 18:15	0	0	0	24	2	0	0	0	26	0	0	0	1	0	0	0	0	1
18:15 - 18:30	0	0	0	17	0	0	0	0	17	0	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	1	17	2	0	0	0	20	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	1	0	18	2	0	0	0	21	0	0	0	1	0	0	0	0	1
Hourly Total	0	1	1	76	6	0	0	0	84	0	0	0	2	0	0	0	0	2
TOTAL	1	1	2	241	18	1	0	0	264	1	0	0	10	0	0	0	0	11

Junction: 2
Approach: Royal Oak Lane

TIME	Left to Hembridge Way										Ahead to Walnut Tree Road										Right to High Street										U-Turn									
	PED	CYCLE	M/CYCLE	CAR	LSV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LSV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LSV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LSV	OGV1	OGV2	BUS	TOTAL				
07:00-07:15	0	1	0	0	0	0	0	0	1	0	0	0	7	0	0	0	0	7	0	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0				
07:15-07:30	0	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	7	0	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0				
07:30-07:45	0	0	0	0	0	0	0	0	0	0	0	0	12	3	0	0	0	15	1	0	0	4	2	0	0	0	7	0	0	0	0	0	0	0	0	0				
07:45-08:00	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	2	0	0	4	0	0	0	0	6	0	0	0	0	0	0	0	0	0				
Hourly Total	0	1	0	0	0	0	0	0	1	0	0	0	29	5	0	0	0	34	3	1	0	11	3	0	0	0	19	0	0	0	0	0	0	0	0	0				
08:00-08:15	1	0	0	0	0	0	0	0	1	1	0	0	7	0	0	0	0	8	5	0	0	9	1	0	0	0	15	0	0	0	0	0	0	0	0	0				
08:15-08:30	0	0	0	0	1	0	0	0	1	0	0	0	4	0	0	1	0	5	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0				
08:30-08:45	0	0	0	0	0	0	0	0	0	1	0	0	9	1	0	0	0	11	2	0	0	6	0	0	0	0	8	0	0	0	0	0	0	0	0	0				
08:45-09:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0				
Hourly Total	1	0	0	0	1	0	0	0	2	2	0	0	23	1	0	1	0	27	7	0	0	17	2	0	0	0	25	0	0	0	0	1	0	0	0	0				
09:00-09:15	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0				
09:15-09:30	0	0	0	0	0	0	0	0	0	1	0	0	6	0	0	0	1	8	0	0	0	3	1	0	0	0	4	0	0	0	1	0	0	0	0	1				
09:30-09:45	1	0	0	1	0	0	0	0	2	0	0	0	6	2	0	0	0	8	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0				
09:45-10:00	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	6	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0				
Hourly Total	1	0	0	1	0	0	0	0	2	1	0	0	30	4	0	0	1	36	1	0	0	5	2	0	0	0	8	0	0	0	0	1	0	0	0	1				
TOTAL	2	1	0	1	0	1	0	0	5	3	0	0	62	10	0	1	1	97	11	1	0	33	7	0	0	0	52	0	0	0	1	1	0	0	0	2				
15:00-15:15	1	0	0	1	0	0	0	0	2	0	0	0	6	0	0	0	0	6	3	0	0	4	0	0	0	0	7	0	0	0	0	0	0	0	0	0				
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	1	0	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0				
15:30-15:45	0	1	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	2	1	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0				
15:45-16:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0				
Hourly Total	1	1	0	1	0	0	0	0	3	0	0	0	14	1	0	0	0	15	4	1	0	11	0	0	0	0	16	0	0	0	0	0	0	0	0	0				
16:00-16:15	0	0	0	1	0	0	0	0	1	0	0	0	3	2	0	0	0	5	0	0	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0				
16:15-16:30	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0					
16:30-16:45	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	1	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0				
16:45-17:00	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0				
Hourly Total	1	1	0	1	0	0	0	0	3	0	0	0	21	3	0	0	0	24	2	0	0	10	2	0	0	0	1	15	0	0	0	0	0	0	0	0				
17:00-17:15	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	6	2	0	0	0	5	0	0	0	7	0	0	0	0	0	0	0	0	0				
17:15-17:30	0	0	0	0	0	0	0	0	0	1	1	0	3	0	0	0	0	4	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0				
17:30-17:45	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	0	0	0	4	2	0	0	0	1	0	0	0	0	0	0	0	0	0				
17:45-18:00	0	0	0	1	0	0	0	0	1	1	3	1	6	1	0	0	0	11	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0				
Hourly Total	0	0	0	1	0	0	0	0	2	2	5	4	6	23	4	0	0	34	3	1	0	6	11	2	0	0	1	17	0	0	0	0	0	0	0	0				
18:00-18:15	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	1				
18:15-18:30	1	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0	4	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0				
18:30-18:45	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	1	9	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0				
18:45-19:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0				
Hourly Total	1	2	0	1	0	0	0	0	4	0	0	0	19	0	0	0	1	21	1	0	0	9	0	0	0	0	10	0	0	0	1	0	0	0	0	1				
TOTAL	4	4	0	4	0	0	0	0	12	6	1	1	77	8	0	0	1	94	10	1	0	41	4	0	0	0	2	58	0	0	0	1	1	0	0	0	2			

Junction: 2
Approach: Hambridge Way

TIME	Left to Walnut Tree Road									Ahead to High Street									Right to Royal Oak Lane								
	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
07:30 - 07:45	0	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1
07:45 - 08:00	0	0	0	1	0	0	0	0	1	6	1	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	2	0	0	0	0	2	9	1	0	0	0	0	0	0	10	1	0	0	0	0	0	0	0	1
08:00 - 08:15	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	9	0	0	0	1	0	0	0	0	1
08:15 - 08:30	0	0	0	1	0	0	0	0	1	2	1	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	1
08:30 - 08:45	0	0	0	0	0	1	0	0	1	16	0	0	0	1	0	0	0	17	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	1	0	0	2	0	0	0	0	3
Hourly Total	0	0	0	0	0	1	0	0	2	28	2	1	1	1	0	0	0	31	1	0	0	3	1	0	0	0	5
09:00 - 09:15	2	0	0	1	0	0	0	0	3	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1
09:15 - 09:30	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	1	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1
Hourly Total	3	0	0	4	0	0	0	0	7	2	1	0	0	0	0	0	0	3	1	0	0	0	1	0	0	0	2
TOTAL	3	0	0	7	0	1	0	0	11	39	4	0	0	1	0	0	0	44	3	0	0	3	2	0	0	0	8
15:00 - 15:15	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	0	0	0	1	1	0	0	0	2
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	4	1	0	0	1	1	0	0	0	3
16:00 - 16:15	0	0	0	3	2	0	0	0	5	2	3	0	0	1	0	0	0	4	4	1	0	0	0	0	0	0	1
16:15 - 16:30	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	2	1	0	0	0	3	7	1	0	2	0	0	0	0	10	0	1	0	0	0	0	0	0	1
17:00 - 17:15	0	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	0	5	0	1	0	0	0	0	0	0	1
17:15 - 17:30	3	0	0	1	0	0	0	0	4	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
17:30 - 17:45	2	2	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	5	0	0	0	0	1	0	0	0	1
Hourly Total	5	0	0	1	0	0	0	0	6	7	3	0	1	0	0	0	0	11	1	1	0	0	1	0	0	0	3
18:00 - 18:15	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
18:15 - 18:30	0	0	0	2	0	0	0	0	2	4	1	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	1	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	4	0	0	0	0	5	4	4	0	0	0	0	0	0	8	0	0	0	1	0	0	0	0	1
TOTAL	6	2	0	7	1	0	0	0	16	20	10	0	3	0	0	0	0	33	2	2	0	2	2	0	0	0	8

Junction: 2

Approach: Walnut Tree Road

TIME	Left to High Street									Ahead to Royal Oak Lane									Right to Hambridge Way								
	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	1	0	0	1	0	0	0	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	2	0	0	0	0	2	0	0	0	4	0	0	1	0	4	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	1	0	0	0	0	1	0	0	0	0	1	1	0	0	2	2	0	0	1	0	0	2	1	0
07:45 - 08:00	1	0	0	6	0	0	0	0	7	0	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0
Hourly Total	2	0	0	10	0	0	0	0	12	0	0	0	7	2	1	0	0	10	0	0	0	0	0	0	0	0	0
08:00 - 08:15	3	0	0	6	0	0	0	0	9	0	1	0	4	0	0	0	0	5	1	0	0	1	0	0	0	0	2
08:15 - 08:30	1	0	0	2	0	0	0	0	3	1	0	0	2	1	0	0	0	4	0	0	0	1	1	0	0	0	2
08:30 - 08:45	1	0	0	4	0	0	0	0	5	0	0	0	7	0	0	0	0	7	0	0	0	1	0	0	0	0	1
08:45 - 09:00	2	1	0	6	0	0	0	0	9	0	0	0	5	1	0	0	0	6	2	0	0	0	0	0	0	0	2
Hourly Total	7	1	0	18	0	0	0	0	26	1	1	0	18	2	0	0	0	22	3	0	0	3	1	0	0	0	7
09:00 - 09:15	0	0	0	0	0	1	0	0	1	0	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0	0
09:15 - 09:30	1	0	0	6	1	0	0	0	8	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	3	0	0	0	0	3	0	0	0	7	0	0	0	0	7	1	0	0	0	0	0	0	0	1
09:45 - 10:00	0	0	0	6	1	0	0	0	7	1	0	0	2	1	0	0	0	4	4	0	0	1	0	0	0	0	5
Hourly Total	1	0	0	15	2	1	0	0	19	1	0	0	15	3	0	0	0	19	5	0	0	1	0	0	0	0	6
TOTAL	10	1	0	43	2	1	0	0	57	2	1	0	40	7	1	0	0	51	8	0	0	4	1	0	0	0	13
15:00 - 15:15	5	0	0	5	1	0	0	0	11	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0
15:15 - 15:30	1	0	0	3	0	0	0	0	4	0	0	0	9	1	0	0	0	10	0	0	0	0	0	0	0	0	0
15:30 - 15:45	3	0	0	7	0	0	0	0	10	0	0	0	6	0	1	0	0	7	0	0	0	1	0	0	0	0	1
15:45 - 16:00	1	0	0	4	1	0	0	0	6	1	0	0	5	2	0	0	0	8	0	0	0	1	0	0	0	0	1
Hourly Total	10	0	0	19	2	0	0	0	31	1	0	0	25	3	1	0	0	30	0	0	0	2	0	0	0	0	2
16:00 - 16:15	0	0	0	4	0	0	0	0	4	0	0	0	7	0	0	0	0	6	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	8	1	0	0	0	9	0	0	0	11	0	0	0	0	11	0	0	0	1	0	0	0	0	1
16:30 - 16:45	2	0	0	9	1	0	0	0	12	0	0	0	5	0	0	0	0	5	0	0	0	0	1	0	0	0	1
16:45 - 17:00	0	0	0	5	1	0	0	0	6	0	0	0	9	0	0	0	0	9	2	0	0	1	0	0	0	0	3
Hourly Total	2	0	0	26	6	0	0	0	34	0	0	0	31	0	0	0	0	31	2	0	0	3	1	0	0	0	6
17:00 - 17:15	1	0	0	4	0	0	0	0	5	0	0	0	9	0	0	0	0	9	0	0	0	1	0	0	0	0	1
17:15 - 17:30	1	0	0	5	0	0	0	0	6	0	0	0	1	15	0	0	0	16	0	0	0	0	0	0	0	0	0
17:30 - 17:45	1	1	0	2	0	0	0	0	3	0	0	0	3	0	0	0	0	7	5	0	0	2	0	0	0	0	6
17:45 - 18:00	1	0	0	8	0	0	0	0	9	1	0	0	9	0	0	0	0	10	0	0	0	0	0	0	0	0	0
Hourly Total	4	0	0	19	0	0	0	0	23	1	0	1	40	0	0	0	0	42	5	0	0	2	0	0	0	0	7
18:00 - 18:15	0	0	0	7	0	0	0	0	7	0	0	0	17	2	0	0	0	19	0	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	5	0	0	0	0	5	0	0	0	9	0	0	0	0	9	0	0	0	1	0	0	0	0	1
18:30 - 18:45	1	0	0	6	1	0	0	0	8	4	1	1	11	1	0	0	0	18	0	0	0	2	0	0	0	0	2
18:45 - 19:00	0	0	0	5	0	0	0	0	5	0	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	23	1	0	0	0	25	4	1	1	47	4	0	0	0	57	0	0	0	3	0	0	0	0	3
TOTAL	17	0	0	87	9	0	0	0	113	6	1	2	143	7	1	0	0	160	7	0	0	10	1	0	0	0	18

Junction: 2
Approach: High Street

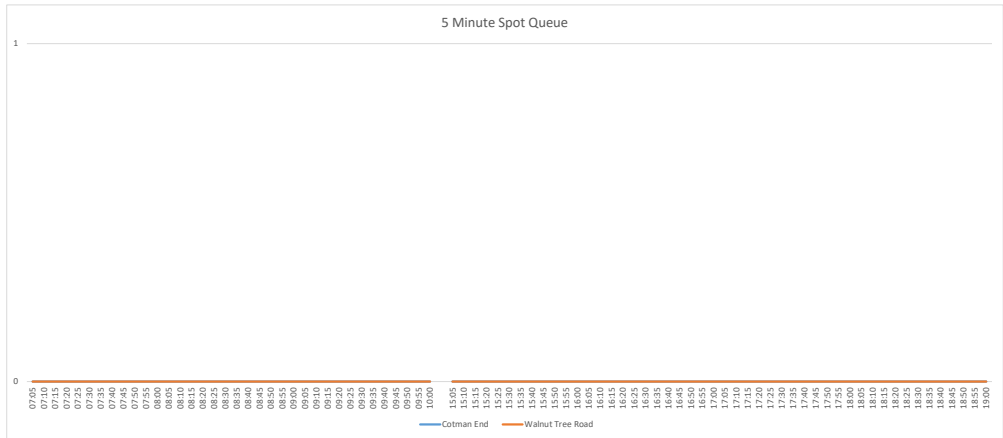
TIME	Left to Royal Oak Lane										Ahead to Hambridge Way										Right to Walnut Tree Road										U-Turn									
	PED	CYCLE	M/CYCLE	CAR	LEV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LEV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LEV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LEV	OGV1	OGV2	BUS	TOTAL				
07:00-07:15	0	0	0	3	0	0	0	0	3	2	0	0	0	0	0	0	0	4	2	0	0	3	0	0	0	0	5	0	0	0	0	0	0	0	0	0				
07:15-07:30	0	0	0	2	1	0	0	0	3	1	0	0	0	0	0	0	0	1	1	0	0	6	2	0	0	0	9	0	0	0	0	0	0	0	0	0				
07:30-07:45	1	0	0	2	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0	0					
07:45-08:00	1	0	0	9	0	0	0	0	10	0	0	0	0	0	0	0	0	1	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0				
Hourly Total	2	0	0	16	2	0	0	0	20	3	3	0	0	0	0	0	0	6	3	0	0	18	3	0	0	0	24	0	0	0	0	0	0	0	0	0				
08:00-08:15	1	0	0	5	0	0	0	0	1	7	0	1	0	0	1	0	0	2	2	0	0	10	0	0	0	0	1	13	0	0	0	0	0	0	0	0				
08:15-08:30	2	0	0	2	1	0	0	0	4	1	0	0	0	1	0	0	0	2	1	0	0	7	1	0	0	0	9	0	0	0	0	0	0	0	0	0				
08:30-08:45	0	0	0	5	0	0	0	0	5	3	0	0	0	0	0	0	0	3	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0				
08:45-09:00	1	0	0	7	2	0	0	0	10	9	0	0	0	0	0	0	0	9	0	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0	0				
Hourly Total	3	0	0	19	3	0	0	0	25	13	1	0	0	2	0	0	0	16	3	0	0	24	2	0	0	0	1	30	0	0	0	0	0	0	0	0				
09:00-09:15	2	0	0	5	1	0	0	0	8	7	0	0	0	0	0	0	0	7	1	0	0	3	0	0	0	0	8	0	0	0	0	0	0	0	0	0				
09:15-09:30	0	0	0	3	1	1	0	0	5	1	0	0	0	0	0	0	0	1	1	0	0	7	0	0	0	0	8	0	0	0	0	0	0	0	0	0				
09:30-09:45	3	0	0	3	0	0	0	0	6	1	0	0	1	0	0	0	0	2	1	0	0	2	1	0	0	0	4	0	0	0	0	0	0	0	0	0				
09:45-10:00	0	0	0	7	0	0	0	0	7	1	0	0	1	0	0	0	0	2	0	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0				
Hourly Total	5	0	0	13	2	1	0	0	21	10	0	0	2	0	0	0	0	12	3	0	0	20	1	0	0	0	24	0	0	0	0	0	0	0	0	0				
TOTAL	10	0	0	48	7	1	0	0	1	67	26	4	0	2	2	0	0	34	9	0	0	62	6	0	0	0	1	78	0	0	0	0	0	0	0	0				
15:00-15:15	0	0	0	4	0	0	0	0	4	1	1	0	0	0	0	0	0	3	0	0	0	3	1	0	0	0	4	1	0	0	0	0	0	0	0	1				
15:15-15:30	5	0	0	10	0	0	0	0	15	7	0	0	0	0	0	0	0	7	2	0	0	7	0	0	0	0	9	0	0	0	0	0	0	0	0	0				
15:30-15:45	3	0	0	4	0	0	0	0	7	2	0	0	0	0	0	0	0	2	1	0	0	3	1	0	0	0	5	0	0	0	0	0	0	0	0	0				
15:45-16:00	2	0	0	4	0	0	0	0	6	1	0	0	0	0	0	0	0	2	4	0	0	5	0	0	0	0	9	0	0	0	0	0	0	0	0	0				
Hourly Total	10	0	0	22	0	0	0	0	32	11	1	0	2	0	0	0	0	14	7	0	0	18	2	0	0	0	27	1	0	0	0	0	0	0	0	1				
16:00-16:15	1	0	0	0	0	0	0	0	1	2	0	0	0	2	0	0	0	4	1	0	0	2	1	0	0	0	1	5	0	0	0	0	0	0	0	0				
16:15-16:30	1	0	0	5	1	0	0	0	7	4	0	0	0	1	0	0	0	5	1	0	0	7	0	0	0	0	8	0	0	0	0	0	0	0	0	0				
16:30-16:45	0	0	0	3	0	0	0	0	3	1	1	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0				
16:45-17:00	1	0	0	2	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0					
Hourly Total	3	0	0	10	2	0	0	0	15	7	1	0	2	1	0	0	0	11	3	0	0	14	2	0	0	0	1	20	0	0	0	0	0	0	0	0				
17:00-17:15	0	0	0	6	1	0	0	0	7	0	1	0	1	0	0	0	0	2	0	0	0	10	0	0	0	0	0	10	0	0	0	0	0	0	0	0				
17:15-17:30	0	0	0	2	1	0	0	0	3	11	0	0	0	0	0	0	0	3	11	7	0	3	0	0	0	0	19	0	0	0	0	0	0	0	0	0				
17:30-17:45	2	0	0	4	0	0	0	0	6	2	0	0	0	1	0	0	0	3	6	1	0	5	0	0	0	0	12	0	0	0	0	0	0	0	0	0				
17:45-18:00	1	0	0	1	0	0	0	0	2	2	0	0	0	0	0	0	0	2	1	0	0	4	1	0	0	0	6	0	0	0	0	0	0	0	0	0				
Hourly Total	3	0	0	13	2	0	0	0	18	16	1	0	1	1	0	0	0	18	14	1	0	22	1	0	0	0	0	38	0	0	0	0	0	0	0	0				
18:00-18:15	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	0	0	5	0	0	0	0	6	0	0	0	0	0	0	0	0	0				
18:15-18:30	0	0	0	0	1	0	0	0	1	4	0	0	1	0	0	0	0	6	1	0	0	4	0	0	0	0	5	0	0	0	0	0	0	0	0	0				
18:30-18:45	1	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	1	2	1	0	7	0	0	0	0	1	2	0	0	0	0	0	0	0	0				
18:45-19:00	0	0	0	2	0	0	0	0	2	1	1	0	0	0	0	0	0	2	0	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0	0				
Hourly Total	1	0	0	3	1	0	0	0	5	7	3	0	1	0	0	0	0	11	3	0	0	19	1	0	0	0	0	23	0	0	0	0	0	0	0	0	0			
TOTAL	17	0	0	48	5	0	0	0	70	49	6	0	6	2	0	0	0	54	27	1	0	73	6	0	0	0	1	108	1	0	0	0	0	0	0	0	1			



Pirton - 5 Minute Spot Queue Length Survey, Thursday 12th June 2025

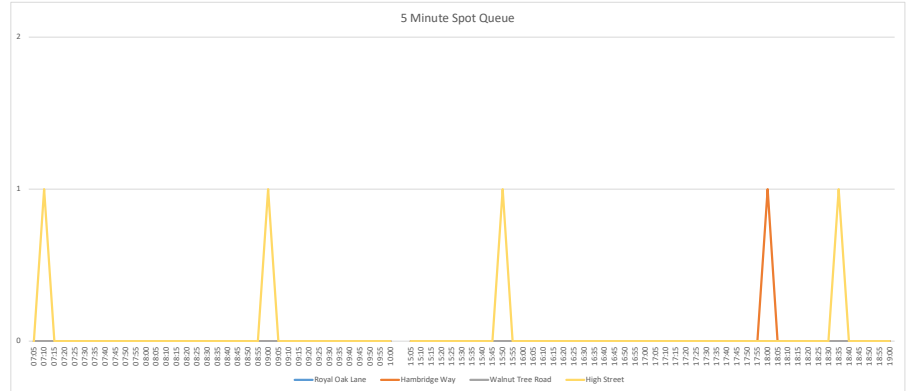
Time	Cotman End	Walnut Tree Road
07:05	0	0
07:10	0	0
07:15	0	0
07:20	0	0
07:25	0	0
07:30	0	0
07:35	0	0
07:40	0	0
07:45	0	0
07:50	0	0
07:55	0	0
08:00	0	0
08:05	0	0
08:10	0	0
08:15	0	0
08:20	0	0
08:25	0	0
08:30	0	0
08:35	0	0
08:40	0	0
08:45	0	0
08:50	0	0
08:55	0	0
09:00	0	0
09:05	0	0
09:10	0	0
09:15	0	0
09:20	0	0
09:25	0	0
09:30	0	0
09:35	0	0
09:40	0	0
09:45	0	0
09:50	0	0
09:55	0	0
10:00	0	0

15:05	0	0
15:10	0	0
15:15	0	0
15:20	0	0
15:25	0	0
15:30	0	0
15:35	0	0
15:40	0	0
15:45	0	0
15:50	0	0
15:55	0	0
16:00	0	0
16:05	0	0
16:10	0	0
16:15	0	0
16:20	0	0
16:25	0	0
16:30	0	0
16:35	0	0
16:40	0	0
16:45	0	0
16:50	0	0
16:55	0	0
17:00	0	0
17:05	0	0
17:10	0	0
17:15	0	0
17:20	0	0
17:25	0	0
17:30	0	0
17:35	0	0
17:40	0	0
17:45	0	0
17:50	0	0
17:55	0	0
18:00	0	0
18:05	0	0
18:10	0	0
18:15	0	0
18:20	0	0
18:25	0	0
18:30	0	0
18:35	0	0
18:40	0	0
18:45	0	0
18:50	0	0
18:55	0	0
19:00	0	0



Time	Royal Oak Lane	Hambridge Way	Walnut Tree Road	High Street
07:05	0	0	0	0
07:10	0	0	0	1
07:15	0	0	0	0
07:20	0	0	0	0
07:25	0	0	0	0
07:30	0	0	0	0
07:35	0	0	0	0
07:40	0	0	0	0
07:45	0	0	0	0
07:50	0	0	0	0
07:55	0	0	0	0
08:00	0	0	0	0
08:05	0	0	0	0
08:10	0	0	0	0
08:15	0	0	0	0
08:20	0	0	0	0
08:25	0	0	0	0
08:30	0	0	0	0
08:35	0	0	0	0
08:40	0	0	0	0
08:45	0	0	0	0
08:50	0	0	0	0
08:55	0	0	0	0
09:00	0	0	0	1
09:05	0	0	0	0
09:10	0	0	0	0
09:15	0	0	0	0
09:20	0	0	0	0
09:25	0	0	0	0
09:30	0	0	0	0
09:35	0	0	0	0
09:40	0	0	0	0
09:45	0	0	0	0
09:50	0	0	0	0
09:55	0	0	0	0
10:00	0	0	0	0

15:05	0	0	0	0
15:10	0	0	0	0
15:15	0	0	0	0
15:20	0	0	0	0
15:25	0	0	0	0
15:30	0	0	0	0
15:35	0	0	0	0
15:40	0	0	0	0
15:45	0	0	0	0
15:50	0	0	0	1
15:55	0	0	0	0
16:00	0	0	0	0
16:05	0	0	0	0
16:10	0	0	0	0
16:15	0	0	0	0
16:20	0	0	0	0
16:25	0	0	0	0
16:30	0	0	0	0
16:35	0	0	0	0
16:40	0	0	0	0
16:45	0	0	0	0
16:50	0	0	0	0
16:55	0	0	0	0
17:00	0	0	0	0
17:05	0	0	0	0
17:10	0	0	0	0
17:15	0	0	0	0
17:20	0	0	0	0
17:25	0	0	0	0
17:30	0	0	0	0
17:35	0	0	0	0
17:40	0	0	0	0
17:45	0	0	0	0
17:50	0	0	0	0
17:55	0	0	0	0
18:00	0	1	0	0
18:05	0	0	0	0
18:10	0	0	0	0
18:15	0	0	0	0
18:20	0	0	0	0
18:25	0	0	0	0
18:30	0	0	0	0
18:35	0	0	1	0
18:40	0	0	0	0
18:45	0	0	0	0
18:50	0	0	0	0
18:55	0	0	0	0
19:00	0	0	0	0

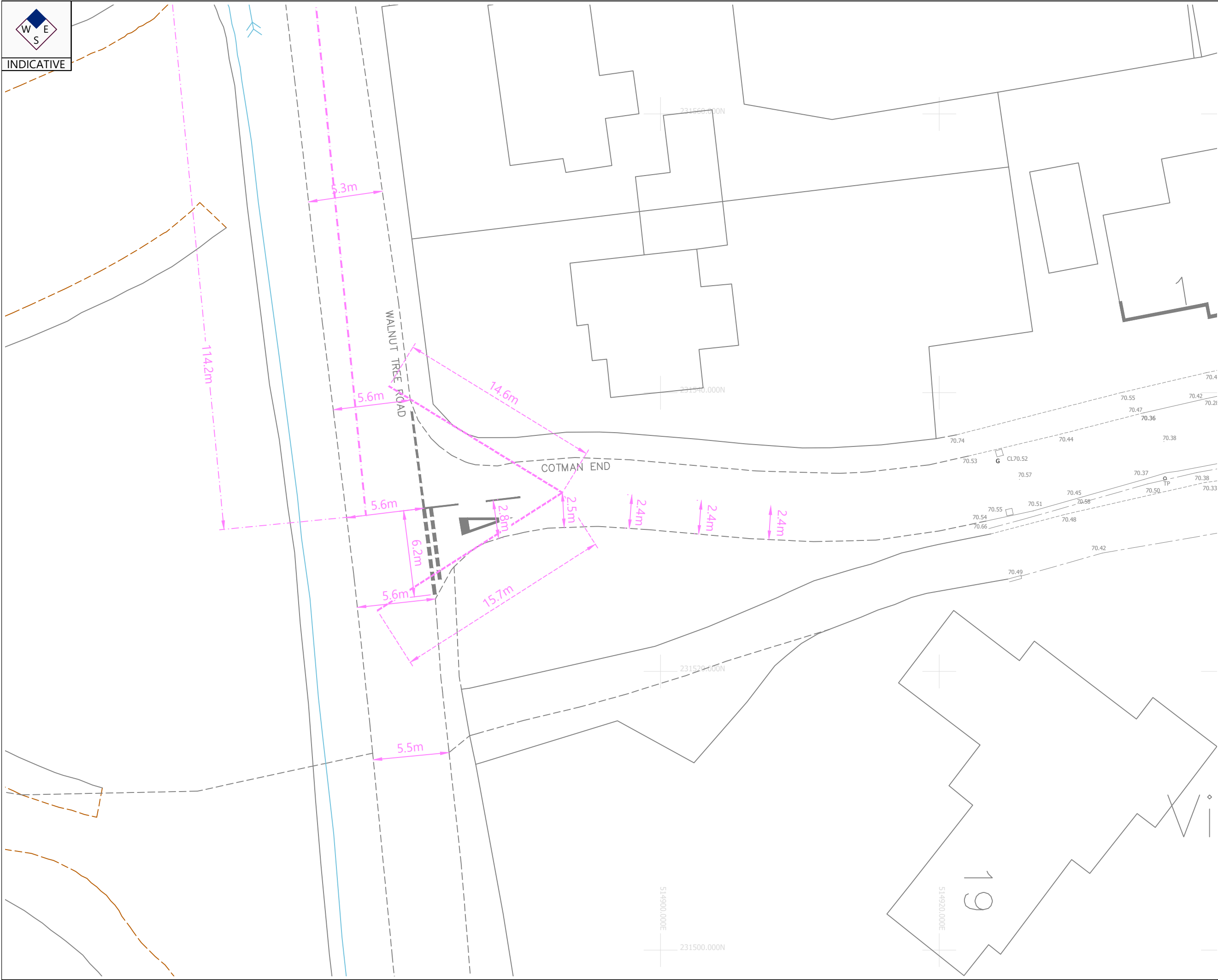


APPENDIX D

	Junction1	Junction2	Total	Max Flow	255 Peak Period Ends 0845 - 0900
0700 - 0715	13	20	33	0700 - 0715	
0715 - 0730	20	27	47	0715 - 0730	
0730 - 0745	25	33	58	0730 - 0745	
0745 - 0800	21	35	56	194 0745 - 0800	
0800 - 0815	29	49	78	239 0800 - 0815	
0815 - 0830	22	30	52	244 0815 - 0830	
0830 - 0845	27	39	66	252 0830 - 0845	
0845 - 0900	25	34	59	255 0845 - 0900	
0900 - 0915	27	34	61	238 0900 - 0915	
0915 - 0930	23	33	56	242 0915 - 0930	
0930 - 0945	22	27	49	225 0930 - 0945	
0945 - 1000	27	32	59	225 0945 - 1000	

	Junction1	Junction2	Total	Max Flow	297 Peak Period Ends	1830 - 1845
1500 - 1515	24	36	60	1500 - 1515		
1515 - 1530	25	38	63	1515 - 1530		
1530 - 1545	23	28	51	1530 - 1545		
1545 - 1600	25	30	55	229 1545 - 1600		
1600 - 1615	23	33	56	225 1600 - 1615		
1615 - 1630	37	48	85	247 1615 - 1630		
1630 - 1645	27	31	58	254 1630 - 1645		
1645 - 1700	29	34	63	262 1645 - 1700		
1700 - 1715	33	46	79	285 1700 - 1715		
1715 - 1730	31	32	63	263 1715 - 1730		
1730 - 1745	19	39	58	263 1730 - 1745		
1745 - 1800	35	38	73	273 1745 - 1800		
1800 - 1815	38	45	83	277 1800 - 1815		
1815 - 1830	27	31	58	272 1815 - 1830		
1830 - 1845	39	44	83	297 1830 - 1845		
1845 - 1900	29	31	60	284 1845 - 1900		

APPENDIX E



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2. Indicative un-surveyed existing road markings.
3. Based on Topographical Survey and OS Mapping Data.
4. Subject to confirmation of Highway Boundary.

Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Welwyn Garden City



Transport Planning Associates

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CB3 0AX
01223 455 385
www.tpa.uk.com

CLIENT:	Blakeney Estates Ltd			
PROJECT:	Land east of Walnut Tree Road, Pirtou			
TITLE:	Modelling Parameters - Walnut Tree Road and Cotman End - Junction			
STATUS:	FOR INFORMATION			
SCALE @A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	23.06.25	JA	AW	AW
PROJECT NO:	DRAWING NO:		REVISION:	
2210-050	MP02		-	

Junctions 11			
PICADY 11 - Priority Intersection Module			
Version: 11.0.0.2177			
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Filename: Walnut Tree Rd_Cotman End.j11

Path: Q:\22\10\050 - Land east of Walnut Tree Road, Pirton\04 Calculations and Analysis\Highway Impact Analysis\Picady\Walnut Tree Rd_Cotman End PJ

Report generation date: 30/06/2025 11:39:33

- »2025 | Surveyed | AM
- »2025 | Surveyed | PM
- »2030 | Base | AM
- »2030 | Base | PM
- »2030 | Total Forecast | AM
- »2030 | Total Forecast | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC
	2025 - Surveyed							
Stream B-C	D1	0.0	5.91	0.03	D2	0.0	0.00	0.00
Stream B-A		0.0	9.30	0.01		0.0	7.84	0.01
Stream C-AB		0.0	5.46	0.01		0.0	5.20	0.01
	2030 - Base							
Stream B-C	D3	0.0	5.91	0.03	D4	0.0	0.00	0.00
Stream B-A		0.0	9.31	0.01		0.0	7.84	0.01
Stream C-AB		0.0	5.44	0.01		0.0	5.20	0.01
	2030 - Total Forecast							
Stream B-C	D5	0.1	6.53	0.12	D6	0.0	6.19	0.01
Stream B-A		0.0	9.78	0.03		0.0	7.88	0.02
Stream C-AB		0.1	5.73	0.06		0.1	5.60	0.08

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

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

File summary

File Description

Title	
Location	
Site number	
Date	20/06/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TPA\laaron.webb
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	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	2025	Surveyed	AM	DIRECT	08:00	09:00	60	15	✓
D2	2025	Surveyed	PM	DIRECT	17:45	18:45	60	15	✓
D3	2030	Base	AM	DIRECT	08:00	09:00	60	15	✓
D4	2030	Base	PM	DIRECT	17:45	18:45	60	15	✓
D5	2030	Total Forecast	AM	DIRECT	08:00	09:00	60	15	✓
D6	2030	Total Forecast	PM	DIRECT	17:45	18:45	60	15	✓

Analysis Set Details

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

2025 | Surveyed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Cotman End - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Cotman End - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Walnut Tree Road S - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.37	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.37	A

Arms

Arms

Arm	Name	Description	Arm type
A	Walnut Tree Road N		Major
B	Cotman End		Minor
C	Walnut Tree Road S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Walnut Tree Road S	5.60			114.2	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Cotman End	One lane plus flare	6.20	2.80	2.50	2.40	2.40	✓	1.00	16	15

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	118.063	0.088	0.221	0.139	0.316
B-C	159.867	0.100	0.252	-	-
C-B	160.024	0.252	0.252	-	-

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	2025	Surveyed	AM	DIRECT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Walnut Tree Road N		DIRECT	✓	100.000
B - Cotman End		DIRECT	✓	100.000
C - Walnut Tree Road S		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15

	To			
		A - Walnut Tree Road N	B - Cotman End	C - Walnut Tree Road S
From	A - Walnut Tree Road N	0.00	1.00	18.00
	B - Cotman End	0.00	0.00	0.00
	C - Walnut Tree Road S	10.00	0.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A - Walnut Tree Road N	B - Cotman End	C - Walnut Tree Road S
From	A - Walnut Tree Road N	0.00	0.00	15.00
	B - Cotman End	0.00	0.00	0.00
	C - Walnut Tree Road S	7.00	0.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - Walnut Tree Road N	B - Cotman End	C - Walnut Tree Road S
From	A - Walnut Tree Road N	0.00	1.00	14.00
	B - Cotman End	0.00	0.00	0.00
	C - Walnut Tree Road S	12.00	0.00	0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
		A - Walnut Tree Road N	B - Cotman End	C - Walnut Tree Road S
From	A - Walnut Tree Road N	0.00	0.00	7.00
	B - Cotman End	1.00	0.00	4.00
	C - Walnut Tree Road S	12.00	1.00	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Walnut Tree Road N	B - Cotman End	C - Walnut Tree Road S
From	A - Walnut Tree Road N	0	0	6
	B - Cotman End	0	0	0
	C - Walnut Tree Road S	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.03	5.91	0.0	A	1.00	4.00
B-A	0.01	9.30	0.0	A	0.25	1.00
C-AB	0.01	5.46	0.0	A	0.27	1.08
C-A					10.23	40.92
A-B					0.50	2.00
A-C					13.50	54.00

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	154.96	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	0.00	112.36	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	0.00	154.96	0.000	0.00	0.0	0.0	0.000	A
C-A	10.00	10.00	0.00			10.00				
A-B	1.00	1.00	0.00			1.00				
A-C	18.00	18.00	0.00			18.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	155.86	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	0.00	113.57	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	0.00	156.01	0.000	0.00	0.0	0.0	0.000	A
C-A	7.00	7.00	0.00			7.00				
A-B	0.00	0.00	0.00			0.00				
A-C	15.00	15.00	0.00			15.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	156.03	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	0.00	113.02	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	0.00	156.03	0.000	0.00	0.0	0.0	0.000	A
C-A	12.00	12.00	0.00			12.00				
A-B	1.00	1.00	0.00			1.00				
A-C	14.00	14.00	0.00			14.00				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.00	4.00	0.00	156.22	0.026	3.97	0.0	0.0	5.911	A
B-A	1.00	1.00	0.00	97.80	0.010	0.99	0.0	0.0	9.295	A
C-AB	1.08	1.08	0.00	165.93	0.007	1.07	0.0	0.0	5.458	A
C-A	11.92	11.92	0.00			11.92				
A-B	0.00	0.00	0.00			0.00				
A-C	7.00	7.00	0.00			7.00				

2025 | Surveyed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Cotman End - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Cotman End - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Walnut Tree Road S - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.10	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	2025	Surveyed	PM	DIRECT	17:45	18:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Walnut Tree Road N		DIRECT	✓	100.000
B - Cotman End		DIRECT	✓	100.000
C - Walnut Tree Road S		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - Walnut Tree Road N	B - Cotman End	C - Walnut Tree Road S
From	A - Walnut Tree Road N	0.00	2.00	14.00
	B - Cotman End	0.00	0.00	0.00
	C - Walnut Tree Road S	18.00	0.00	0.00

Demand (Veh/TS)

18:00 - 18:15

	To			
		A - Walnut Tree Road N	B - Cotman End	C - Walnut Tree Road S
From	A - Walnut Tree Road N	0.00	0.00	11.00
	B - Cotman End	0.00	0.00	0.00
	C - Walnut Tree Road S	26.00	1.00	0.00

Demand (Veh/TS)

18:15 - 18:30

	To			
		A - Walnut Tree Road N	B - Cotman End	C - Walnut Tree Road S
From	A - Walnut Tree Road N	0.00	0.00	10.00
	B - Cotman End	0.00	0.00	0.00
	C - Walnut Tree Road S	17.00	0.00	0.00

Demand (Veh/TS)

18:30 - 18:45

	To			
		A - Walnut Tree Road N	B - Cotman End	C - Walnut Tree Road S
From	A - Walnut Tree Road N	0.00	1.00	17.00
	B - Cotman End	1.00	0.00	0.00
	C - Walnut Tree Road S	20.00	0.00	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Walnut Tree Road N	B - Cotman End	C - Walnut Tree Road S
From	A - Walnut Tree Road N	0	0	0
	B - Cotman End	0	0	0
	C - Walnut Tree Road S	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0.00	0.00
B-A	0.01	7.84	0.0	A	0.25	1.00
C-AB	0.01	5.20	0.0	A	0.29	1.18
C-A					20.21	80.82
A-B					0.75	3.00
A-C					13.00	52.00

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	156.14	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	0.00	112.29	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	0.00	155.99	0.000	0.00	0.0	0.0	0.000	A
C-A	18.00	18.00	0.00			18.00				
A-B	2.00	2.00	0.00			2.00				
A-C	14.00	14.00	0.00			14.00				

18:00 - 18:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	157.09	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	0.00	111.70	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.18	1.18	0.00	174.16	0.007	1.17	0.0	0.0	5.202	A
C-A	25.82	25.82	0.00			25.82				
A-B	0.00	0.00	0.00			0.00				
A-C	11.00	11.00	0.00			11.00				

18:15 - 18:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	157.35	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	0.00	113.48	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	0.00	157.50	0.000	0.01	0.0	0.0	0.000	A
C-A	17.00	17.00	0.00			17.00				
A-B	0.00	0.00	0.00			0.00				
A-C	10.00	10.00	0.00			10.00				

18:30 - 18:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	125.93	0.000	0.00	0.0	0.0	0.000	A
B-A	1.00	1.00	0.00	115.83	0.009	0.99	0.0	0.0	7.837	A
C-AB	0.00	0.00	0.00	155.48	0.000	0.00	0.0	0.0	0.000	A
C-A	20.00	20.00	0.00			20.00				
A-B	1.00	1.00	0.00			1.00				
A-C	17.00	17.00	0.00			17.00				

2030 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Cotman End - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Cotman End - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Walnut Tree Road S - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.35	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	AM	DIRECT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Walnut Tree Road N		DIRECT	✓	100.000
B - Cotman End		DIRECT	✓	100.000
C - Walnut Tree Road S		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15

	To			
From		A - Walnut Tree Road N	B - Cotman End	C - Walnut Tree Road S
	A - Walnut Tree Road N	0.00	1.00	19.00
	B - Cotman End	0.00	0.00	0.00
	C - Walnut Tree Road S	10.00	0.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
From		A - Walnut Tree Road N	B - Cotman End	C - Walnut Tree Road S
	A - Walnut Tree Road N	0.00	0.00	16.00
	B - Cotman End	0.00	0.00	0.00
	C - Walnut Tree Road S	7.00	0.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - Walnut Tree Road N	B - Cotman End	C - Walnut Tree Road S
From	A - Walnut Tree Road N	0.00	1.00	15.00
	B - Cotman End	0.00	0.00	0.00
	C - Walnut Tree Road S	13.00	0.00	0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
		A - Walnut Tree Road N	B - Cotman End	C - Walnut Tree Road S
From	A - Walnut Tree Road N	0.00	0.00	7.00
	B - Cotman End	1.00	0.00	4.00
	C - Walnut Tree Road S	13.00	1.00	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Walnut Tree Road N	B - Cotman End	C - Walnut Tree Road S
From	A - Walnut Tree Road N	0	0	5
	B - Cotman End	0	0	0
	C - Walnut Tree Road S	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.03	5.91	0.0	A	1.00	4.00
B-A	0.01	9.31	0.0	A	0.25	1.00
C-AB	0.01	5.44	0.0	A	0.27	1.08
C-A					10.73	42.92
A-B					0.50	2.00
A-C					14.25	57.00

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	154.74	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	0.00	112.17	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	0.00	154.74	0.000	0.00	0.0	0.0	0.000	A
C-A	10.00	10.00	0.00			10.00				
A-B	1.00	1.00	0.00			1.00				
A-C	19.00	19.00	0.00			19.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	155.63	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	0.00	113.37	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	0.00	155.79	0.000	0.00	0.0	0.0	0.000	A
C-A	7.00	7.00	0.00			7.00				
A-B	0.00	0.00	0.00			0.00				
A-C	16.00	16.00	0.00			16.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	155.80	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	0.00	112.68	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	0.00	155.80	0.000	0.00	0.0	0.0	0.000	A
C-A	13.00	13.00	0.00			13.00				
A-B	1.00	1.00	0.00			1.00				
A-C	15.00	15.00	0.00			15.00				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.00	4.00	0.00	156.23	0.026	3.97	0.0	0.0	5.911	A
B-A	1.00	1.00	0.00	97.69	0.010	0.99	0.0	0.0	9.305	A
C-AB	1.08	1.08	0.00	166.60	0.007	1.08	0.0	0.0	5.436	A
C-A	12.92	12.92	0.00			12.92				
A-B	0.00	0.00	0.00			0.00				
A-C	7.00	7.00	0.00			7.00				

2030 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Cotman End - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Cotman End - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Walnut Tree Road S - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.10	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	PM	DIRECT	17:45	18:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Walnut Tree Road N		DIRECT	✓	100.000
B - Cotman End		DIRECT	✓	100.000
C - Walnut Tree Road S		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - Walnut Tree Road N	B - Cotman End	C - Walnut Tree Road S
From	A - Walnut Tree Road N	0.00	2.00	14.00
	B - Cotman End	0.00	0.00	0.00
	C - Walnut Tree Road S	18.00	0.00	0.00

Demand (Veh/TS)

18:00 - 18:15

	To			
		A - Walnut Tree Road N	B - Cotman End	C - Walnut Tree Road S
From	A - Walnut Tree Road N	0.00	0.00	11.00
	B - Cotman End	0.00	0.00	0.00
	C - Walnut Tree Road S	26.00	1.00	0.00

Demand (Veh/TS)

18:15 - 18:30

	To			
		A - Walnut Tree Road N	B - Cotman End	C - Walnut Tree Road S
From	A - Walnut Tree Road N	0.00	0.00	10.00
	B - Cotman End	0.00	0.00	0.00
	C - Walnut Tree Road S	17.00	0.00	0.00

Demand (Veh/TS)

18:30 - 18:45

	To			
		A - Walnut Tree Road N	B - Cotman End	C - Walnut Tree Road S
From	A - Walnut Tree Road N	0.00	1.00	17.00
	B - Cotman End	1.00	0.00	0.00
	C - Walnut Tree Road S	20.00	0.00	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Walnut Tree Road N	B - Cotman End	C - Walnut Tree Road S
From	A - Walnut Tree Road N	0	0	0
	B - Cotman End	0	0	0
	C - Walnut Tree Road S	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0.00	0.00
B-A	0.01	7.84	0.0	A	0.25	1.00
C-AB	0.01	5.20	0.0	A	0.29	1.18
C-A					20.21	80.82
A-B					0.75	3.00
A-C					13.00	52.00

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	156.14	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	0.00	112.29	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	0.00	155.99	0.000	0.00	0.0	0.0	0.000	A
C-A	18.00	18.00	0.00			18.00				
A-B	2.00	2.00	0.00			2.00				
A-C	14.00	14.00	0.00			14.00				

18:00 - 18:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	157.09	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	0.00	111.70	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.18	1.18	0.00	174.16	0.007	1.17	0.0	0.0	5.202	A
C-A	25.82	25.82	0.00			25.82				
A-B	0.00	0.00	0.00			0.00				
A-C	11.00	11.00	0.00			11.00				

18:15 - 18:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	157.35	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	0.00	113.48	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	0.00	157.50	0.000	0.01	0.0	0.0	0.000	A
C-A	17.00	17.00	0.00			17.00				
A-B	0.00	0.00	0.00			0.00				
A-C	10.00	10.00	0.00			10.00				

18:30 - 18:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	125.93	0.000	0.00	0.0	0.0	0.000	A
B-A	1.00	1.00	0.00	115.83	0.009	0.99	0.0	0.0	7.837	A
C-AB	0.00	0.00	0.00	155.48	0.000	0.00	0.0	0.0	0.000	A
C-A	20.00	20.00	0.00			20.00				
A-B	1.00	1.00	0.00			1.00				
A-C	17.00	17.00	0.00			17.00				

2030 | Total Forecast | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Cotman End - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Cotman End - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Walnut Tree Road S - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.48	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.48	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	Total Forecast	AM	DIRECT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Walnut Tree Road N		DIRECT	✓	100.000
B - Cotman End		DIRECT	✓	100.000
C - Walnut Tree Road S		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15

From	To			
		A - Walnut Tree Road N	B - Cotman End	C - Walnut Tree Road S
	A - Walnut Tree Road N	0.00	2.00	19.00
	B - Cotman End	0.00	0.00	0.00
	C - Walnut Tree Road S	10.00	0.00	0.00

Demand (Veh/TS)

08:15 - 08:30

From	To			
		A - Walnut Tree Road N	B - Cotman End	C - Walnut Tree Road S
	A - Walnut Tree Road N	0.00	0.00	16.00
	B - Cotman End	0.00	0.00	0.00
	C - Walnut Tree Road S	7.00	0.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - Walnut Tree Road N	B - Cotman End	C - Walnut Tree Road S
From	A - Walnut Tree Road N	0.00	2.00	15.00
	B - Cotman End	0.00	0.00	0.00
	C - Walnut Tree Road S	13.00	0.00	0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
		A - Walnut Tree Road N	B - Cotman End	C - Walnut Tree Road S
From	A - Walnut Tree Road N	0.00	0.00	7.00
	B - Cotman End	3.00	0.00	18.00
	C - Walnut Tree Road S	13.00	9.00	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Walnut Tree Road N	B - Cotman End	C - Walnut Tree Road S
From	A - Walnut Tree Road N	0	0	5
	B - Cotman End	0	0	0
	C - Walnut Tree Road S	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.12	6.53	0.1	A	4.50	18.00
B-A	0.03	9.78	0.0	A	0.75	3.00
C-AB	0.06	5.73	0.1	A	2.44	9.76
C-A					10.56	42.24
A-B					1.00	4.00
A-C					14.25	57.00

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	154.64	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	0.00	112.08	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	0.00	154.49	0.000	0.00	0.0	0.0	0.000	A
C-A	10.00	10.00	0.00			10.00				
A-B	2.00	2.00	0.00			2.00				
A-C	19.00	19.00	0.00			19.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	155.63	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	0.00	113.37	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	0.00	155.79	0.000	0.00	0.0	0.0	0.000	A
C-A	7.00	7.00	0.00			7.00				
A-B	0.00	0.00	0.00			0.00				
A-C	16.00	16.00	0.00			16.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	155.70	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	0.00	112.60	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	0.00	155.55	0.000	0.00	0.0	0.0	0.000	A
C-A	13.00	13.00	0.00			13.00				
A-B	2.00	2.00	0.00			2.00				
A-C	15.00	15.00	0.00			15.00				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18.00	18.00	0.00	155.51	0.116	17.87	0.0	0.1	6.534	A
B-A	3.00	3.00	0.00	94.94	0.032	2.97	0.0	0.0	9.783	A
C-AB	9.76	9.76	0.00	166.60	0.059	9.69	0.0	0.1	5.732	A
C-A	12.24	12.24	0.00			12.24				
A-B	0.00	0.00	0.00			0.00				
A-C	7.00	7.00	0.00			7.00				

2030 | Total Forecast | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Cotman End - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Cotman End - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Walnut Tree Road S - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.84	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	Total Forecast	PM	DIRECT	17:45	18:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Walnut Tree Road N		DIRECT	✓	100.000
B - Cotman End		DIRECT	✓	100.000
C - Walnut Tree Road S		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - Walnut Tree Road N	B - Cotman End	C - Walnut Tree Road S
From	A - Walnut Tree Road N	0.00	3.00	15.00
	B - Cotman End	0.00	0.00	2.00
	C - Walnut Tree Road S	19.00	0.00	0.00

Demand (Veh/TS)

18:00 - 18:15

	To			
		A - Walnut Tree Road N	B - Cotman End	C - Walnut Tree Road S
From	A - Walnut Tree Road N	0.00	0.00	11.00
	B - Cotman End	0.00	0.00	2.00
	C - Walnut Tree Road S	27.00	12.00	0.00

Demand (Veh/TS)

18:15 - 18:30

	To			
		A - Walnut Tree Road N	B - Cotman End	C - Walnut Tree Road S
From	A - Walnut Tree Road N	0.00	0.00	10.00
	B - Cotman End	0.00	0.00	1.00
	C - Walnut Tree Road S	18.00	0.00	0.00

Demand (Veh/TS)

18:30 - 18:45

	To			
		A - Walnut Tree Road N	B - Cotman End	C - Walnut Tree Road S
From	A - Walnut Tree Road N	0.00	2.00	18.00
	B - Cotman End	2.00	0.00	2.00
	C - Walnut Tree Road S	21.00	0.00	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Walnut Tree Road N	B - Cotman End	C - Walnut Tree Road S
From	A - Walnut Tree Road N	0	0	0
	B - Cotman End	0	0	0
	C - Walnut Tree Road S	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.01	6.19	0.0	A	1.75	7.00
B-A	0.02	7.88	0.0	A	0.50	2.00
C-AB	0.08	5.60	0.1	A	3.55	14.20
C-A					20.70	82.80
A-B					1.25	5.00
A-C					13.50	54.00

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.00	2.00	0.00	154.55	0.013	1.99	0.0	0.0	5.899	A
B-A	0.00	0.00	0.00	95.11	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	0.00	155.48	0.000	0.00	0.0	0.0	0.000	A
C-A	19.00	19.00	0.00			19.00				
A-B	3.00	3.00	0.00			3.00				
A-C	15.00	15.00	0.00			15.00				

18:00 - 18:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.00	2.00	0.00	155.85	0.013	2.00	0.0	0.0	5.851	A
B-A	0.00	0.00	0.00	91.92	0.000	0.00	0.0	0.0	0.000	A
C-AB	14.19	14.19	0.00	174.81	0.081	14.08	0.0	0.1	5.598	A
C-A	24.81	24.81	0.00			24.81				
A-B	0.00	0.00	0.00			0.00				
A-C	11.00	11.00	0.00			11.00				

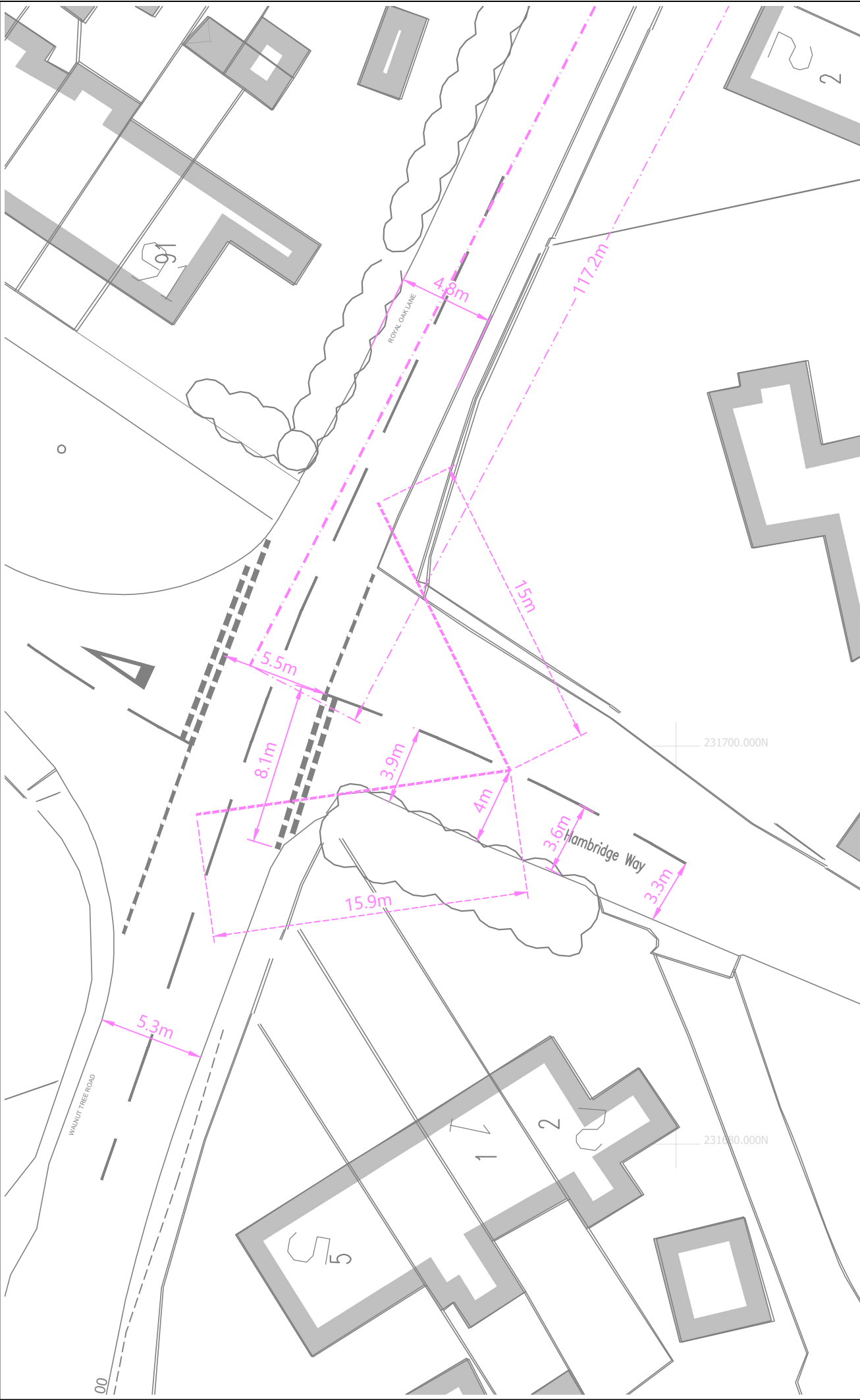
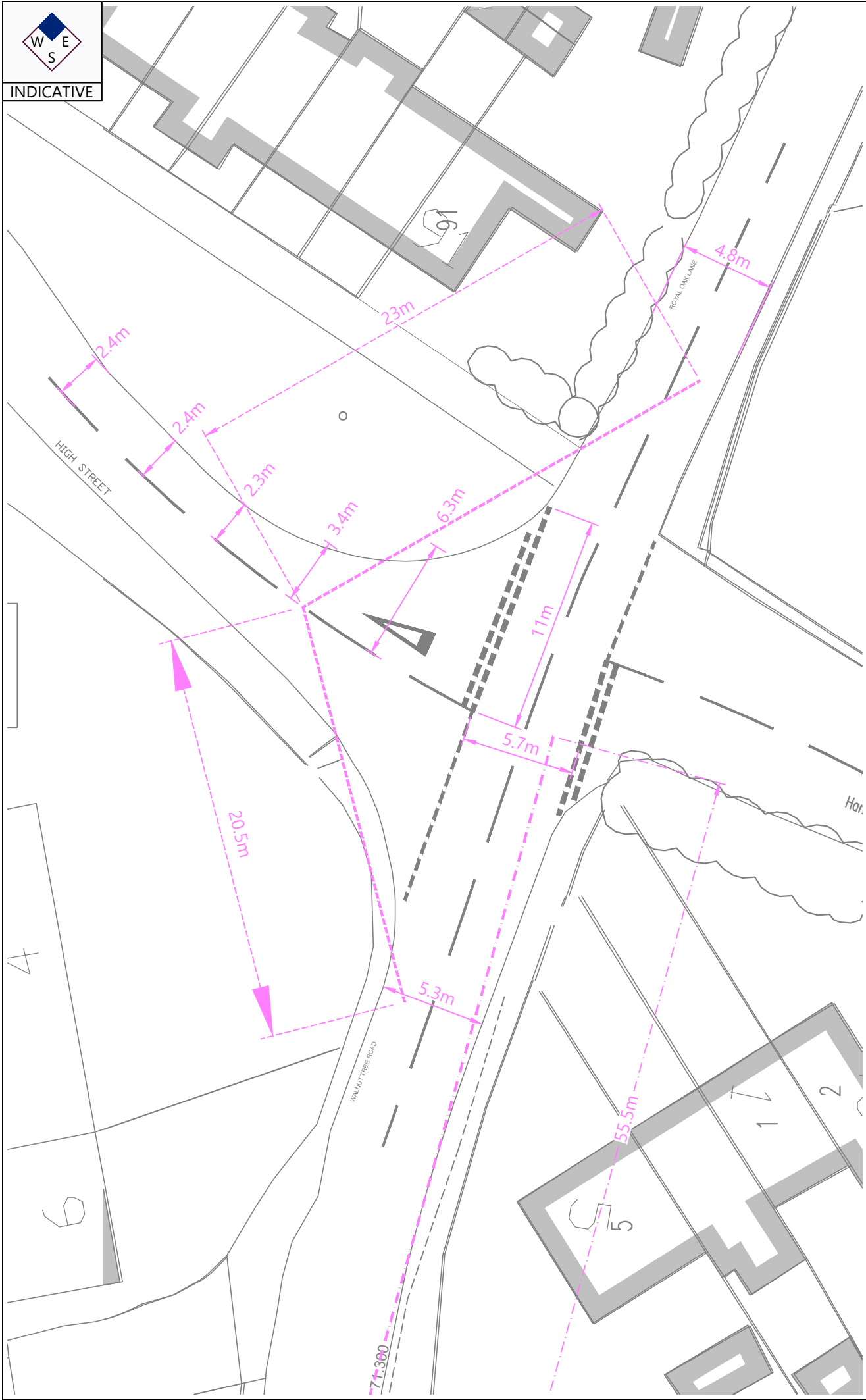
18:15 - 18:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1.00	1.00	0.00	156.10	0.006	1.01	0.0	0.0	5.802	A
B-A	0.00	0.00	0.00	96.37	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.01	0.01	0.00	169.21	0.000	0.12	0.1	0.0	5.327	A
C-A	17.99	17.99	0.00			17.99				
A-B	0.00	0.00	0.00			0.00				
A-C	10.00	10.00	0.00			10.00				

18:30 - 18:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2.00	2.00	0.00	147.43	0.014	1.99	0.0	0.0	6.187	A
B-A	2.00	2.00	0.00	116.23	0.017	1.98	0.0	0.0	7.877	A
C-AB	0.00	0.00	0.00	154.98	0.000	0.00	0.0	0.0	0.000	A
C-A	21.00	21.00	0.00			21.00				
A-B	2.00	2.00	0.00			2.00				
A-C	18.00	18.00	0.00			18.00				

APPENDIX F



Notes:

1. This drawing has been prepared by Transport Planning Associates for the benefit of our client and the content should not be relied upon by others without express written authority. If any unauthorised third party makes use of the drawing or information contained within the drawing, they do so at their own risk and no duty of care or skill is owed.
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2. Indicative un-surveyed existing road markings.
3. Based on Topographical Survey and OS Mapping Data.
4. Subject to confirmation of Highway Boundary.

Rev	Date	Drawn By	Checked By	Approved By	

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CLIENT: Blakeney Estates Ltd				
PROJECT: Land east of Walnut Tree Road, Pirton				
TITLE: Modelling Parameters - High Street Crossroads - Junction				
STATUS: FOR INFORMATION				
SCALE @A3: 1:250	DATE: 23.06.25	DRAWN: JA	CHECKED: AW	APPROVED: AW
PROJECT NO: 2210-050		DRAWING NO: MP01		REVISION: -

Junctions 11		
PICADY 11 - Priority Intersection Module		
Version: 11.0.0.2177		
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Filename: Hambridge Way Crossroads.j11

Path: Q:\22\10\050 - Land east of Walnut Tree Road, Pirton\04 Calculations and Analysis\Highway Impact Analysis\Picady\Hambridge Way Crossroads

Report generation date: 30/06/2025 14:14:35

-
- »Existing Junction Layout - 2025 | Surveyed | AM
 - »Existing Junction Layout - 2025 | Surveyed | PM
 - »Existing Junction Layout - 2030 | Base | AM
 - »Existing Junction Layout - 2030 | Base | PM
 - »Existing Junction Layout - 2030 | Total Forecast | AM
 - »Existing Junction Layout - 2030 | Total Forecast | PM
 - »Proposed Junction Improvement - 2030 | Total Forecast | AM
 - »Proposed Junction Improvement - 2030 | Total Forecast | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC
	Existing Junction Layout - 2025 - Surveyed							
Stream B-CD	A1 D1	0.0	9.36	0.01	A1 D2	0.0	7.05	0.02
Stream B-AD		0.0	7.55	0.02		0.0	7.56	0.02
Stream A-BCD		0.1	6.30	0.07		0.0	6.16	0.02
Stream D-AB		0.1	6.20	0.06		0.0	7.70	0.01
Stream D-B-C		0.1	8.57	0.10		0.1	7.73	0.06
Stream C-ABD		0.0	5.65	0.01		0.0	5.41	0.01
	Existing Junction Layout - 2030 - Base							
Stream B-CD	A1 D3	0.0	9.36	0.01	A1 D4	0.0	7.05	0.02
Stream B-AD		0.0	7.55	0.02		0.0	7.56	0.02
Stream A-BCD		0.1	6.35	0.08		0.0	6.17	0.02
Stream D-AB		0.1	6.21	0.06		0.0	7.72	0.01
Stream D-B-C		0.1	8.59	0.10		0.1	7.74	0.06
Stream C-ABD		0.0	5.65	0.01		0.0	5.41	0.01
	Existing Junction Layout - 2030 - Total Forecast							
Stream B-CD	A1 D5	0.0	9.37	0.01	A1 D6	0.0	7.07	0.02
Stream B-AD		0.0	7.58	0.02		0.0	7.57	0.02
Stream A-BCD		0.1	6.34	0.08		0.0	6.15	0.02
Stream D-AB		0.1	6.22	0.06		0.0	7.73	0.01
Stream D-B-C		0.1	8.63	0.10		0.1	7.75	0.06
Stream C-ABD		0.0	5.65	0.01		0.0	5.39	0.01

	AM				PM			
	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC
Proposed Junction Improvement - 2030 - Total Forecast								
Stream B-CD	A2 D5	0.0	10.49	0.01	A2 D6	0.0	7.82	0.02
Stream B-AD		0.0	8.26	0.02		0.0	8.49	0.02
Stream A-BCD		0.1	6.34	0.08		0.0	6.15	0.02
Stream D-AB		0.1	6.22	0.06		0.0	7.73	0.01
Stream D-B-C		0.1	8.63	0.10		0.1	7.75	0.06
Stream C-ABD		0.0	5.65	0.01		0.0	5.40	0.01

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

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

File summary

File Description

Title	
Location	
Site number	
Date	29/06/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TPA\laaron.webb
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	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	2025	Surveyed	AM	DIRECT	08:00	09:00	60	15	✓
D2	2025	Surveyed	PM	DIRECT	17:45	18:45	60	15	✓
D3	2030	Base	AM	DIRECT	08:00	09:00	60	15	✓
D4	2030	Base	PM	DIRECT	17:45	18:45	60	15	✓
D5	2030	Total Forecast	AM	DIRECT	08:00	09:00	60	15	✓
D6	2030	Total Forecast	PM	DIRECT	17:45	18:45	60	15	✓

Existing Junction Layout - 2025 | Surveyed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Royal Oak Lane - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	B - Hambridge Way - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Hambridge Way - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Walnut Tree Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	D - High Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Junction Layout	✓	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	Crossroads	Two-way	Two-way	Two-way	Two-way		4.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.13	A

Arms

Arms

Arm	Name	Description	Arm type
A	Royal Oak Lane		Major
B	Hambridge Way		Minor
C	Walnut Tree Road		Major
D	High Street		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Royal Oak Lane	5.05			55.5	✓	0.00
C - Walnut Tree Road	5.05			117.2	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Hambridge Way	One lane plus flare	8.10	3.90	3.90	3.60	3.30	✓	1.00	16	15
D - High Street	One lane plus flare	10.00	6.30	3.40	2.30	2.30	✓	1.00	23	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/TS)	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
A-D	151.526	-	-	-	-	-	-	0.245	0.349	0.245	-	-	-
B-A	134.075	0.102	0.257	0.257	-	-	-	0.162	0.367	-	0.257	0.257	0.129
B-C	159.930	0.102	0.258	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	123.769	0.094	0.237	0.237	-	-	-	0.149	0.339	0.149	-	-	-
B-D, offside lane	134.075	0.102	0.257	0.257	-	-	-	0.162	0.367	0.162	-	-	-
C-B	160.459	0.259	0.259	0.370	-	-	-	-	-	-	-	-	-
D-A	172.295	-	-	-	-	-	-	0.278	-	0.110	-	-	-
D-B, nearside lane	133.956	0.162	0.162	0.367	-	-	-	0.257	0.257	0.102	-	-	-
D-B, offside lane	127.893	0.154	0.154	0.350	-	-	-	0.245	0.245	0.097	-	-	-
D-C	127.893	-	0.154	0.350	0.123	0.245	0.245	0.245	0.245	0.097	-	-	-

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	2025	Surveyed	AM	DIRECT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Royal Oak Lane		DIRECT	✓	100.000
B - Hambridge Way		DIRECT	✓	100.000
C - Walnut Tree Road		DIRECT	✓	100.000
D - High Street		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15		To				
	From		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
		A - Royal Oak Lane	0.00	0.00	7.00	10.00
		B - Hambridge Way	1.00	0.00	0.00	0.00
		C - Walnut Tree Road	5.00	1.00	0.00	6.00
		D - High Street	6.00	2.00	11.00	0.00

Demand (Veh/TS)

08:15 - 08:30		To				
	From		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
		A - Royal Oak Lane	0.00	1.00	5.00	1.00
		B - Hambridge Way	1.00	0.00	1.00	1.00
		C - Walnut Tree Road	3.00	2.00	0.00	2.00
		D - High Street	3.00	1.00	8.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0.00	0.00	10.00	6.00
	B - Hambridge Way	0.00	0.00	1.00	1.00
	C - Walnut Tree Road	7.00	1.00	0.00	4.00
	D - High Street	5.00	0.00	4.00	0.00

Demand (Veh/TS)

08:45 - 09:00

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0.00	0.00	3.00	2.00
	B - Hambridge Way	2.00	0.00	0.00	1.00
	C - Walnut Tree Road	6.00	0.00	0.00	7.00
	D - High Street	9.00	0.00	4.00	0.00

Vehicle Mix

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

Heavy Vehicle %

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0	100	4	0
	B - Hambridge Way	0	0	50	0
	C - Walnut Tree Road	0	0	0	0
	D - High Street	4	0	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-CD	0.01	9.36	0.0	A	0.88	3.51
B-AD	0.02	7.55	0.0	A	1.37	5.49
A-BCD	0.07	6.30	0.1	A	4.99	19.98
A-B					0.25	0.99
A-C					6.01	24.03
D-AB	0.06	6.20	0.1	A	6.16	24.63
D-BC	0.10	8.57	0.1	A	7.09	28.37
C-ABD	0.01	5.65	0.0	A	1.05	4.21
C-D					4.73	18.91
C-A					5.22	20.88

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	0.00	107.72	0.000	0.00	0.0	0.0	0.000	A
B-AD	1.00	1.00	0.00	124.86	0.008	0.99	0.0	0.0	7.265	A
A-BCD	10.48	10.48	0.00	153.08	0.068	10.40	0.0	0.1	6.305	A
A-B	0.00	0.00	0.00			0.00				
A-C	6.52	6.52	0.00			6.52				
D-AB	7.09	7.09	0.00	152.13	0.047	7.05	0.0	0.0	6.202	A
D-BC	11.91	11.91	0.00	116.76	0.102	11.79	0.0	0.1	8.566	A
C-ABD	1.07	1.07	0.00	162.09	0.007	1.07	0.0	0.0	5.588	A
C-D	5.96	5.96	0.00			5.96				
C-A	4.97	4.97	0.00			4.97				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	1.50	1.50	0.00	120.22	0.013	1.49	0.0	0.0	7.579	A
B-AD	1.50	1.50	0.00	127.22	0.012	1.49	0.0	0.0	7.157	A
A-BCD	1.04	1.04	0.00	153.20	0.007	1.11	0.1	0.0	5.887	A
A-B	0.99	0.99	0.00			0.99				
A-C	4.96	4.96	0.00			4.96				
D-AB	3.53	3.53	0.00	151.25	0.023	3.56	0.0	0.0	6.093	A
D-BC	8.47	8.47	0.00	121.32	0.070	8.50	0.1	0.1	7.977	A
C-ABD	2.06	2.06	0.00	161.44	0.013	2.06	0.0	0.0	5.646	A
C-D	1.97	1.97	0.00			1.97				
C-A	2.96	2.96	0.00			2.96				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	1.50	1.50	0.00	117.45	0.013	1.50	0.0	0.0	7.758	A
B-AD	0.50	0.50	0.00	119.68	0.004	0.51	0.0	0.0	7.554	A
A-BCD	6.41	6.41	0.00	155.05	0.041	6.37	0.0	0.0	6.057	A
A-B	0.00	0.00	0.00			0.00				
A-C	9.59	9.59	0.00			9.59				
D-AB	5.00	5.00	0.00	153.60	0.033	4.99	0.0	0.0	6.039	A
D-BC	4.00	4.00	0.00	123.07	0.033	4.04	0.1	0.0	7.554	A
C-ABD	1.07	1.07	0.00	162.74	0.007	1.08	0.0	0.0	5.569	A
C-D	3.97	3.97	0.00			3.97				
C-A	6.95	6.95	0.00			6.95				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0.51	0.51	0.00	119.74	0.004	0.52	0.0	0.0	9.361	A
B-AD	2.49	2.49	0.00	129.17	0.019	2.48	0.0	0.0	7.103	A
A-BCD	2.04	2.04	0.00	150.31	0.014	2.07	0.0	0.0	6.080	A
A-B	0.00	0.00	0.00			0.00				
A-C	2.96	2.96	0.00			2.96				
D-AB	9.00	9.00	0.00	156.20	0.058	8.97	0.0	0.1	6.113	A
D-BC	4.00	4.00	0.00	120.85	0.033	4.00	0.0	0.0	7.701	A
C-ABD	0.00	0.00	0.00	158.89	0.000	0.01	0.0	0.0	0.000	A
C-D	7.00	7.00	0.00			7.00				
C-A	6.00	6.00	0.00			6.00				

Existing Junction Layout - 2025 | Surveyed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Royal Oak Lane - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	B - Hambridge Way - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Hambridge Way - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Walnut Tree Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	D - High Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Junction Layout	✓	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	Crossroads	Two-way	Two-way	Two-way	Two-way		2.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.30	A

Arms

Arms

Arm	Name	Description	Arm type
A	Royal Oak Lane		Major
B	Hambridge Way		Minor
C	Walnut Tree Road		Major
D	High Street		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Royal Oak Lane	5.05			55.5	✓	0.00
C - Walnut Tree Road	5.05			117.2	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Hambridge Way	One lane plus flare	8.10	3.90	3.90	3.60	3.30	✓	1.00	16	15
D - High Street	One lane plus flare	10.00	6.30	3.40	2.30	2.30	✓	1.00	23	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/TS)	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
A-D	151.526	-	-	-	-	-	-	0.245	0.349	0.245	-	-	-
B-A	131.744	0.100	0.253	0.253	-	-	-	0.159	0.361	-	0.253	0.253	0.126
B-C	174.991	0.112	0.282	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	135.424	0.103	0.260	0.260	-	-	-	0.163	0.371	0.163	-	-	-
B-D, offside lane	131.744	0.100	0.253	0.253	-	-	-	0.159	0.361	0.159	-	-	-
C-B	160.459	0.259	0.259	0.370	-	-	-	-	-	-	-	-	-
D-A	161.601	-	-	-	-	-	-	0.261	-	0.103	-	-	-
D-B, nearside lane	125.642	0.152	0.152	0.344	-	-	-	0.241	0.241	0.095	-	-	-
D-B, offside lane	131.219	0.158	0.158	0.359	-	-	-	0.252	0.252	0.100	-	-	-
D-C	131.219	-	0.158	0.359	0.126	0.252	0.252	0.252	0.252	0.100	-	-	-

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	2025	Surveyed	PM	DIRECT	17:45	18:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Royal Oak Lane		DIRECT	✓	100.000
B - Hambridge Way		DIRECT	✓	100.000
C - Walnut Tree Road		DIRECT	✓	100.000
D - High Street		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:45 - 18:00

	To				
From		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
	A - Royal Oak Lane	0.00	1.00	8.00	2.00
	B - Hambridge Way	1.00	0.00	0.00	3.00
	C - Walnut Tree Road	9.00	0.00	0.00	8.00
	D - High Street	1.00	0.00	5.00	0.00

Demand (Veh/TS)

18:00 - 18:15

	To				
From		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
	A - Royal Oak Lane	0.00	1.00	5.00	3.00
	B - Hambridge Way	1.00	0.00	1.00	0.00
	C - Walnut Tree Road	19.00	0.00	0.00	7.00
	D - High Street	1.00	1.00	5.00	0.00

Demand (Veh/TS)

18:15 - 18:30

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0.00	0.00	4.00	3.00
	B - Hambridge Way	0.00	0.00	2.00	1.00
	C - Walnut Tree Road	9.00	1.00	0.00	5.00
	D - High Street	1.00	1.00	4.00	0.00

Demand (Veh/TS)

18:30 - 18:45

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0.00	0.00	10.00	2.00
	B - Hambridge Way	0.00	0.00	1.00	0.00
	C - Walnut Tree Road	14.00	2.00	0.00	7.00
	D - High Street	0.00	1.00	7.00	0.00

Vehicle Mix

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

Heavy Vehicle %

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0	0	4	0
	B - Hambridge Way	0	0	0	0
	C - Walnut Tree Road	0	0	0	0
	D - High Street	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-CD	0.02	7.05	0.0	A	1.50	6.01
B-AD	0.02	7.56	0.0	A	1.00	3.99
A-BCD	0.02	6.16	0.0	A	2.62	10.48
A-B					0.49	1.97
A-C					6.64	26.56
D-AB	0.01	7.70	0.0	A	1.14	4.57
D-BC	0.06	7.73	0.1	A	5.61	22.43
C-ABD	0.01	5.41	0.0	A	0.84	3.37
C-D					6.72	26.87
C-A					12.69	50.75

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	1.51	1.51	0.00	129.22	0.012	1.50	0.0	0.0	7.046	A
B-AD	2.49	2.49	0.00	126.49	0.020	2.47	0.0	0.0	7.257	A
A-BCD	2.12	2.12	0.00	153.32	0.014	2.11	0.0	0.0	5.952	A
A-B	0.99	0.99	0.00			0.99				
A-C	7.89	7.89	0.00			7.89				
D-AB	1.00	1.00	0.00	156.84	0.006	0.99	0.0	0.0	5.774	A
D-BC	5.00	5.00	0.00	125.24	0.040	4.96	0.0	0.0	7.481	A
C-ABD	0.00	0.00	0.00	157.31	0.000	0.00	0.0	0.0	0.000	A
C-D	8.00	8.00	0.00			8.00				
C-A	9.00	9.00	0.00			9.00				

18:00 - 18:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	1.00	1.00	0.00	172.37	0.006	1.01	0.0	0.0	5.253	A
B-AD	1.00	1.00	0.00	125.41	0.008	1.01	0.0	0.0	7.237	A
A-BCD	3.13	3.13	0.00	149.17	0.021	3.12	0.0	0.0	6.163	A
A-B	0.98	0.98	0.00			0.98				
A-C	4.89	4.89	0.00			4.89				
D-AB	1.52	1.52	0.00	142.52	0.011	1.52	0.0	0.0	6.382	A
D-BC	5.48	5.48	0.00	122.32	0.045	5.47	0.0	0.0	7.702	A
C-ABD	0.00	0.00	0.00	157.74	0.000	0.00	0.0	0.0	0.000	A
C-D	7.00	7.00	0.00			7.00				
C-A	19.00	19.00	0.00			19.00				

18:15 - 18:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	2.50	2.50	0.00	161.35	0.015	2.49	0.0	0.0	5.665	A
B-AD	0.50	0.50	0.00	119.63	0.004	0.50	0.0	0.0	7.557	A
A-BCD	3.08	3.08	0.00	150.39	0.021	3.08	0.0	0.0	6.110	A
A-B	0.00	0.00	0.00			0.00				
A-C	3.92	3.92	0.00			3.92				
D-AB	1.52	1.52	0.00	147.80	0.010	1.52	0.0	0.0	6.151	A
D-BC	4.48	4.48	0.00	123.89	0.036	4.49	0.0	0.0	7.537	A
C-ABD	1.09	1.09	0.00	167.34	0.007	1.08	0.0	0.0	5.413	A
C-D	4.97	4.97	0.00			4.97				
C-A	8.94	8.94	0.00			8.94				

18:30 - 18:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	1.00	1.00	0.00	170.16	0.006	1.01	0.0	0.0	5.320	A
B-AD	0.00	0.00	0.00	117.00	0.000	0.00	0.0	0.0	0.000	A
A-BCD	2.14	2.14	0.00	152.32	0.014	2.15	0.0	0.0	5.987	A
A-B	0.00	0.00	0.00			0.00				
A-C	9.86	9.86	0.00			9.86				
D-AB	0.53	0.53	0.00	117.39	0.005	0.53	0.0	0.0	7.703	A
D-BC	7.47	7.47	0.00	123.88	0.060	7.45	0.0	0.1	7.728	A
C-ABD	2.28	2.28	0.00	170.69	0.013	2.27	0.0	0.0	5.343	A
C-D	6.91	6.91	0.00			6.91				
C-A	13.81	13.81	0.00			13.81				

Existing Junction Layout - 2030 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Royal Oak Lane - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	B - Hambridge Way - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Hambridge Way - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Walnut Tree Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	D - High Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Junction Layout	✓	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	Crossroads	Two-way	Two-way	Two-way	Two-way		4.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.16	A

Arms

Arms

Arm	Name	Description	Arm type
A	Royal Oak Lane		Major
B	Hambridge Way		Minor
C	Walnut Tree Road		Major
D	High Street		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Royal Oak Lane	5.05			55.5	✓	0.00
C - Walnut Tree Road	5.05			117.2	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Hambridge Way	One lane plus flare	8.10	3.90	3.90	3.60	3.30	✓	1.00	16	15
D - High Street	One lane plus flare	10.00	6.30	3.40	2.30	2.30	✓	1.00	23	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/TS)	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
A-D	151.526	-	-	-	-	-	-	0.245	0.349	0.245	-	-	-
B-A	134.075	0.102	0.257	0.257	-	-	-	0.162	0.367	-	0.257	0.257	0.129
B-C	159.930	0.102	0.258	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	123.769	0.094	0.237	0.237	-	-	-	0.149	0.339	0.149	-	-	-
B-D, offside lane	134.075	0.102	0.257	0.257	-	-	-	0.162	0.367	0.162	-	-	-
C-B	160.459	0.259	0.259	0.370	-	-	-	-	-	-	-	-	-
D-A	172.295	-	-	-	-	-	-	0.278	-	0.110	-	-	-
D-B, nearside lane	133.956	0.162	0.162	0.367	-	-	-	0.257	0.257	0.102	-	-	-
D-B, offside lane	127.893	0.154	0.154	0.350	-	-	-	0.245	0.245	0.097	-	-	-
D-C	127.893	-	0.154	0.350	0.123	0.245	0.245	0.245	0.245	0.097	-	-	-

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	AM	DIRECT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Royal Oak Lane		DIRECT	✓	100.000
B - Hambridge Way		DIRECT	✓	100.000
C - Walnut Tree Road		DIRECT	✓	100.000
D - High Street		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15		To				
	From		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
		A - Royal Oak Lane	0.00	0.00	7.00	11.00
		B - Hambridge Way	1.00	0.00	0.00	0.00
		C - Walnut Tree Road	5.00	1.00	0.00	6.00
		D - High Street	6.00	2.00	11.00	0.00

Demand (Veh/TS)

08:15 - 08:30		To				
	From		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
		A - Royal Oak Lane	0.00	1.00	5.00	1.00
		B - Hambridge Way	1.00	0.00	1.00	1.00
		C - Walnut Tree Road	3.00	2.00	0.00	2.00
		D - High Street	3.00	1.00	8.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0.00	0.00	10.00	6.00
	B - Hambridge Way	0.00	0.00	1.00	1.00
	C - Walnut Tree Road	7.00	1.00	0.00	4.00
	D - High Street	5.00	0.00	4.00	0.00

Demand (Veh/TS)

08:45 - 09:00

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0.00	0.00	3.00	2.00
	B - Hambridge Way	2.00	0.00	0.00	1.00
	C - Walnut Tree Road	6.00	0.00	0.00	7.00
	D - High Street	9.00	0.00	4.00	0.00

Vehicle Mix

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

Heavy Vehicle %

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0	100	4	0
	B - Hambridge Way	0	0	50	0
	C - Walnut Tree Road	0	0	0	0
	D - High Street	4	0	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-CD	0.01	9.36	0.0	A	0.88	3.51
B-AD	0.02	7.55	0.0	A	1.37	5.49
A-BCD	0.08	6.35	0.1	A	5.26	21.03
A-B					0.25	0.99
A-C					6.00	23.98
D-AB	0.06	6.21	0.1	A	6.16	24.63
D-BC	0.10	8.59	0.1	A	7.09	28.37
C-ABD	0.01	5.65	0.0	A	1.05	4.21
C-D					4.73	18.91
C-A					5.22	20.88

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	0.00	107.59	0.000	0.00	0.0	0.0	0.000	A
B-AD	1.00	1.00	0.00	124.60	0.008	0.99	0.0	0.0	7.280	A
A-BCD	11.53	11.53	0.00	153.08	0.075	11.44	0.0	0.1	6.352	A
A-B	0.00	0.00	0.00			0.00				
A-C	6.47	6.47	0.00			6.47				
D-AB	7.09	7.09	0.00	152.04	0.047	7.05	0.0	0.0	6.206	A
D-BC	11.91	11.91	0.00	116.42	0.102	11.79	0.0	0.1	8.594	A
C-ABD	1.07	1.07	0.00	161.73	0.007	1.07	0.0	0.0	5.601	A
C-D	5.96	5.96	0.00			5.96				
C-A	4.97	4.97	0.00			4.97				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	1.50	1.50	0.00	120.22	0.013	1.49	0.0	0.0	7.579	A
B-AD	1.50	1.50	0.00	127.22	0.012	1.49	0.0	0.0	7.157	A
A-BCD	1.04	1.04	0.00	153.19	0.007	1.12	0.1	0.0	5.887	A
A-B	0.99	0.99	0.00			0.99				
A-C	4.96	4.96	0.00			4.96				
D-AB	3.53	3.53	0.00	151.25	0.023	3.56	0.0	0.0	6.093	A
D-BC	8.47	8.47	0.00	121.31	0.070	8.50	0.1	0.1	7.976	A
C-ABD	2.06	2.06	0.00	161.44	0.013	2.06	0.0	0.0	5.646	A
C-D	1.97	1.97	0.00			1.97				
C-A	2.96	2.96	0.00			2.96				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	1.50	1.50	0.00	117.45	0.013	1.50	0.0	0.0	7.758	A
B-AD	0.50	0.50	0.00	119.68	0.004	0.51	0.0	0.0	7.551	A
A-BCD	6.41	6.41	0.00	155.05	0.041	6.37	0.0	0.0	6.057	A
A-B	0.00	0.00	0.00			0.00				
A-C	9.59	9.59	0.00			9.59				
D-AB	5.00	5.00	0.00	153.60	0.033	4.99	0.0	0.0	6.039	A
D-BC	4.00	4.00	0.00	123.07	0.033	4.04	0.1	0.0	7.554	A
C-ABD	1.07	1.07	0.00	162.74	0.007	1.08	0.0	0.0	5.569	A
C-D	3.97	3.97	0.00			3.97				
C-A	6.95	6.95	0.00			6.95				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0.51	0.51	0.00	119.74	0.004	0.52	0.0	0.0	9.363	A
B-AD	2.49	2.49	0.00	129.17	0.019	2.48	0.0	0.0	7.103	A
A-BCD	2.04	2.04	0.00	150.31	0.014	2.07	0.0	0.0	6.082	A
A-B	0.00	0.00	0.00			0.00				
A-C	2.96	2.96	0.00			2.96				
D-AB	9.00	9.00	0.00	156.20	0.058	8.97	0.0	0.1	6.113	A
D-BC	4.00	4.00	0.00	120.85	0.033	4.00	0.0	0.0	7.701	A
C-ABD	0.00	0.00	0.00	158.89	0.000	0.01	0.0	0.0	0.000	A
C-D	7.00	7.00	0.00			7.00				
C-A	6.00	6.00	0.00			6.00				

Existing Junction Layout - 2030 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Royal Oak Lane - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	B - Hambridge Way - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Hambridge Way - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Walnut Tree Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	D - High Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Junction Layout	✓	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	Crossroads	Two-way	Two-way	Two-way	Two-way		2.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.28	A

Arms

Arms

Arm	Name	Description	Arm type
A	Royal Oak Lane		Major
B	Hambridge Way		Minor
C	Walnut Tree Road		Major
D	High Street		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Royal Oak Lane	5.05			55.5	✓	0.00
C - Walnut Tree Road	5.05			117.2	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Hambridge Way	One lane plus flare	8.10	3.90	3.90	3.60	3.30	✓	1.00	16	15
D - High Street	One lane plus flare	10.00	6.30	3.40	2.30	2.30	✓	1.00	23	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/TS)	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
A-D	151.526	-	-	-	-	-	-	0.245	0.349	0.245	-	-	-
B-A	131.744	0.100	0.253	0.253	-	-	-	0.159	0.361	-	0.253	0.253	0.126
B-C	174.991	0.112	0.282	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	135.424	0.103	0.260	0.260	-	-	-	0.163	0.371	0.163	-	-	-
B-D, offside lane	131.744	0.100	0.253	0.253	-	-	-	0.159	0.361	0.159	-	-	-
C-B	160.459	0.259	0.259	0.370	-	-	-	-	-	-	-	-	-
D-A	161.601	-	-	-	-	-	-	0.261	-	0.103	-	-	-
D-B, nearside lane	125.642	0.152	0.152	0.344	-	-	-	0.241	0.241	0.095	-	-	-
D-B, offside lane	131.219	0.158	0.158	0.359	-	-	-	0.252	0.252	0.100	-	-	-
D-C	131.219	-	0.158	0.359	0.126	0.252	0.252	0.252	0.252	0.100	-	-	-

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	PM	DIRECT	17:45	18:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Royal Oak Lane		DIRECT	✓	100.000
B - Hambridge Way		DIRECT	✓	100.000
C - Walnut Tree Road		DIRECT	✓	100.000
D - High Street		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:45 - 18:00

	To				
From		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
	A - Royal Oak Lane	0.00	1.00	8.00	2.00
	B - Hambridge Way	1.00	0.00	0.00	3.00
	C - Walnut Tree Road	9.00	0.00	0.00	8.00
	D - High Street	1.00	0.00	5.00	0.00

Demand (Veh/TS)

18:00 - 18:15

	To				
From		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
	A - Royal Oak Lane	0.00	1.00	5.00	3.00
	B - Hambridge Way	1.00	0.00	1.00	0.00
	C - Walnut Tree Road	20.00	0.00	0.00	7.00
	D - High Street	1.00	1.00	5.00	0.00

Demand (Veh/TS)

18:15 - 18:30

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0.00	0.00	4.00	3.00
	B - Hambridge Way	0.00	0.00	2.00	1.00
	C - Walnut Tree Road	9.00	1.00	0.00	5.00
	D - High Street	1.00	1.00	4.00	0.00

Demand (Veh/TS)

18:30 - 18:45

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0.00	0.00	10.00	2.00
	B - Hambridge Way	0.00	0.00	1.00	0.00
	C - Walnut Tree Road	15.00	2.00	0.00	7.00
	D - High Street	0.00	1.00	7.00	0.00

Vehicle Mix

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

Heavy Vehicle %

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0	0	4	0
	B - Hambridge Way	0	0	0	0
	C - Walnut Tree Road	0	0	0	0
	D - High Street	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-CD	0.02	7.05	0.0	A	1.50	6.01
B-AD	0.02	7.56	0.0	A	1.00	3.99
A-BCD	0.02	6.17	0.0	A	2.62	10.48
A-B					0.49	1.97
A-C					6.64	26.56
D-AB	0.01	7.72	0.0	A	1.14	4.57
D-BC	0.06	7.74	0.1	A	5.61	22.43
C-ABD	0.01	5.41	0.0	A	0.85	3.39
C-D					6.72	26.87
C-A					13.18	52.74

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	1.51	1.51	0.00	129.22	0.012	1.50	0.0	0.0	7.046	A
B-AD	2.49	2.49	0.00	126.49	0.020	2.47	0.0	0.0	7.257	A
A-BCD	2.12	2.12	0.00	153.32	0.014	2.11	0.0	0.0	5.952	A
A-B	0.99	0.99	0.00			0.99				
A-C	7.89	7.89	0.00			7.89				
D-AB	1.00	1.00	0.00	156.84	0.006	0.99	0.0	0.0	5.774	A
D-BC	5.00	5.00	0.00	125.24	0.040	4.96	0.0	0.0	7.481	A
C-ABD	0.00	0.00	0.00	157.31	0.000	0.00	0.0	0.0	0.000	A
C-D	8.00	8.00	0.00			8.00				
C-A	9.00	9.00	0.00			9.00				

18:00 - 18:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	1.00	1.00	0.00	172.36	0.006	1.01	0.0	0.0	5.251	A
B-AD	1.00	1.00	0.00	125.25	0.008	1.01	0.0	0.0	7.246	A
A-BCD	3.13	3.13	0.00	148.93	0.021	3.12	0.0	0.0	6.174	A
A-B	0.98	0.98	0.00			0.98				
A-C	4.89	4.89	0.00			4.89				
D-AB	1.52	1.52	0.00	142.25	0.011	1.52	0.0	0.0	6.394	A
D-BC	5.48	5.48	0.00	122.07	0.045	5.47	0.0	0.0	7.719	A
C-ABD	0.00	0.00	0.00	157.74	0.000	0.00	0.0	0.0	0.000	A
C-D	7.00	7.00	0.00			7.00				
C-A	20.00	20.00	0.00			20.00				

18:15 - 18:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	2.50	2.50	0.00	161.35	0.015	2.49	0.0	0.0	5.665	A
B-AD	0.50	0.50	0.00	119.63	0.004	0.50	0.0	0.0	7.557	A
A-BCD	3.08	3.08	0.00	150.39	0.021	3.08	0.0	0.0	6.112	A
A-B	0.00	0.00	0.00			0.00				
A-C	3.92	3.92	0.00			3.92				
D-AB	1.52	1.52	0.00	147.80	0.010	1.52	0.0	0.0	6.151	A
D-BC	4.48	4.48	0.00	123.89	0.036	4.49	0.0	0.0	7.540	A
C-ABD	1.09	1.09	0.00	167.34	0.007	1.08	0.0	0.0	5.413	A
C-D	4.97	4.97	0.00			4.97				
C-A	8.94	8.94	0.00			8.94				

18:30 - 18:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	1.00	1.00	0.00	170.16	0.006	1.01	0.0	0.0	5.322	A
B-AD	0.00	0.00	0.00	116.86	0.000	0.00	0.0	0.0	0.000	A
A-BCD	2.14	2.14	0.00	152.08	0.014	2.15	0.0	0.0	5.999	A
A-B	0.00	0.00	0.00			0.00				
A-C	9.86	9.86	0.00			9.86				
D-AB	0.53	0.53	0.00	117.14	0.005	0.53	0.0	0.0	7.718	A
D-BC	7.47	7.47	0.00	123.63	0.060	7.45	0.0	0.1	7.744	A
C-ABD	2.30	2.30	0.00	171.34	0.013	2.29	0.0	0.0	5.323	A
C-D	6.91	6.91	0.00			6.91				
C-A	14.80	14.80	0.00			14.80				

Existing Junction Layout - 2030 | Total Forecast | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Royal Oak Lane - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	B - Hambridge Way - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Hambridge Way - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Walnut Tree Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	D - High Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Junction Layout	✓	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	Crossroads	Two-way	Two-way	Two-way	Two-way		4.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.04	A

Arms

Arms

Arm	Name	Description	Arm type
A	Royal Oak Lane		Major
B	Hambridge Way		Minor
C	Walnut Tree Road		Major
D	High Street		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Royal Oak Lane	5.05			55.5	✓	0.00
C - Walnut Tree Road	5.05			117.2	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Hambridge Way	One lane plus flare	8.10	3.90	3.90	3.60	3.30	✓	1.00	16	15
D - High Street	One lane plus flare	10.00	6.30	3.40	2.30	2.30	✓	1.00	23	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/TS)	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
A-D	151.526	-	-	-	-	-	-	0.245	0.349	0.245	-	-	-
B-A	134.075	0.102	0.257	0.257	-	-	-	0.162	0.367	-	0.257	0.257	0.129
B-C	159.930	0.102	0.258	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	123.769	0.094	0.237	0.237	-	-	-	0.149	0.339	0.149	-	-	-
B-D, offside lane	134.075	0.102	0.257	0.257	-	-	-	0.162	0.367	0.162	-	-	-
C-B	160.459	0.259	0.259	0.370	-	-	-	-	-	-	-	-	-
D-A	172.295	-	-	-	-	-	-	0.278	-	0.110	-	-	-
D-B, nearside lane	133.956	0.162	0.162	0.367	-	-	-	0.257	0.257	0.102	-	-	-
D-B, offside lane	127.893	0.154	0.154	0.350	-	-	-	0.245	0.245	0.097	-	-	-
D-C	127.893	-	0.154	0.350	0.123	0.245	0.245	0.245	0.245	0.097	-	-	-

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	Total Forecast	AM	DIRECT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Royal Oak Lane		DIRECT	✓	100.000
B - Hambridge Way		DIRECT	✓	100.000
C - Walnut Tree Road		DIRECT	✓	100.000
D - High Street		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15

	To				
From		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
	A - Royal Oak Lane	0.00	0.00	8.00	11.00
	B - Hambridge Way	1.00	0.00	0.00	0.00
	C - Walnut Tree Road	6.00	1.00	0.00	6.00
	D - High Street	6.00	2.00	11.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0.00	1.00	5.00	1.00
	B - Hambridge Way	1.00	0.00	1.00	1.00
	C - Walnut Tree Road	3.00	2.00	0.00	2.00
	D - High Street	3.00	1.00	8.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0.00	0.00	11.00	6.00
	B - Hambridge Way	0.00	0.00	1.00	1.00
	C - Walnut Tree Road	8.00	1.00	0.00	4.00
	D - High Street	5.00	0.00	4.00	0.00

Demand (Veh/TS)

08:45 - 09:00

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0.00	0.00	3.00	2.00
	B - Hambridge Way	2.00	0.00	0.00	1.00
	C - Walnut Tree Road	7.00	0.00	0.00	7.00
	D - High Street	9.00	0.00	4.00	0.00

Vehicle Mix

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

Heavy Vehicle %

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0	100	4	0
	B - Hambridge Way	0	0	50	0
	C - Walnut Tree Road	0	0	0	0
	D - High Street	4	0	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-CD	0.01	9.37	0.0	A	0.88	3.51
B-AD	0.02	7.58	0.0	A	1.37	5.49
ABCD	0.08	6.34	0.1	A	5.29	21.15
A-B					0.25	0.99
A-C					6.46	25.86
D-AB	0.06	6.22	0.1	A	6.16	24.63
D-BC	0.10	8.63	0.1	A	7.09	28.37
C-ABD	0.01	5.65	0.0	A	1.06	4.22
C-D					4.73	18.91
C-A					5.97	23.87

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	0.00	107.30	0.000	0.00	0.0	0.0	0.000	A
B-AD	1.00	1.00	0.00	124.18	0.008	0.99	0.0	0.0	7.305	A
A-BCD	11.60	11.60	0.00	153.50	0.076	11.52	0.0	0.1	6.336	A
A-B	0.00	0.00	0.00			0.00				
A-C	7.40	7.40	0.00			7.40				
D-AB	7.10	7.10	0.00	151.72	0.047	7.05	0.0	0.0	6.219	A
D-BC	11.90	11.90	0.00	116.03	0.103	11.79	0.0	0.1	8.626	A
C-ABD	1.08	1.08	0.00	162.12	0.007	1.07	0.0	0.0	5.588	A
C-D	5.96	5.96	0.00			5.96				
C-A	5.96	5.96	0.00			5.96				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	1.50	1.50	0.00	120.22	0.013	1.49	0.0	0.0	7.580	A
B-AD	1.50	1.50	0.00	127.22	0.012	1.49	0.0	0.0	7.157	A
A-BCD	1.04	1.04	0.00	153.19	0.007	1.12	0.1	0.0	5.891	A
A-B	0.99	0.99	0.00			0.99				
A-C	4.96	4.96	0.00			4.96				
D-AB	3.53	3.53	0.00	151.25	0.023	3.56	0.0	0.0	6.095	A
D-BC	8.47	8.47	0.00	121.31	0.070	8.50	0.1	0.1	7.976	A
C-ABD	2.06	2.06	0.00	161.44	0.013	2.06	0.0	0.0	5.646	A
C-D	1.97	1.97	0.00			1.97				
C-A	2.96	2.96	0.00			2.96				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	1.50	1.50	0.00	117.19	0.013	1.50	0.0	0.0	7.776	A
B-AD	0.50	0.50	0.00	119.28	0.004	0.51	0.0	0.0	7.580	A
A-BCD	6.46	6.46	0.00	155.47	0.042	6.42	0.0	0.0	6.041	A
A-B	0.00	0.00	0.00			0.00				
A-C	10.54	10.54	0.00			10.54				
D-AB	5.00	5.00	0.00	153.35	0.033	4.99	0.0	0.0	6.050	A
D-BC	4.00	4.00	0.00	122.66	0.033	4.04	0.1	0.0	7.577	A
C-ABD	1.08	1.08	0.00	163.13	0.007	1.09	0.0	0.0	5.555	A
C-D	3.97	3.97	0.00			3.97				
C-A	7.95	7.95	0.00			7.95				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0.51	0.51	0.00	119.59	0.004	0.52	0.0	0.0	9.372	A
B-AD	2.49	2.49	0.00	129.01	0.019	2.48	0.0	0.0	7.112	A
A-BCD	2.04	2.04	0.00	150.07	0.014	2.08	0.0	0.0	6.091	A
A-B	0.00	0.00	0.00			0.00				
A-C	2.96	2.96	0.00			2.96				
D-AB	9.00	9.00	0.00	155.94	0.058	8.97	0.0	0.1	6.124	A
D-BC	4.00	4.00	0.00	120.61	0.033	4.00	0.0	0.0	7.717	A
C-ABD	0.00	0.00	0.00	158.89	0.000	0.01	0.0	0.0	0.000	A
C-D	7.00	7.00	0.00			7.00				
C-A	7.00	7.00	0.00			7.00				

Existing Junction Layout - 2030 | Total Forecast | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Royal Oak Lane - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	B - Hambridge Way - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Hambridge Way - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Walnut Tree Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	D - High Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Junction Layout	✓	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	Crossroads	Two-way	Two-way	Two-way	Two-way		2.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.21	A

Arms

Arms

Arm	Name	Description	Arm type
A	Royal Oak Lane		Major
B	Hambridge Way		Minor
C	Walnut Tree Road		Major
D	High Street		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Royal Oak Lane	5.05			55.5	✓	0.00
C - Walnut Tree Road	5.05			117.2	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Hambridge Way	One lane plus flare	8.10	3.90	3.90	3.60	3.30	✓	1.00	16	15
D - High Street	One lane plus flare	10.00	6.30	3.40	2.30	2.30	✓	1.00	23	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/TS)	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
A-D	151.526	-	-	-	-	-	-	0.245	0.349	0.245	-	-	-
B-A	131.744	0.100	0.253	0.253	-	-	-	0.159	0.361	-	0.253	0.253	0.126
B-C	174.991	0.112	0.282	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	135.424	0.103	0.260	0.260	-	-	-	0.163	0.371	0.163	-	-	-
B-D, offside lane	131.744	0.100	0.253	0.253	-	-	-	0.159	0.361	0.159	-	-	-
C-B	160.459	0.259	0.259	0.370	-	-	-	-	-	-	-	-	-
D-A	161.601	-	-	-	-	-	-	0.261	-	0.103	-	-	-
D-B, nearside lane	125.642	0.152	0.152	0.344	-	-	-	0.241	0.241	0.095	-	-	-
D-B, offside lane	131.219	0.158	0.158	0.359	-	-	-	0.252	0.252	0.100	-	-	-
D-C	131.219	-	0.158	0.359	0.126	0.252	0.252	0.252	0.252	0.100	-	-	-

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	Total Forecast	PM	DIRECT	17:45	18:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Royal Oak Lane		DIRECT	✓	100.000
B - Hambridge Way		DIRECT	✓	100.000
C - Walnut Tree Road		DIRECT	✓	100.000
D - High Street		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:45 - 18:00

	To				
From		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
	A - Royal Oak Lane	0.00	1.00	9.00	2.00
	B - Hambridge Way	1.00	0.00	0.00	3.00
	C - Walnut Tree Road	10.00	0.00	0.00	8.00
	D - High Street	1.00	0.00	5.00	0.00

Demand (Veh/TS)

18:00 - 18:15

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0.00	1.00	6.00	3.00
	B - Hambridge Way	1.00	0.00	1.00	0.00
	C - Walnut Tree Road	20.00	0.00	0.00	7.00
	D - High Street	1.00	1.00	5.00	0.00

Demand (Veh/TS)

18:15 - 18:30

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0.00	0.00	4.00	3.00
	B - Hambridge Way	0.00	0.00	2.00	1.00
	C - Walnut Tree Road	10.00	1.00	0.00	5.00
	D - High Street	1.00	1.00	4.00	0.00

Demand (Veh/TS)

18:30 - 18:45

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0.00	0.00	11.00	2.00
	B - Hambridge Way	0.00	0.00	1.00	0.00
	C - Walnut Tree Road	15.00	2.00	0.00	7.00
	D - High Street	0.00	1.00	7.00	0.00

Vehicle Mix

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

Heavy Vehicle %

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0	0	3	0
	B - Hambridge Way	0	0	0	0
	C - Walnut Tree Road	0	0	0	0
	D - High Street	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-CD	0.02	7.07	0.0	A	1.50	6.01
B-AD	0.02	7.57	0.0	A	1.00	3.99
ABCD	0.02	6.15	0.0	A	2.63	10.53
A-B					0.49	1.96
A-C					7.38	29.51
D-AB	0.01	7.73	0.0	A	1.14	4.57
D-BC	0.06	7.75	0.1	A	5.61	22.43
C-ABD	0.01	5.39	0.0	A	0.85	3.39
C-D					6.72	26.87
C-A					13.68	54.73

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	1.51	1.51	0.00	128.81	0.012	1.50	0.0	0.0	7.068	A
B-AD	2.49	2.49	0.00	126.09	0.020	2.47	0.0	0.0	7.280	A
ABCD	2.14	2.14	0.00	153.77	0.014	2.12	0.0	0.0	5.934	A
AB	0.99	0.99	0.00			0.99				
AC	8.87	8.87	0.00			8.87				
D-AB	1.00	1.00	0.00	156.58	0.006	0.99	0.0	0.0	5.784	A
D-BC	5.00	5.00	0.00	124.84	0.040	4.96	0.0	0.0	7.506	A
C-ABD	0.00	0.00	0.00	157.06	0.000	0.00	0.0	0.0	0.000	A
C-D	8.00	8.00	0.00			8.00				
C-A	10.00	10.00	0.00			10.00				

18:00 - 18:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	1.00	1.00	0.00	172.08	0.006	1.01	0.0	0.0	5.260	A
B-AD	1.00	1.00	0.00	125.00	0.008	1.01	0.0	0.0	7.261	A
ABCD	3.15	3.15	0.00	149.61	0.021	3.14	0.0	0.0	6.145	A
AB	0.98	0.98	0.00			0.98				
AC	5.87	5.87	0.00			5.87				
D-AB	1.52	1.52	0.00	142.18	0.011	1.52	0.0	0.0	6.397	A
D-BC	5.48	5.48	0.00	121.91	0.045	5.47	0.0	0.0	7.729	A
C-ABD	0.00	0.00	0.00	157.48	0.000	0.00	0.0	0.0	0.000	A
C-D	7.00	7.00	0.00			7.00				
C-A	20.00	20.00	0.00			20.00				

18:15 - 18:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	2.50	2.50	0.00	161.31	0.016	2.49	0.0	0.0	5.666	A
B-AD	0.50	0.50	0.00	119.49	0.004	0.50	0.0	0.0	7.566	A
ABCD	3.08	3.08	0.00	150.16	0.021	3.08	0.0	0.0	6.122	A
AB	0.00	0.00	0.00			0.00				
AC	3.92	3.92	0.00			3.92				
D-AB	1.52	1.52	0.00	147.54	0.010	1.52	0.0	0.0	6.162	A
D-BC	4.48	4.48	0.00	123.65	0.036	4.49	0.0	0.0	7.555	A
C-ABD	1.10	1.10	0.00	168.00	0.007	1.09	0.0	0.0	5.391	A
C-D	4.97	4.97	0.00			4.97				
C-A	9.93	9.93	0.00			9.93				

18:30 - 18:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	1.00	1.00	0.00	169.90	0.006	1.01	0.0	0.0	5.330	A
B-AD	0.00	0.00	0.00	116.63	0.000	0.00	0.0	0.0	0.000	A
A-BCD	2.16	2.16	0.00	152.78	0.014	2.16	0.0	0.0	5.972	A
A-B	0.00	0.00	0.00			0.00				
A-C	10.84	10.84	0.00			10.84				
D-AB	0.53	0.53	0.00	117.01	0.005	0.53	0.0	0.0	7.728	A
D-BC	7.47	7.47	0.00	123.48	0.061	7.45	0.0	0.1	7.754	A
C-ABD	2.30	2.30	0.00	171.11	0.013	2.29	0.0	0.0	5.330	A
C-D	6.91	6.91	0.00			6.91				
C-A	14.80	14.80	0.00			14.80				

Proposed Junction Improvement - 2030 | Total Forecast | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Royal Oak Lane - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	B - Hambridge Way - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Hambridge Way - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Walnut Tree Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	D - High Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Proposed Junction Improvement	✓	✓	D5, 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	Crossroads	Two-way	Two-way	Two-way	Two-way		4.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.10	A

Arms

Arms

Arm	Name	Description	Arm type
A	Royal Oak Lane		Major
B	Hambridge Way		Minor
C	Walnut Tree Road		Major
D	High Street		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Royal Oak Lane	5.05			55.5	✓	0.00
C - Walnut Tree Road	5.05			116.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Hambridge Way	One lane plus flare	6.00	3.20	3.20	3.10	2.80	✓	1.00	17	14
D - High Street	One lane plus flare	10.00	6.30	3.40	2.30	2.30	✓	1.00	23	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/TS)	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
A-D	151.526	-	-	-	-	-	-	0.245	0.349	0.245	-	-	-
B-A	128.185	0.097	0.246	0.246	-	-	-	0.155	0.351	-	0.246	0.246	0.123
B-C	126.563	0.081	0.204	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	98.004	0.074	0.188	0.188	-	-	-	0.118	0.268	0.118	-	-	-
B-D, offside lane	128.185	0.097	0.246	0.246	-	-	-	0.155	0.351	0.155	-	-	-
C-B	160.291	0.259	0.259	0.370	-	-	-	-	-	-	-	-	-
D-A	172.295	-	-	-	-	-	-	0.278	-	0.110	-	-	-
D-B, nearside lane	133.956	0.162	0.162	0.367	-	-	-	0.257	0.257	0.102	-	-	-
D-B, offside lane	127.893	0.154	0.154	0.350	-	-	-	0.245	0.245	0.097	-	-	-
D-C	127.893	-	0.154	0.350	0.123	0.245	0.245	0.245	0.245	0.097	-	-	-

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	Total Forecast	AM	DIRECT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Royal Oak Lane		DIRECT	✓	100.000
B - Hambridge Way		DIRECT	✓	100.000
C - Walnut Tree Road		DIRECT	✓	100.000
D - High Street		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15

	To				
From		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
	A - Royal Oak Lane	0.00	0.00	8.00	11.00
	B - Hambridge Way	1.00	0.00	0.00	0.00
	C - Walnut Tree Road	6.00	1.00	0.00	6.00
	D - High Street	6.00	2.00	11.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0.00	1.00	5.00	1.00
	B - Hambridge Way	1.00	0.00	1.00	1.00
	C - Walnut Tree Road	3.00	2.00	0.00	2.00
	D - High Street	3.00	1.00	8.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0.00	0.00	11.00	6.00
	B - Hambridge Way	0.00	0.00	1.00	1.00
	C - Walnut Tree Road	8.00	1.00	0.00	4.00
	D - High Street	5.00	0.00	4.00	0.00

Demand (Veh/TS)

08:45 - 09:00

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0.00	0.00	3.00	2.00
	B - Hambridge Way	2.00	0.00	0.00	1.00
	C - Walnut Tree Road	7.00	0.00	0.00	7.00
	D - High Street	9.00	0.00	4.00	0.00

Vehicle Mix

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

Heavy Vehicle %

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0	100	4	0
	B - Hambridge Way	0	0	50	0
	C - Walnut Tree Road	0	0	0	0
	D - High Street	4	0	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-CD	0.01	10.49	0.0	B	0.88	3.51
B-AD	0.02	8.26	0.0	A	1.37	5.49
ABCD	0.08	6.34	0.1	A	5.29	21.15
A-B					0.25	0.99
A-C					6.46	25.86
D-AB	0.06	6.22	0.1	A	6.16	24.63
D-BC	0.10	8.63	0.1	A	7.09	28.37
C-ABD	0.01	5.65	0.0	A	1.06	4.22
C-D					4.73	18.91
C-A					5.97	23.87

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	0.00	84.94	0.000	0.00	0.0	0.0	0.000	A
B-AD	1.00	1.00	0.00	118.72	0.008	0.99	0.0	0.0	7.644	A
A-BCD	11.60	11.60	0.00	153.50	0.076	11.52	0.0	0.1	6.336	A
A-B	0.00	0.00	0.00			0.00				
A-C	7.40	7.40	0.00			7.40				
D-AB	7.10	7.10	0.00	151.72	0.047	7.05	0.0	0.0	6.219	A
D-BC	11.90	11.90	0.00	116.03	0.103	11.79	0.0	0.1	8.626	A
C-ABD	1.08	1.08	0.00	161.96	0.007	1.07	0.0	0.0	5.593	A
C-D	5.96	5.96	0.00			5.96				
C-A	5.96	5.96	0.00			5.96				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	1.50	1.50	0.00	108.72	0.014	1.49	0.0	0.0	8.392	A
B-AD	1.50	1.50	0.00	118.33	0.013	1.49	0.0	0.0	7.702	A
A-BCD	1.04	1.04	0.00	153.19	0.007	1.12	0.1	0.0	5.891	A
A-B	0.99	0.99	0.00			0.99				
A-C	4.96	4.96	0.00			4.96				
D-AB	3.53	3.53	0.00	151.25	0.023	3.56	0.0	0.0	6.095	A
D-BC	8.47	8.47	0.00	121.31	0.070	8.50	0.1	0.1	7.976	A
C-ABD	2.06	2.06	0.00	161.27	0.013	2.06	0.0	0.0	5.652	A
C-D	1.97	1.97	0.00			1.97				
C-A	2.96	2.96	0.00			2.96				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	1.50	1.50	0.00	109.27	0.014	1.50	0.0	0.0	8.347	A
B-AD	0.50	0.50	0.00	109.46	0.005	0.51	0.0	0.0	8.261	A
A-BCD	6.46	6.46	0.00	155.47	0.042	6.42	0.0	0.0	6.041	A
A-B	0.00	0.00	0.00			0.00				
A-C	10.54	10.54	0.00			10.54				
D-AB	5.00	5.00	0.00	153.35	0.033	4.99	0.0	0.0	6.050	A
D-BC	4.00	4.00	0.00	122.66	0.033	4.04	0.1	0.0	7.580	A
C-ABD	1.08	1.08	0.00	162.98	0.007	1.09	0.0	0.0	5.561	A
C-D	3.97	3.97	0.00			3.97				
C-A	7.95	7.95	0.00			7.95				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0.51	0.51	0.00	106.85	0.005	0.52	0.0	0.0	10.491	B
B-AD	2.49	2.49	0.00	120.91	0.021	2.48	0.0	0.0	7.599	A
A-BCD	2.04	2.04	0.00	150.07	0.014	2.08	0.0	0.0	6.093	A
A-B	0.00	0.00	0.00			0.00				
A-C	2.96	2.96	0.00			2.96				
D-AB	9.00	9.00	0.00	155.94	0.058	8.97	0.0	0.1	6.124	A
D-BC	4.00	4.00	0.00	120.61	0.033	4.00	0.0	0.0	7.717	A
C-ABD	0.00	0.00	0.00	158.73	0.000	0.01	0.0	0.0	0.000	A
C-D	7.00	7.00	0.00			7.00				
C-A	7.00	7.00	0.00			7.00				

Proposed Junction Improvement - 2030 | Total Forecast | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Royal Oak Lane - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	B - Hambridge Way - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Hambridge Way - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Walnut Tree Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	D - High Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Proposed Junction Improvement	✓	✓	D5, 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	Crossroads	Two-way	Two-way	Two-way	Two-way		2.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.26	A

Arms

Arms

Arm	Name	Description	Arm type
A	Royal Oak Lane		Major
B	Hambridge Way		Minor
C	Walnut Tree Road		Major
D	High Street		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Royal Oak Lane	5.05			55.5	✓	0.00
C - Walnut Tree Road	5.05			116.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Hambridge Way	One lane plus flare	6.00	3.20	3.20	3.10	2.80	✓	1.00	17	14
D - High Street	One lane plus flare	10.00	6.30	3.40	2.30	2.30	✓	1.00	23	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/TS)	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
A-D	151.526	-	-	-	-	-	-	0.245	0.349	0.245	-	-	-
B-A	122.541	0.093	0.235	0.235	-	-	-	0.148	0.336	-	0.235	0.235	0.117
B-C	158.250	0.101	0.255	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	122.541	0.093	0.235	0.235	-	-	-	0.148	0.336	0.148	-	-	-
B-D, offside lane	122.541	0.093	0.235	0.235	-	-	-	0.148	0.336	0.148	-	-	-
C-B	160.291	0.259	0.259	0.370	-	-	-	-	-	-	-	-	-
D-A	161.601	-	-	-	-	-	-	0.261	-	0.103	-	-	-
D-B, nearside lane	125.642	0.152	0.152	0.344	-	-	-	0.241	0.241	0.095	-	-	-
D-B, offside lane	131.219	0.158	0.158	0.359	-	-	-	0.252	0.252	0.100	-	-	-
D-C	131.219	-	0.158	0.359	0.126	0.252	0.252	0.252	0.252	0.100	-	-	-

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	Total Forecast	PM	DIRECT	17:45	18:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Royal Oak Lane		DIRECT	✓	100.000
B - Hambridge Way		DIRECT	✓	100.000
C - Walnut Tree Road		DIRECT	✓	100.000
D - High Street		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:45 - 18:00

	To				
From		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
	A - Royal Oak Lane	0.00	1.00	9.00	2.00
	B - Hambridge Way	1.00	0.00	0.00	3.00
	C - Walnut Tree Road	10.00	0.00	0.00	8.00
	D - High Street	1.00	0.00	5.00	0.00

Demand (Veh/TS)

18:00 - 18:15

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0.00	1.00	6.00	3.00
	B - Hambridge Way	1.00	0.00	1.00	0.00
	C - Walnut Tree Road	20.00	0.00	0.00	7.00
	D - High Street	1.00	1.00	5.00	0.00

Demand (Veh/TS)

18:15 - 18:30

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0.00	0.00	4.00	3.00
	B - Hambridge Way	0.00	0.00	2.00	1.00
	C - Walnut Tree Road	10.00	1.00	0.00	5.00
	D - High Street	1.00	1.00	4.00	0.00

Demand (Veh/TS)

18:30 - 18:45

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0.00	0.00	11.00	2.00
	B - Hambridge Way	0.00	0.00	1.00	0.00
	C - Walnut Tree Road	15.00	2.00	0.00	7.00
	D - High Street	0.00	1.00	7.00	0.00

Vehicle Mix

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

Heavy Vehicle %

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0	0	3	0
	B - Hambridge Way	0	0	0	0
	C - Walnut Tree Road	0	0	0	0
	D - High Street	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-CD	0.02	7.82	0.0	A	1.50	6.01
B-AD	0.02	8.49	0.0	A	1.00	3.99
ABCD	0.02	6.15	0.0	A	2.63	10.53
A-B					0.49	1.96
A-C					7.38	29.51
D-AB	0.01	7.73	0.0	A	1.14	4.57
D-BC	0.06	7.75	0.1	A	5.61	22.43
C-ABD	0.01	5.40	0.0	A	0.85	3.39
C-D					6.72	26.87
C-A					13.68	54.73

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	1.51	1.51	0.00	116.52	0.013	1.50	0.0	0.0	7.824	A
B-AD	2.49	2.49	0.00	117.28	0.021	2.47	0.0	0.0	7.838	A
A-BCD	2.14	2.14	0.00	153.77	0.014	2.12	0.0	0.0	5.934	A
A-B	0.99	0.99	0.00			0.99				
A-C	8.87	8.87	0.00			8.87				
D-AB	1.00	1.00	0.00	156.58	0.006	0.99	0.0	0.0	5.784	A
D-BC	5.00	5.00	0.00	124.84	0.040	4.96	0.0	0.0	7.506	A
C-ABD	0.00	0.00	0.00	156.89	0.000	0.00	0.0	0.0	0.000	A
C-D	8.00	8.00	0.00			8.00				
C-A	10.00	10.00	0.00			10.00				

18:00 - 18:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	1.00	1.00	0.00	155.53	0.006	1.01	0.0	0.0	5.826	A
B-AD	1.00	1.00	0.00	116.27	0.009	1.01	0.0	0.0	7.810	A
A-BCD	3.15	3.15	0.00	149.61	0.021	3.14	0.0	0.0	6.145	A
A-B	0.98	0.98	0.00			0.98				
A-C	5.87	5.87	0.00			5.87				
D-AB	1.52	1.52	0.00	142.18	0.011	1.52	0.0	0.0	6.397	A
D-BC	5.48	5.48	0.00	121.91	0.045	5.47	0.0	0.0	7.729	A
C-ABD	0.00	0.00	0.00	157.32	0.000	0.00	0.0	0.0	0.000	A
C-D	7.00	7.00	0.00			7.00				
C-A	20.00	20.00	0.00			20.00				

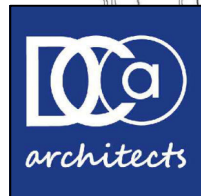
18:15 - 18:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	2.50	2.50	0.00	151.16	0.017	2.49	0.0	0.0	6.053	A
B-AD	0.50	0.50	0.00	106.55	0.005	0.50	0.0	0.0	8.488	A
A-BCD	3.08	3.08	0.00	150.16	0.021	3.08	0.0	0.0	6.122	A
A-B	0.00	0.00	0.00			0.00				
A-C	3.92	3.92	0.00			3.92				
D-AB	1.52	1.52	0.00	147.54	0.010	1.52	0.0	0.0	6.165	A
D-BC	4.48	4.48	0.00	123.65	0.036	4.49	0.0	0.0	7.555	A
C-ABD	1.10	1.10	0.00	167.84	0.007	1.09	0.0	0.0	5.397	A
C-D	4.97	4.97	0.00			4.97				
C-A	9.93	9.93	0.00			9.93				

18:30 - 18:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	1.00	1.00	0.00	162.33	0.006	1.01	0.0	0.0	5.581	A
B-AD	0.00	0.00	0.00	92.36	0.000	0.00	0.0	0.0	0.000	A
A-BCD	2.16	2.16	0.00	152.78	0.014	2.16	0.0	0.0	5.970	A
A-B	0.00	0.00	0.00			0.00				
A-C	10.84	10.84	0.00			10.84				
D-AB	0.53	0.53	0.00	117.01	0.005	0.53	0.0	0.0	7.728	A
D-BC	7.47	7.47	0.00	123.48	0.061	7.45	0.0	0.1	7.754	A
C-ABD	2.30	2.30	0.00	170.96	0.013	2.29	0.0	0.0	5.335	A
C-D	6.91	6.91	0.00			6.91				
C-A	14.80	14.80	0.00			14.80				

APPENDIX G



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planning
project management
interior design
graphics
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ALL DIMENSIONS TO BE CHECKED ON SITE. COPYRIGHT RESERVED.

A	JB	06.06.25	Area for play annotated.
REV:	BY:	DATE:	DETAILS:

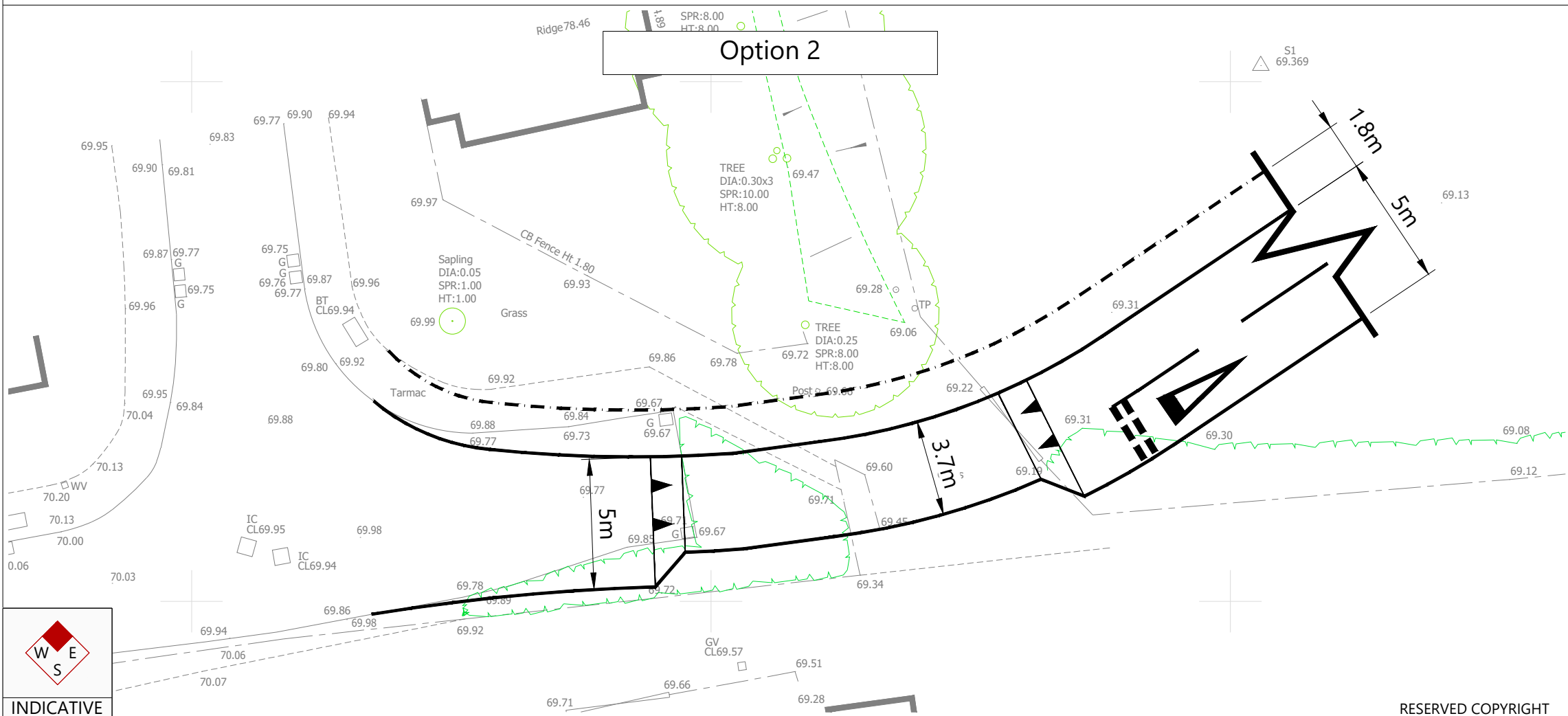
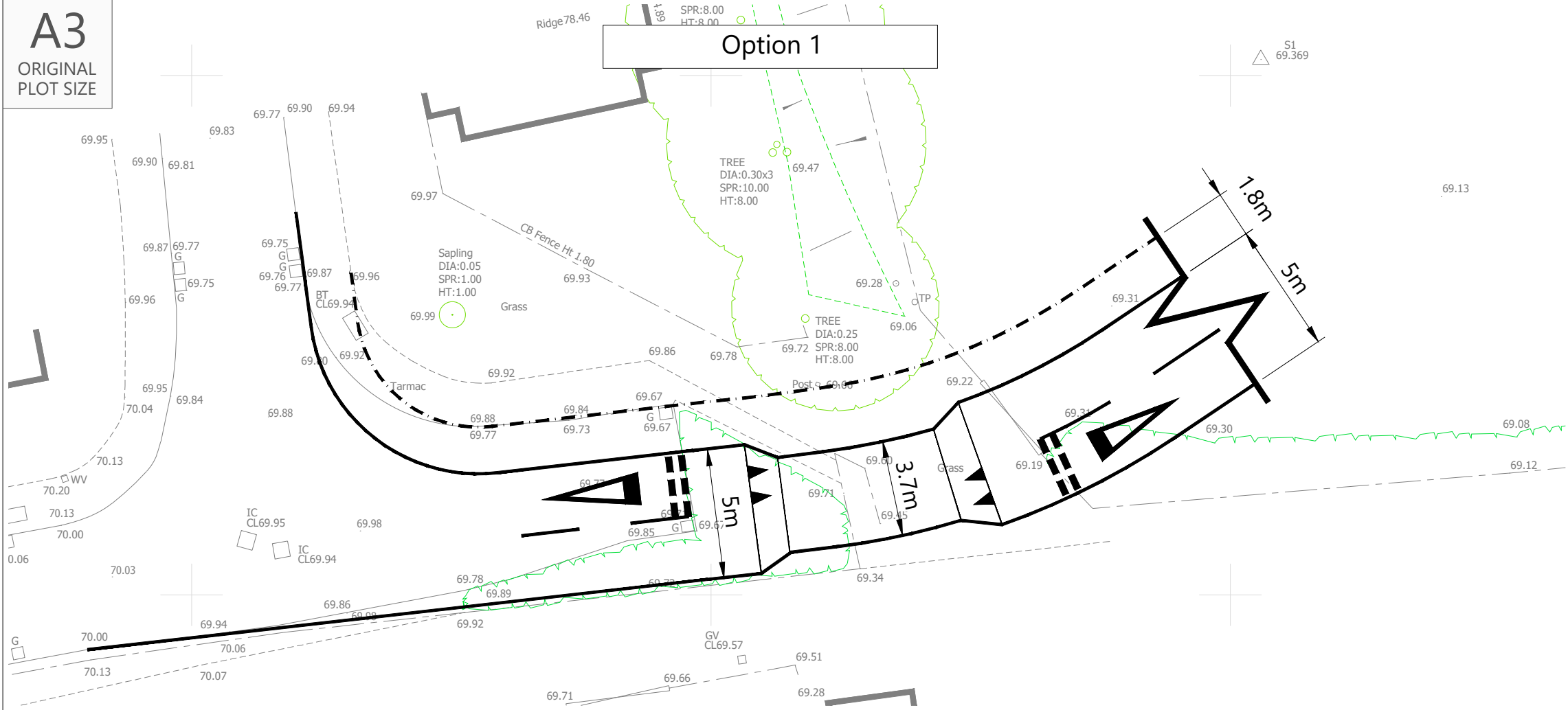
PROJECT:
**Land South of Hambridge Way
Pirton**

CLIENT:
ISSUE STATUS:
DESIGN ☐ **B of Q** ☐ **CONSTRUCTION** ☐ **RECORD** ☐

DRAWING TITLE:
Concept / Parameters Plan

SCALE: **~1:1250 (A3)** DATE: **May 2025** BY: **JB**
DRAWING NO: **22130 (D) 015** REVISION: **A**

APPENDIX H



NOTES:
1. Based on Topographical Survey.

A	12.09.24	Design amended to updated topographical survey	JA	IB	IB
Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Welwyn Garden City

Transport Planning Associates

The Stables
7 Chesterton Mill
French's Road
Cambridge
CB4 3NP
01223 455 385
www.tpa.uk.com

CLIENT:

Blakeney Estates Ltd

PROJECT:

Land east of Walnut Tree Road,
Pirton

TITLE:

Preliminary
Access Road Extension
Options

STATUS:

FEASIBILITY

SCALE: 1:200	DATE: 15.08.24	DRAWN: JA	CHECKED: IB	APPROVED: IB
JOB NO: 2210-050	DRAWING NO: SK02		REVISION: A	

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APPENDIX I

Calculation Reference: AUDIT-219603-241104-1126

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	DC DORSET	1 days
	SM SOMERSET	2 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 40 to 58 (units:)
 Range Selected by User: 40 to 60 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 27/03/24

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	3 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

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

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	6
Village	4
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	8 days - Selected
Servicing vehicles Excluded	11 days - Selected

Secondary Filtering selection:

Use Class:

C3 11 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	4 days
10,001 to 15,000	3 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	4 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	8 days
1.6 to 2.0	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	7 days
No	4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	11 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CT-03-A-01	MIXED HOUSES	CENTRAL BEDFORDSHIRE
	ARLESEY ROAD		
	STOTFOLD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	46	
	Survey date: WEDNESDAY	22/06/22	Survey Type: MANUAL
2	DC-03-A-09	MIXED HOUSES	DORSET
	A350		
	SHAFTESBURY		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	50	
	Survey date: FRIDAY	19/11/21	Survey Type: MANUAL
3	ES-03-A-09	DETACHED & SEMI-DETACHED	EAST SUSSEX
	THE FAIRWAY		
	NEWHAVEN		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	47	
	Survey date: MONDAY	13/03/23	Survey Type: MANUAL
4	HC-03-A-31	MIXED HOUSES & FLATS	HAMPSHIRE
	KILN ROAD		
	LIPHOOK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	44	
	Survey date: FRIDAY	07/10/22	Survey Type: MANUAL
5	NF-03-A-05	MIXED HOUSES	NORFOLK
	HEATH DRIVE		
	HOLT		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL
6	NF-03-A-37	MIXED HOUSES	NORFOLK
	GREENFIELDS ROAD		
	DEREHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	44	
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL
7	NY-03-A-14	DETACHED & BUNGALOWS	NORTH YORKSHIRE
	PALACE ROAD		
	RIPON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	45	
	Survey date: WEDNESDAY	18/05/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	SM-03-A-02	MIXED HOUSES	SOMERSET
	HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 42 Survey date: <i>TUESDAY</i> 25/09/18 Survey Type: <i>MANUAL</i>		
9	SM-03-A-03	MIXED HOUSES	SOMERSET
	HYDE LANE NEAR TAUNTON CREECH ST MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 41 Survey date: <i>TUESDAY</i> 25/09/18 Survey Type: <i>MANUAL</i>		
10	WS-03-A-07	BUNGALOWS	WEST SUSSEX
	EMMS LANE NEAR HORSHAM BROOKS GREEN Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 57 Survey date: <i>THURSDAY</i> 19/10/17 Survey Type: <i>MANUAL</i>		
11	WS-03-A-16	DETACHED & SEMI-DETACHED	WEST SUSSEX
	BRACKLESHAM LANE BRACKLESHAM BAY Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 58 Survey date: <i>WEDNESDAY</i> 09/11/22 Survey Type: <i>MANUAL</i>		

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AC-03-A-05	30/04/21	Condicted during Covid-19 restrictions

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.70

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	47	0.088	11	47	0.265	11	47	0.353
08:00 - 09:00	11	47	0.171	11	47	0.311	11	47	0.482
09:00 - 10:00	11	47	0.169	11	47	0.210	11	47	0.379
10:00 - 11:00	11	47	0.134	11	47	0.146	11	47	0.280
11:00 - 12:00	11	47	0.142	11	47	0.175	11	47	0.317
12:00 - 13:00	11	47	0.187	11	47	0.183	11	47	0.370
13:00 - 14:00	11	47	0.158	11	47	0.142	11	47	0.300
14:00 - 15:00	11	47	0.167	11	47	0.200	11	47	0.367
15:00 - 16:00	11	47	0.243	11	47	0.175	11	47	0.418
16:00 - 17:00	11	47	0.274	11	47	0.179	11	47	0.453
17:00 - 18:00	11	47	0.311	11	47	0.161	11	47	0.472
18:00 - 19:00	11	47	0.230	11	47	0.128	11	47	0.358
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.274			2.275			4.549

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

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

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Parameter summary

Trip rate parameter range selected:	40 - 58 (units:)
Survey date date range:	01/01/16 - 27/03/24
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	47	0.004	11	47	0.004	11	47	0.008
08:00 - 09:00	11	47	0.006	11	47	0.006	11	47	0.012
09:00 - 10:00	11	47	0.004	11	47	0.004	11	47	0.008
10:00 - 11:00	11	47	0.002	11	47	0.004	11	47	0.006
11:00 - 12:00	11	47	0.000	11	47	0.000	11	47	0.000
12:00 - 13:00	11	47	0.002	11	47	0.002	11	47	0.004
13:00 - 14:00	11	47	0.000	11	47	0.000	11	47	0.000
14:00 - 15:00	11	47	0.004	11	47	0.004	11	47	0.008
15:00 - 16:00	11	47	0.002	11	47	0.002	11	47	0.004
16:00 - 17:00	11	47	0.002	11	47	0.002	11	47	0.004
17:00 - 18:00	11	47	0.004	11	47	0.002	11	47	0.006
18:00 - 19:00	11	47	0.002	11	47	0.002	11	47	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032			0.032			0.064

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	47	0.002	11	47	0.000	11	47	0.002
08:00 - 09:00	11	47	0.002	11	47	0.000	11	47	0.002
09:00 - 10:00	11	47	0.006	11	47	0.006	11	47	0.012
10:00 - 11:00	11	47	0.002	11	47	0.002	11	47	0.004
11:00 - 12:00	11	47	0.004	11	47	0.008	11	47	0.012
12:00 - 13:00	11	47	0.000	11	47	0.002	11	47	0.002
13:00 - 14:00	11	47	0.002	11	47	0.000	11	47	0.002
14:00 - 15:00	11	47	0.000	11	47	0.000	11	47	0.000
15:00 - 16:00	11	47	0.000	11	47	0.002	11	47	0.002
16:00 - 17:00	11	47	0.000	11	47	0.000	11	47	0.000
17:00 - 18:00	11	47	0.002	11	47	0.002	11	47	0.004
18:00 - 19:00	11	47	0.000	11	47	0.000	11	47	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.022			0.042

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	47	0.002	11	47	0.002	11	47	0.004
08:00 - 09:00	11	47	0.000	11	47	0.000	11	47	0.000
09:00 - 10:00	11	47	0.000	11	47	0.000	11	47	0.000
10:00 - 11:00	11	47	0.000	11	47	0.000	11	47	0.000
11:00 - 12:00	11	47	0.000	11	47	0.000	11	47	0.000
12:00 - 13:00	11	47	0.000	11	47	0.000	11	47	0.000
13:00 - 14:00	11	47	0.000	11	47	0.000	11	47	0.000
14:00 - 15:00	11	47	0.000	11	47	0.000	11	47	0.000
15:00 - 16:00	11	47	0.002	11	47	0.002	11	47	0.004
16:00 - 17:00	11	47	0.000	11	47	0.000	11	47	0.000
17:00 - 18:00	11	47	0.002	11	47	0.002	11	47	0.004
18:00 - 19:00	11	47	0.000	11	47	0.000	11	47	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	47	0.000	11	47	0.004	11	47	0.004
08:00 - 09:00	11	47	0.004	11	47	0.019	11	47	0.023
09:00 - 10:00	11	47	0.004	11	47	0.006	11	47	0.010
10:00 - 11:00	11	47	0.008	11	47	0.010	11	47	0.018
11:00 - 12:00	11	47	0.000	11	47	0.004	11	47	0.004
12:00 - 13:00	11	47	0.008	11	47	0.000	11	47	0.008
13:00 - 14:00	11	47	0.000	11	47	0.002	11	47	0.002
14:00 - 15:00	11	47	0.006	11	47	0.002	11	47	0.008
15:00 - 16:00	11	47	0.010	11	47	0.008	11	47	0.018
16:00 - 17:00	11	47	0.014	11	47	0.004	11	47	0.018
17:00 - 18:00	11	47	0.014	11	47	0.019	11	47	0.033
18:00 - 19:00	11	47	0.010	11	47	0.006	11	47	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.078			0.084			0.162

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	47	0.103	11	47	0.340	11	47	0.443
08:00 - 09:00	11	47	0.191	11	47	0.510	11	47	0.701
09:00 - 10:00	11	47	0.189	11	47	0.272	11	47	0.461
10:00 - 11:00	11	47	0.171	11	47	0.183	11	47	0.354
11:00 - 12:00	11	47	0.171	11	47	0.220	11	47	0.391
12:00 - 13:00	11	47	0.243	11	47	0.255	11	47	0.498
13:00 - 14:00	11	47	0.214	11	47	0.191	11	47	0.405
14:00 - 15:00	11	47	0.200	11	47	0.286	11	47	0.486
15:00 - 16:00	11	47	0.403	11	47	0.224	11	47	0.627
16:00 - 17:00	11	47	0.405	11	47	0.243	11	47	0.648
17:00 - 18:00	11	47	0.428	11	47	0.220	11	47	0.648
18:00 - 19:00	11	47	0.300	11	47	0.175	11	47	0.475
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.018			3.119			6.137

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	47	0.014	11	47	0.037	11	47	0.051
08:00 - 09:00	11	47	0.060	11	47	0.200	11	47	0.260
09:00 - 10:00	11	47	0.084	11	47	0.041	11	47	0.125
10:00 - 11:00	11	47	0.025	11	47	0.031	11	47	0.056
11:00 - 12:00	11	47	0.018	11	47	0.037	11	47	0.055
12:00 - 13:00	11	47	0.066	11	47	0.049	11	47	0.115
13:00 - 14:00	11	47	0.033	11	47	0.019	11	47	0.052
14:00 - 15:00	11	47	0.033	11	47	0.035	11	47	0.068
15:00 - 16:00	11	47	0.165	11	47	0.082	11	47	0.247
16:00 - 17:00	11	47	0.045	11	47	0.053	11	47	0.098
17:00 - 18:00	11	47	0.053	11	47	0.047	11	47	0.100
18:00 - 19:00	11	47	0.060	11	47	0.049	11	47	0.109
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.656			0.680			1.336

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	47	0.000	11	47	0.012	11	47	0.012
08:00 - 09:00	11	47	0.000	11	47	0.006	11	47	0.006
09:00 - 10:00	11	47	0.000	11	47	0.000	11	47	0.000
10:00 - 11:00	11	47	0.004	11	47	0.004	11	47	0.008
11:00 - 12:00	11	47	0.000	11	47	0.004	11	47	0.004
12:00 - 13:00	11	47	0.006	11	47	0.002	11	47	0.008
13:00 - 14:00	11	47	0.000	11	47	0.000	11	47	0.000
14:00 - 15:00	11	47	0.004	11	47	0.000	11	47	0.004
15:00 - 16:00	11	47	0.002	11	47	0.000	11	47	0.002
16:00 - 17:00	11	47	0.004	11	47	0.000	11	47	0.004
17:00 - 18:00	11	47	0.006	11	47	0.000	11	47	0.006
18:00 - 19:00	11	47	0.008	11	47	0.000	11	47	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.034			0.028			0.062

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: **1 DWELLS**

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	47	0.000	11	47	0.002	11	47	0.002
08:00 - 09:00	11	47	0.000	11	47	0.000	11	47	0.000
09:00 - 10:00	11	47	0.000	11	47	0.000	11	47	0.000
10:00 - 11:00	11	47	0.000	11	47	0.000	11	47	0.000
11:00 - 12:00	11	47	0.000	11	47	0.000	11	47	0.000
12:00 - 13:00	11	47	0.000	11	47	0.000	11	47	0.000
13:00 - 14:00	11	47	0.000	11	47	0.000	11	47	0.000
14:00 - 15:00	11	47	0.000	11	47	0.000	11	47	0.000
15:00 - 16:00	11	47	0.000	11	47	0.000	11	47	0.000
16:00 - 17:00	11	47	0.000	11	47	0.000	11	47	0.000
17:00 - 18:00	11	47	0.000	11	47	0.000	11	47	0.000
18:00 - 19:00	11	47	0.002	11	47	0.000	11	47	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	47	0.000	11	47	0.002	11	47	0.002
08:00 - 09:00	11	47	0.000	11	47	0.000	11	47	0.000
09:00 - 10:00	11	47	0.000	11	47	0.000	11	47	0.000
10:00 - 11:00	11	47	0.000	11	47	0.000	11	47	0.000
11:00 - 12:00	11	47	0.000	11	47	0.000	11	47	0.000
12:00 - 13:00	11	47	0.000	11	47	0.000	11	47	0.000
13:00 - 14:00	11	47	0.000	11	47	0.000	11	47	0.000
14:00 - 15:00	11	47	0.000	11	47	0.000	11	47	0.000
15:00 - 16:00	11	47	0.008	11	47	0.008	11	47	0.016
16:00 - 17:00	11	47	0.000	11	47	0.000	11	47	0.000
17:00 - 18:00	11	47	0.008	11	47	0.008	11	47	0.016
18:00 - 19:00	11	47	0.000	11	47	0.000	11	47	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.018			0.034

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: **1 DWELLS**

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	47	0.000	11	47	0.016	11	47	0.016
08:00 - 09:00	11	47	0.000	11	47	0.006	11	47	0.006
09:00 - 10:00	11	47	0.000	11	47	0.000	11	47	0.000
10:00 - 11:00	11	47	0.004	11	47	0.004	11	47	0.008
11:00 - 12:00	11	47	0.000	11	47	0.004	11	47	0.004
12:00 - 13:00	11	47	0.006	11	47	0.002	11	47	0.008
13:00 - 14:00	11	47	0.000	11	47	0.000	11	47	0.000
14:00 - 15:00	11	47	0.004	11	47	0.000	11	47	0.004
15:00 - 16:00	11	47	0.010	11	47	0.008	11	47	0.018
16:00 - 17:00	11	47	0.004	11	47	0.000	11	47	0.004
17:00 - 18:00	11	47	0.014	11	47	0.008	11	47	0.022
18:00 - 19:00	11	47	0.010	11	47	0.000	11	47	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.052			0.048			0.100

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.70

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	47	0.117	11	47	0.397	11	47	0.514
08:00 - 09:00	11	47	0.255	11	47	0.735	11	47	0.990
09:00 - 10:00	11	47	0.276	11	47	0.319	11	47	0.595
10:00 - 11:00	11	47	0.208	11	47	0.228	11	47	0.436
11:00 - 12:00	11	47	0.189	11	47	0.265	11	47	0.454
12:00 - 13:00	11	47	0.323	11	47	0.305	11	47	0.628
13:00 - 14:00	11	47	0.247	11	47	0.212	11	47	0.459
14:00 - 15:00	11	47	0.243	11	47	0.323	11	47	0.566
15:00 - 16:00	11	47	0.588	11	47	0.321	11	47	0.909
16:00 - 17:00	11	47	0.467	11	47	0.300	11	47	0.767
17:00 - 18:00	11	47	0.508	11	47	0.294	11	47	0.802
18:00 - 19:00	11	47	0.379	11	47	0.230	11	47	0.609
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.800			3.929			7.729

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	47	0.066	11	47	0.228	11	47	0.294
08:00 - 09:00	11	47	0.132	11	47	0.280	11	47	0.412
09:00 - 10:00	11	47	0.130	11	47	0.169	11	47	0.299
10:00 - 11:00	11	47	0.107	11	47	0.119	11	47	0.226
11:00 - 12:00	11	47	0.105	11	47	0.128	11	47	0.233
12:00 - 13:00	11	47	0.158	11	47	0.148	11	47	0.306
13:00 - 14:00	11	47	0.125	11	47	0.119	11	47	0.244
14:00 - 15:00	11	47	0.138	11	47	0.177	11	47	0.315
15:00 - 16:00	11	47	0.212	11	47	0.138	11	47	0.350
16:00 - 17:00	11	47	0.241	11	47	0.134	11	47	0.375
17:00 - 18:00	11	47	0.268	11	47	0.144	11	47	0.412
18:00 - 19:00	11	47	0.204	11	47	0.119	11	47	0.323
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	1.886			1.903			3.789		

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	47	0.014	11	47	0.027	11	47	0.041
08:00 - 09:00	11	47	0.031	11	47	0.025	11	47	0.056
09:00 - 10:00	11	47	0.029	11	47	0.029	11	47	0.058
10:00 - 11:00	11	47	0.021	11	47	0.019	11	47	0.040
11:00 - 12:00	11	47	0.031	11	47	0.039	11	47	0.070
12:00 - 13:00	11	47	0.027	11	47	0.031	11	47	0.058
13:00 - 14:00	11	47	0.029	11	47	0.021	11	47	0.050
14:00 - 15:00	11	47	0.025	11	47	0.018	11	47	0.043
15:00 - 16:00	11	47	0.027	11	47	0.031	11	47	0.058
16:00 - 17:00	11	47	0.027	11	47	0.041	11	47	0.068
17:00 - 18:00	11	47	0.031	11	47	0.012	11	47	0.043
18:00 - 19:00	11	47	0.021	11	47	0.006	11	47	0.027
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.313			0.299			0.612

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	47	0.000	11	47	0.004	11	47	0.004
08:00 - 09:00	11	47	0.000	11	47	0.000	11	47	0.000
09:00 - 10:00	11	47	0.000	11	47	0.002	11	47	0.002
10:00 - 11:00	11	47	0.002	11	47	0.002	11	47	0.004
11:00 - 12:00	11	47	0.002	11	47	0.000	11	47	0.002
12:00 - 13:00	11	47	0.000	11	47	0.000	11	47	0.000
13:00 - 14:00	11	47	0.002	11	47	0.002	11	47	0.004
14:00 - 15:00	11	47	0.000	11	47	0.002	11	47	0.002
15:00 - 16:00	11	47	0.000	11	47	0.000	11	47	0.000
16:00 - 17:00	11	47	0.004	11	47	0.002	11	47	0.006
17:00 - 18:00	11	47	0.004	11	47	0.000	11	47	0.004
18:00 - 19:00	11	47	0.002	11	47	0.002	11	47	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.016			0.032

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

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

APPENDIX J

Data can be found in calcs, traffic calcs, modal share and distribution

place of work	Driving a car or van									
North Hertfordshire	818	34.56%	Total Minus N/A Destination	2,366	95.14%	Total Minus N/A & 95% distrib	2,251	100.0%		
Luton	322	13.60%								
Stevenage	297	12.55%								
Welwyn Hatfield	250	10.56%								
St Albans	190	8.03%								
Central Bedfordshire	189	7.98%								
E02004922 : North Hertfordshire 014	176	7.44%								
E02004920 : North Hertfordshire 012	165	6.97%								
E02004918 : North Hertfordshire 010	145	6.13%								
E02004914 : North Hertfordshire 006	112	4.73%								
East Hertfordshire	66	2.79%								
E02004916 : North Hertfordshire 008	61	2.58%								
Dacorum	50	2.11%								
E02004923 : North Hertfordshire 015	43	1.82%								
Hertsmere	35	1.48%								
Bedford	29	1.23%								
South Cambridgeshire	28	1.18%								
E02004913 : North Hertfordshire 005	26	1.10%								
E02004921 : North Hertfordshire 013	26	1.10%								
E02004912 : North Hertfordshire 004	22	0.93%								
Cambridge	19	0.80%								
Broxbourne	15	0.63%								
Harlow	14	0.59%								
Huntingdonshire	14	0.59%								
E02004910 : North Hertfordshire 002	12	0.51%								
Watford	11	0.46%								
E02004919 : North Hertfordshire 011	11	0.46%								
E02004917 : North Hertfordshire 009	9	0.38%								
E02004915 : North Hertfordshire 007	8	0.34%								
Three Rivers	7	0.30%								
Chelmsford	4	0.17%								
Colchester	2	0.08%								
Epping Forest	2	0.08%								
Uttlesford	2	0.08%								
E02004909 : North Hertfordshire 001	2	0.08%								
Basildon	1	0.04%								
Braintree	1	0.04%								
					<- taken away to reach 95% of destinations					
							Route Key			
							1	North from Site Access		11.8%
							2	South from Site Access then SE		88.2%
							3	South from Site Acces then NW		

Waveney	1	0.04%
Babergh	0	0.00%
Breckland	0	0.00%
Brentwood	0	0.00%
Broadland	0	0.00%
Castle Point	0	0.00%
East Cambridgeshire	0	0.00%
Fenland	0	0.00%
Forest Heath	0	0.00%
Great Yarmouth	0	0.00%
Ipswich	0	0.00%
King's Lynn and West Norfolk	0	0.00%
Maldon	0	0.00%
Mid Suffolk	0	0.00%
North Norfolk	0	0.00%
Norwich	0	0.00%
Peterborough	0	0.00%
Rochford	0	0.00%
South Norfolk	0	0.00%
Southend-on-Sea	0	0.00%
St Edmundsbury	0	0.00%
Suffolk Coastal	0	0.00%
Tendring	0	0.00%
Thurrock	0	0.00%
E02004911 : North Hertfordshire 003	0	0.00%

Total	2,367	100.0%
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Route Key		
1	North from Site Access	11.8%
2	South from Site Access then SE	88.2%
3	South from Site Acces then NW	