schedule

private

TYPE C + D - 2 bed units (semi detached/terraced - 2 storey)
= 82 sqm g.i.a (882 sqft g.i.a)
= 26 no. total

TYPE F - 3 bed units (semi-detached/end terraced - 2 storey)
= 108 sqm g.i.a (1157 sqft g.i.a)
= 30 no. total

TYPE H - 4 bed units (semi-detached - 3 storey)
= 154 sqm g.i.a (1653 sqft g.i.a)
= 6 no. total

affordable

TYPE A + B - 2 bed units (semi detached/terraced - 2 storey)
= 72 sqm g.i.a (774 sqft g.i.a)
= 14 no. total

TYPE E - 3 bed units (semi-detached/terraced - 2 storey)
= 86 sqm g.i.a (927 sqft g.i.a)
= 12 no. total

= 88 total no. dwellings

key

affordable housing

artificial football pitch + clubhouse boundary fence

root protection zone

residential parking (garages not counted as parking)
= 115 no. total + garages

visitor car & van parking
= 24 no. total

football parking
= 50 no. total

cycle parking at 1 space per bedroom

THIS DRAWING IS FOR THE PURPOSE OF PLANNING APPLICATION ONLY AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE.

subject to site survey and l.a. approvals

client: Sunningdale House Developments

Freemen's Way, Deal

proposed site plan

number: 3987/p100g | date: nov 2019 | scale: 1:500@A1 / 1:1000@A3 | drn: lh chkd: ge appd: ge

0 5 10 25 50m

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E info@gdmarchitects.co.uk
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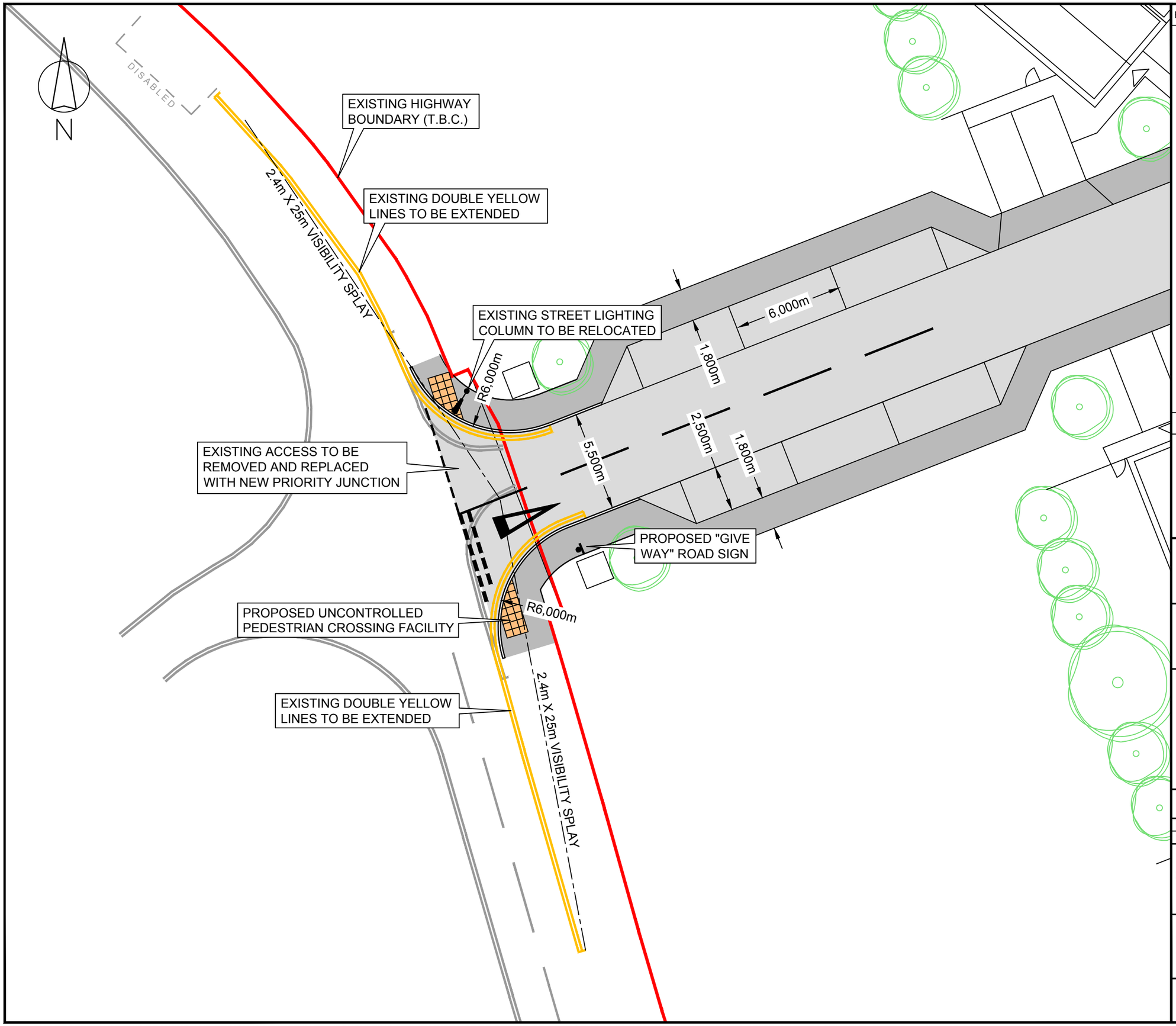
Appendix D

(Proposed Access Drawing)



Rev	Details	Drawn	Checked	Date
A	Site layout updated.	DW	EC	05.11.2019
B	Site layout updated.	DW	EC	04.12.2019
C	Site layout updated.	DW	EC	18.12.2019

NOTES:

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2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.
4. The internal layout has been provided by GDM Architects (drawing No. 3987-P100e).

Client

...

Project

Freemen's Way, Deal

Drawing Title

Proposed Site Access

Scale	1:200	Size	A3
Drawn	DW	22.10.2019	
Checked	EC	22.10.2019	

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transport planning specialists

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Drawing Number	Rev
2019-3502-004	C

2019-3502-004_C - PROPOSED SITE ACCESS.DWG

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Appendix E

(Road Safety Audit)

FREEMENS WAY, DEAL

Proposed Site Access

Stage 1 Road Safety Audit
Requested by TTP Consulting

October 2019

Gateway TSP

Road Safety Engineering

Project:	Freemens Way, Deal Proposed Site Access
Client:	TTP Consulting
Project Sponsor:	Dover District Council
Document:	Stage 1 Road Safety Audit
Gateway TSP ref:	WP/JS/1910064 RSA1 v1.0
Issue date:	31st October 2019
Status:	v1.0
Authorised by:	WP

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Road Safety Engineering

84 North Street
Guildford
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www.gateway-tsp.co.uk

Gateway TSP is part of Motion Consultants Limited, registered in England Number 05185065
Registered Office: 84 North Street, Guildford GU1 4AU

CONTENTS

1 Introduction 1
2 Items Considered by this Road Safety Audit 2
3 Collision Data 3
4 Previous Road Safety Audit 4
5 Problems Identified by this Road Safety Audit 5
6 Audit Team Statement 7

Appendices

Appendix A: Location Plan(s)
Appendix B: RSA Decision Log

1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit (RSA) of a proposed site access onto Freemens Way, Deal in Kent.

1.2 The highway works considered by this Audit comprises an amended access for 88 new residential units and a new sports field facility on land to the rear of Freemens Way.

1.3 Freemens Way is a two-way carriageway with a speed limit of 20mph, and rubber speed cushions at regular intervals. The carriageway is lit and there are footways on both sides. There are double yellow lines on the western side of Freemens Way and at the existing gated access. Vehicles were also observed parking on the grassed area opposite the proposed access.

1.4 This Road Safety Audit was carried out by Wendy Palmer and Julian Smith, and consisted of a desktop study and a site visit, which was carried out on Wednesday 30th October 2019, when the weather was fine and the road surface dry. Traffic flows were light during the site visit.

1.5 The terms of reference for this RSA are as described in the Design Manual for Roads and Bridges (DMRB) document GG119. The Audit Team is independent of the project design team and has not been involved in the design process in any other capacity. The audit considers only the potential road safety implications of the scheme and has not verified compliance of the design with any other criteria.

1.6 The Audit Team has not been made aware of any Departures from Standard. Whilst reference may be made to design standards, this report is not intended to provide a design check.

1.7 Recommendations are aimed at addressing the identified potential road safety problems. However, there may be other acceptable ways to overcome a problem, considering wider constraints and opportunities; the Auditors would be pleased to discuss such alternative solutions as appropriate. The recommendations contained herein do not absolve the Designer of his/her responsibilities.

2 ITEMS CONSIDERED BY THIS ROAD SAFETY AUDIT

Document ref.	Rev.	Originator	Title
2019-3502-004	-	TTP Consulting	Proposed Site Access

Additional/background information provided to the Audit Team

- Traffic survey results

3 COLLISION DATA

3.1 Personal injury collision (PIC) data was obtained from Crashmap (www.crashmap.co.uk) which found that one PIC occurred to the north-west of the proposed access during the latest five-year period.

3.2 The PIC occurred on 7/12/16 in light and dry conditions and involved two left turning cars and a pedestrian crossing Freemens Way, resulting in slight injuries to the pedestrian.

4 PREVIOUS ROAD SAFETY AUDIT

4.1 The Audit Team is unaware of any previous road safety audits on this proposal.

5 PROBLEMS IDENTIFIED BY THIS ROAD SAFETY AUDIT

General Matters.

5.1 Problem

Increased traffic movements and reduced parking may lead to t-bone and side swipe collisions

Location: proposed access

The proposed development access would be opposite one of the accesses to the informal 'loop' of Freemens Way. The increased traffic movements on Freemens Way (south-east to north-west) using the proposed access may lead to t-bone and side swipe collisions.

Additionally, extending the double yellow lines may lead to increased parking on the grassed areas or on the footways which may restrict visibility around the junction.

Recommendation

Physical measures should be proposed to deter injudicious parking on footways and verges, and carriageway markings should be provided for drivers at the Freemens Way 'loop' access opposite the proposed junction.

Local Alignment

5.2 The Audit Team raises no concerns at this Stage 1 RSA in respect of local alignment.

Junctions

5.3 The Audit Team raises no concerns at this Stage 1 RSA in respect of junctions.

Walking Cycling and Horse Riding

5.4 The Audit Team raises no concerns at this Stage 1 RSA in respect of walking, cycling and horse riding.

Traffic Signs, Carriageway Markings and Lighting

5.5 The Audit Team raises no concerns at this Stage 1 RSA in respect of traffic signs, carriageway markings and lighting.

6 AUDIT TEAM STATEMENT

6.1 We certify that this Road Safety Audit has been carried out in accordance with DMRB document GG119.

Audit Team Leader

Wendy Palmer
MCIHT, MSoRSA, HE Cert Comp
Road Safety Engineer

Signed:

Date: 31st October 2019

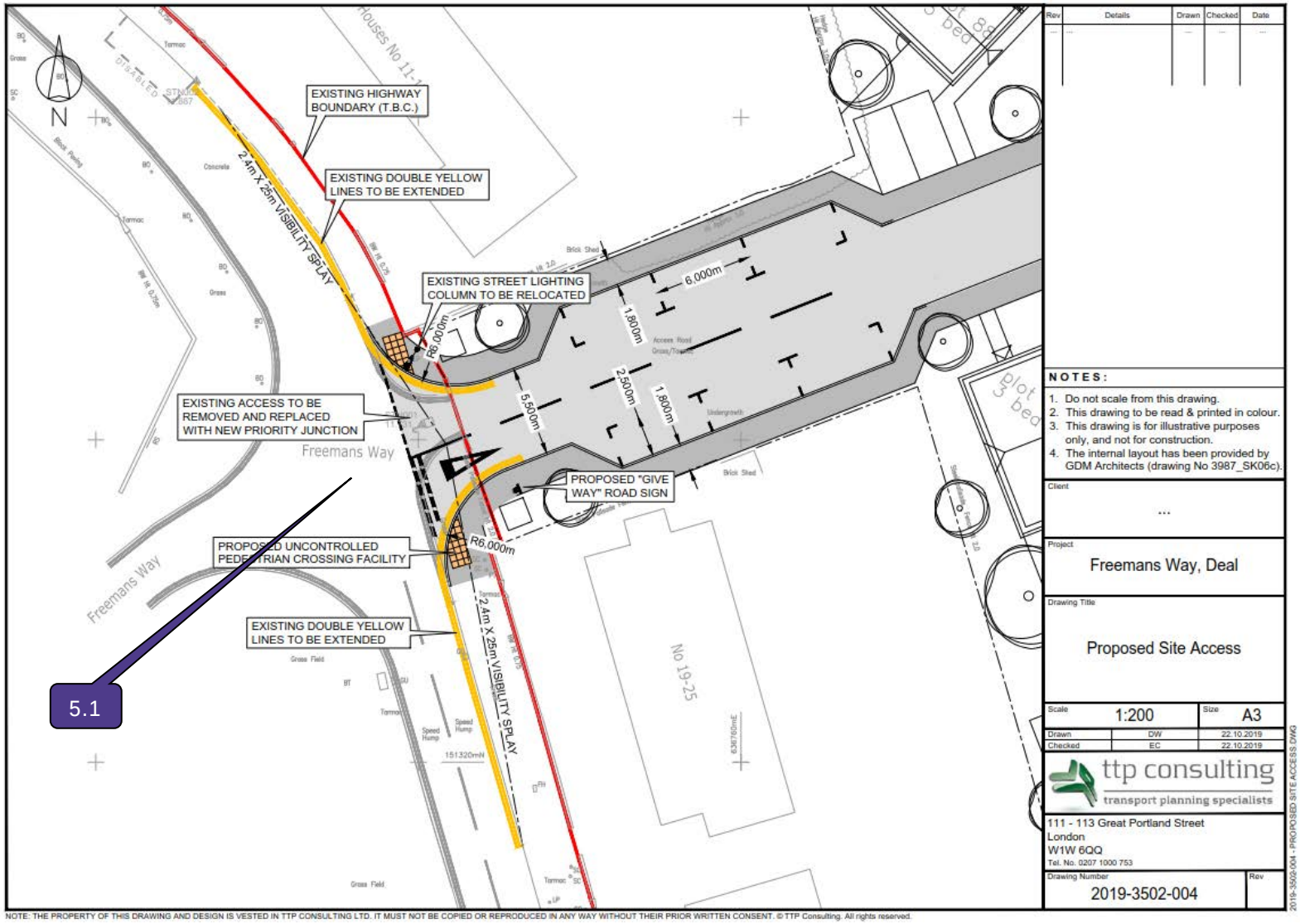
Audit Team Member(s)

Julian Smith
BEng MCIHT
Road Safety Engineer

Signed:

Date: 31st October 2019

APPENDIX A
Location Plan(s)



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APPENDIX B
RSA Decision Log

Project: Freemens Way, Deal
Proposed Site Access
Client: TTP Consulting
Document: Stage 1 Road Safety Audit
Gateway TSP ref: WP/JS/1910064 RSA1 v1.0
Status: v1.0
Issue date: 31st October 2019

Item No.	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action (design organisation and overseeing organisations agreed action to the problem)
5.1	Physical measures should be proposed to deter injudicious parking on footways and verges, and carriageway markings should be provided for drivers at the Freemens Way 'loop' access opposite the proposed junction.			
5.2				
5.3				
5.4				
5.5				

Project:	Freemens Way, Deal Proposed Site Access
Client:	TTP Consulting
Document:	Stage 1 Road Safety Audit
Gateway TSP ref:	WP/JS/1910064 RSA1 v1.0
Status:	v1.0
Issue date:	31st October 2019

Design Organisation statement:

On behalf of the Design Organisation I certify that:

1. The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.

Name:

Signed:

.....

Position:

Organisation:

Date:

Overseeing Organisation statement:

On behalf of the Overseeing Organisation I certify that:

1. The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Design Organisation.
2. The agreed RSA actions will be progressed.

Name:

Signed:

.....

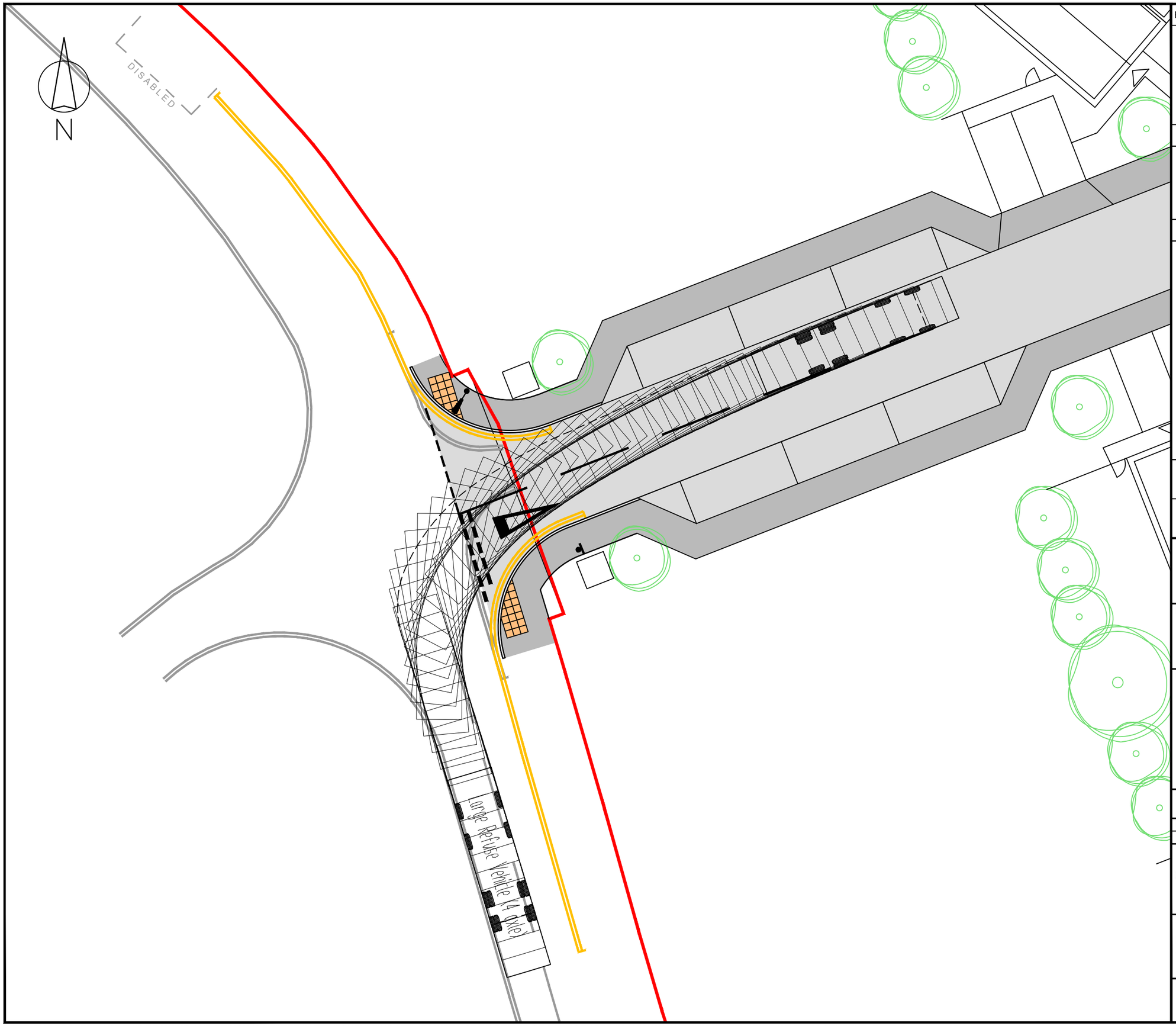
Position:

Organisation:

Date:

APPENDIX F

(Swept Path Analysis)



Rev	Details	Drawn	Checked	Date
A	Site layout updated.	DW	EC	18.12.2019

NOTES:

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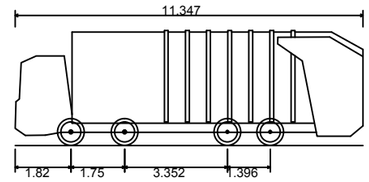
LARGE REFUSE VEHICLE (4 AXLE)



Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to Lock Time	6.00s
Wall to Wall Turning Radius	11.330m

FORWARD MOVEMENTS *(design speed - 5kph)*

REVERSE MOVEMENTS *(design speed - 2.5kph)*

Client

...

Project

Freemans Way, Deal

Drawing Title

Vehicular Swept Paths Analysis of the Proposed Site Access using Large 4-Axle Refuse Vehicle (Sheet 1 of 4)

Scale	1:200	Size	A3
Drawn	DW	22.10.2019	
Checked	EC	22.10.2019	

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Tel. No. 0207 1000 753

Drawing Number	Rev
2019-3502-TR02	A

2019-3502-TR02_A - V.S.P.A. OF THE PROPOSED SITE ACCESS USING LARGE 4-AXLE REFUSE VEHICLE.DWG

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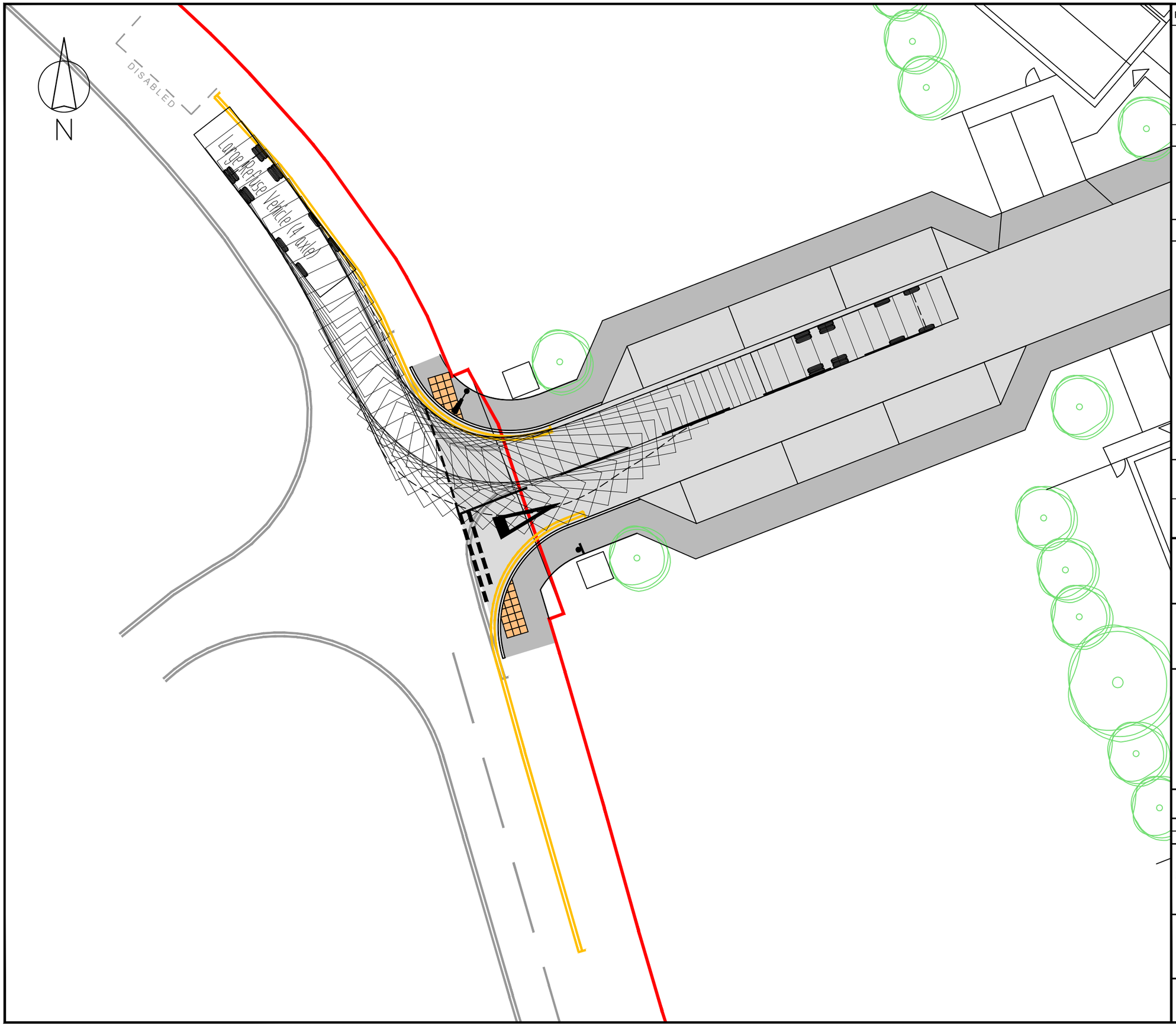

Rev	Details	Drawn	Checked	Date
A	Site layout updated.	DW	EC	18.12.2019

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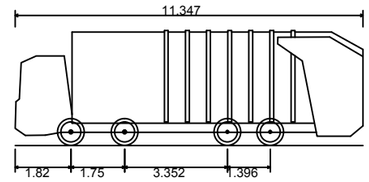

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Track Width	2.500m
Lock to Lock Time	6.00s
Wall to Wall Turning Radius	11.330m

FORWARD MOVEMENTS *(design speed - 5kph)*

REVERSE MOVEMENTS *(design speed - 2.5kph)*

Client

...

Project

Freemans Way, Deal

Drawing Title

Vehicular Swept Paths Analysis of the Proposed Site Access using Large 4-Axle Refuse Vehicle (Sheet 2 of 4)

Scale	1:200	Size	A3
Drawn	DW	22.10.2019	
Checked	EC	22.10.2019	

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Drawing Number	Rev
2019-3502-TR02	A

2019-3502-TR02_A - V.S.P.A. OF THE PROPOSED SITE ACCESS USING LARGE 4-AXLE REFUSE VEHICLE.DWG

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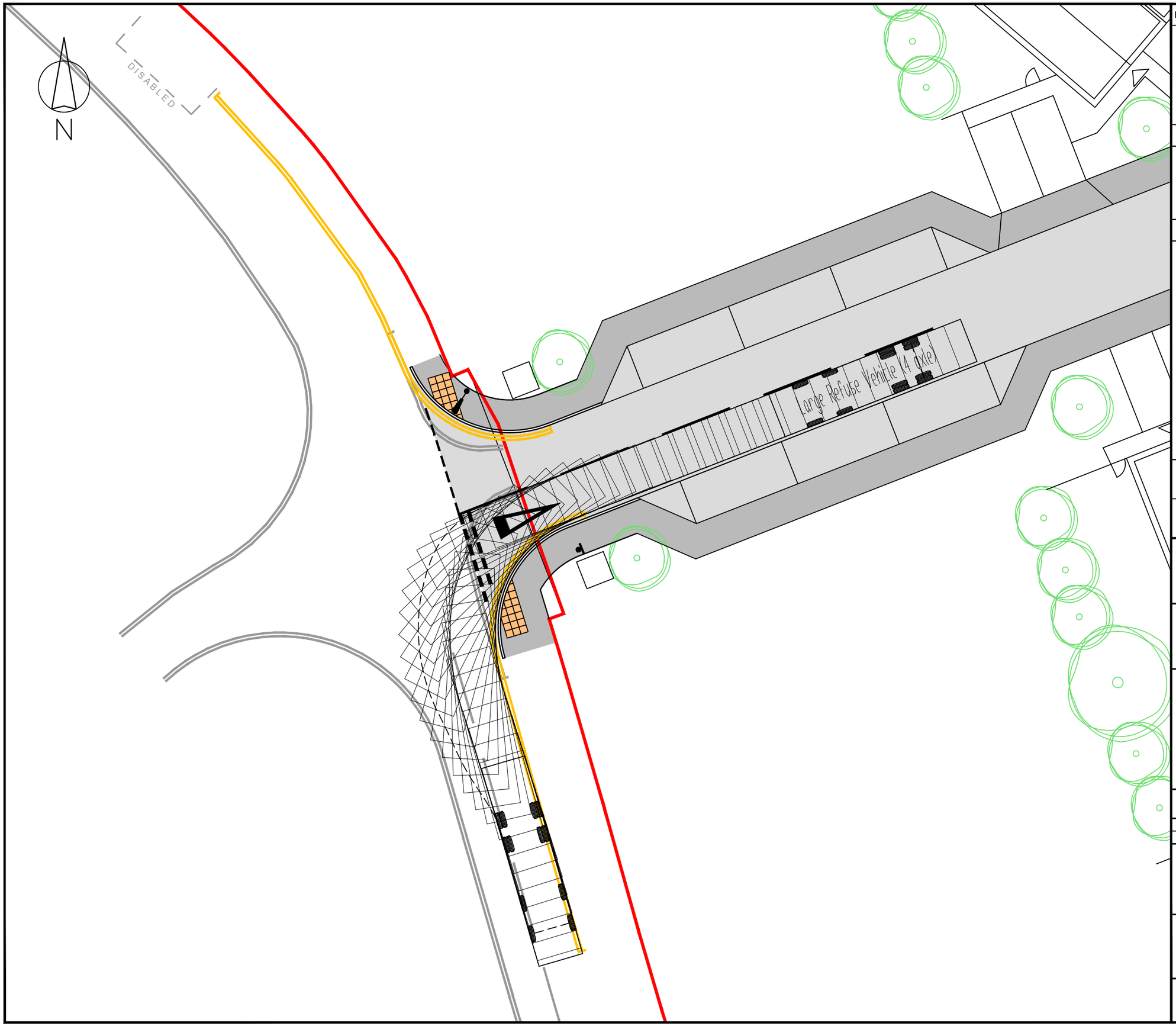

Rev	Details	Drawn	Checked	Date
A	Site layout updated.	DW	EC	18.12.2019

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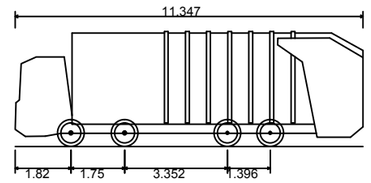

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Track Width	2.500m
Lock to Lock Time	6.00s
Wall to Wall Turning Radius	11.330m

FORWARD MOVEMENTS *(design speed - 5kph)*

REVERSE MOVEMENTS *(design speed - 2.5kph)*

Client

...

Project

Freemans Way, Deal

Drawing Title

Vehicular Swept Paths Analysis of the Proposed Site Access using Large 4-Axle Refuse Vehicle (Sheet 3 of 4)

Scale	1:200	Size	A3
Drawn	DW	22.10.2019	
Checked	EC	22.10.2019	

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Drawing Number	Rev
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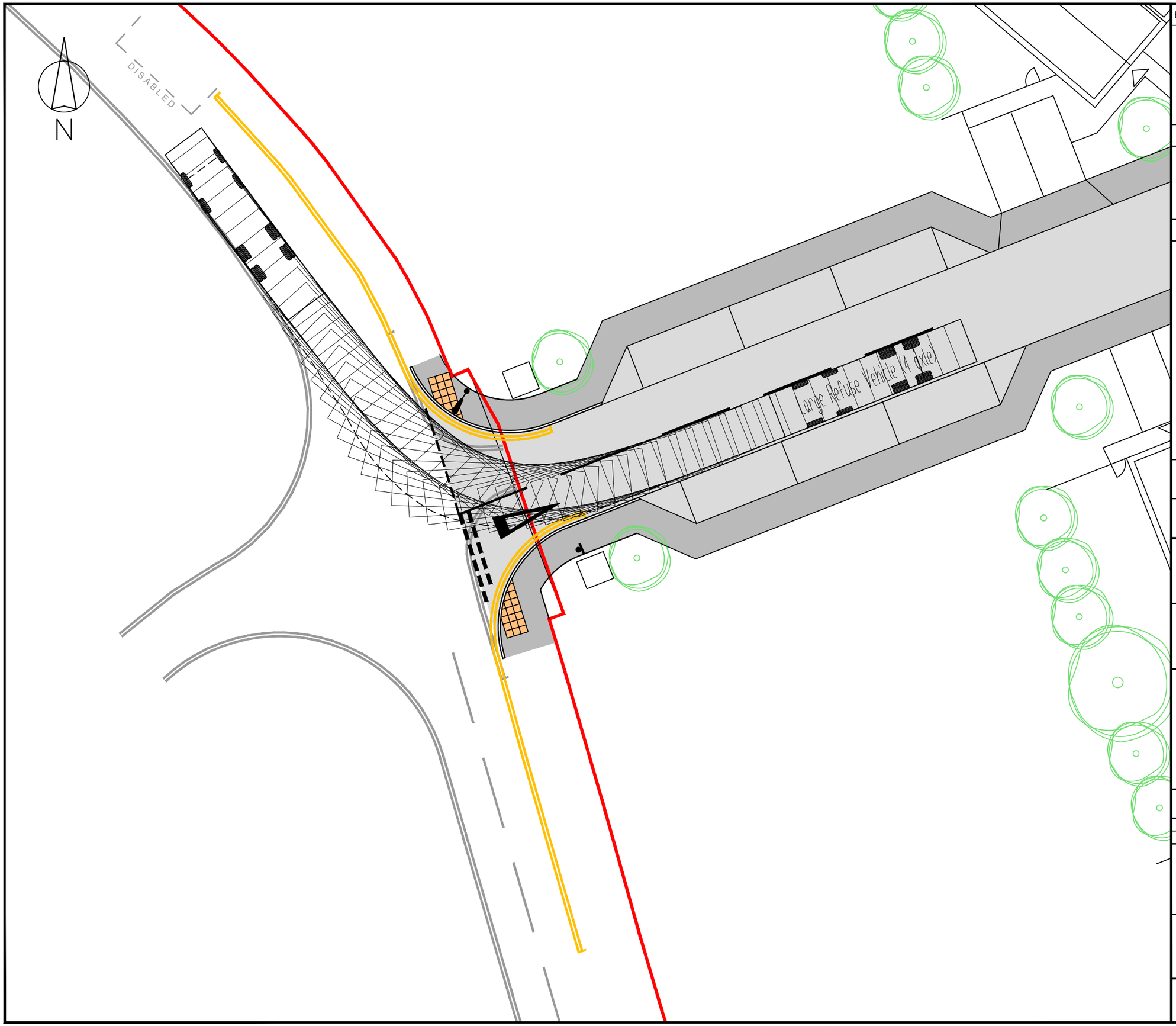

Rev	Details	Drawn	Checked	Date
A	Site layout updated.	DW	EC	18.12.2019

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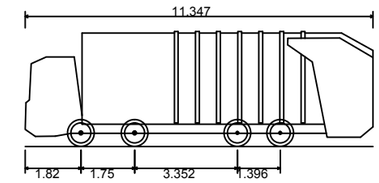

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Wall to Wall Turning Radius	11.330m

FORWARD MOVEMENTS *(design speed - 5kph)*

REVERSE MOVEMENTS *(design speed - 2.5kph)*

Client

...

Project

Freemans Way, Deal

Drawing Title

Vehicular Swept Paths Analysis of the Proposed Site Access using Large 4-Axle Refuse Vehicle (Sheet 4 of 4)

Scale	1:200	Size	A3
Drawn	DW	22.10.2019	
Checked	EC	22.10.2019	

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Drawing Number	Rev
2019-3502-TR02	A

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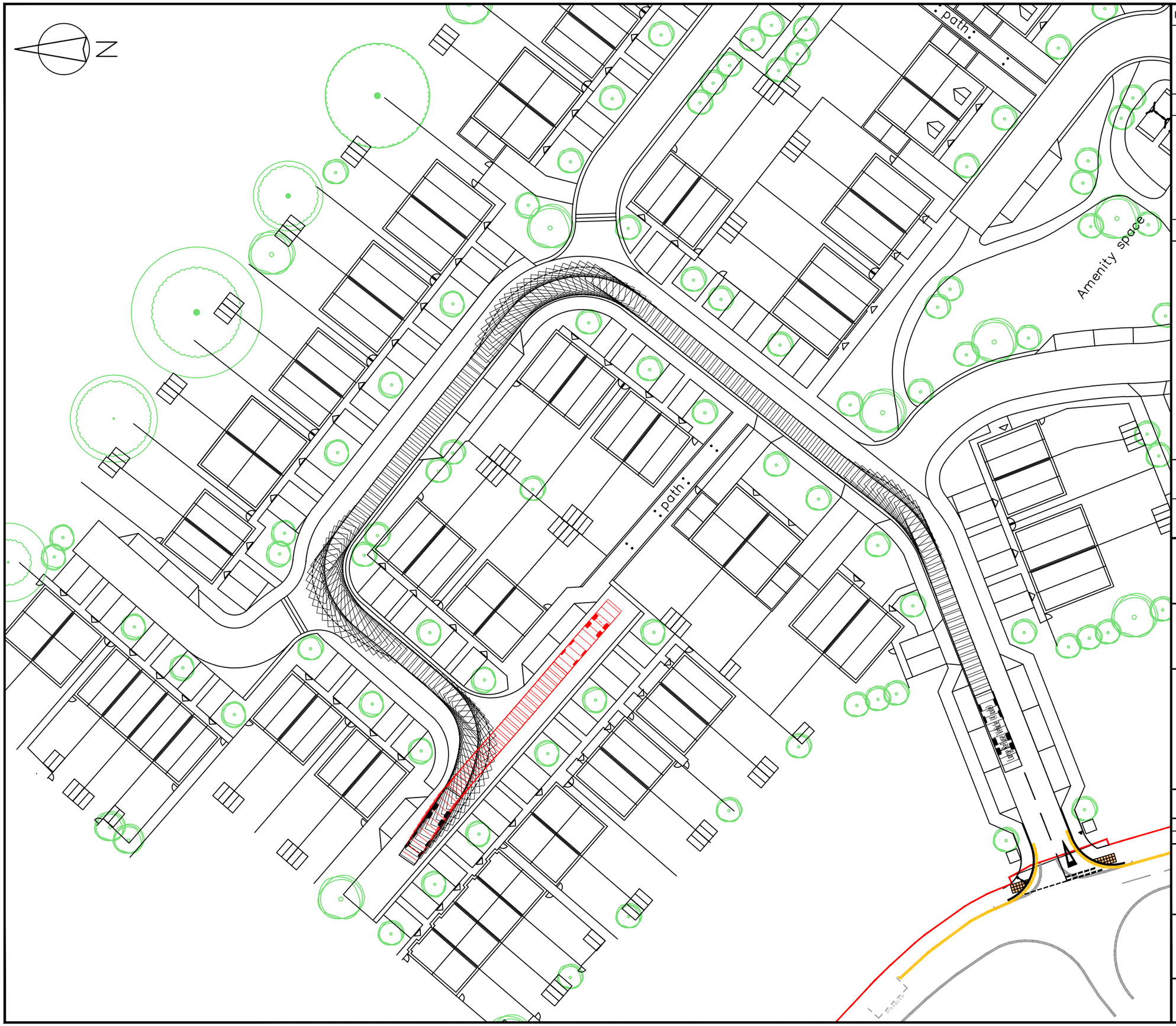

Rev	Details	Drawn	Checked	Date
A	Site layout updated.	DW	EC	05.11.2019
B	Site layout updated.	DW	EC	04.12.2019
C	Site layout updated.	DW	EC	18.12.2019

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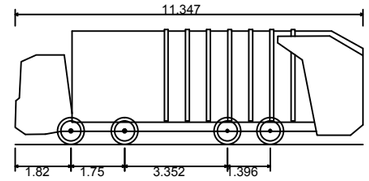

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Wall to Wall Turning Radius	11.330m

FORWARD MOVEMENTS *(design speed - 5kph)*

REVERSE MOVEMENTS *(design speed - 2.5kph)*

Client

...

Project

Freemen's Way, Deal

Drawing Title

Vehicular Swept Paths Analysis of the Proposed Site using Large 4-Axle Refuse Vehicle (Sheet 1 of 4)

Scale	1:500	Size	A3
Drawn	DW	22.10.2019	
Checked	EC	22.10.2019	

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Drawing Number	Rev
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2019-3502-TR03_C - V.S.P.A. OF THE PROPOSED SITE USING LARGE 4-AXLE REFUSE VEHICLE.DWG

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N

path

path

Amenity space

path

Rev	Details	Drawn	Checked	Date
A	Site layout updated.	DW	EC	05.11.2019
B	Site layout updated.	DW	EC	04.12.2019
C	Site layout updated.	DW	EC	18.12.2019

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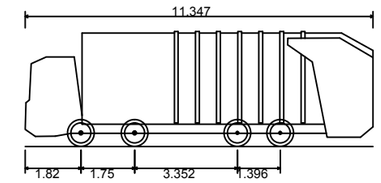

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Track Width	2.500m
Lock to Lock Time	6.00s
Wall to Wall Turning Radius	11.330m

FORWARD MOVEMENTS *(design speed - 5kph)*

REVERSE MOVEMENTS *(design speed - 2.5kph)*

Client

...

Project

Freemen's Way, Deal

Drawing Title

Vehicular Swept Paths Analysis of the Proposed Site using Large 4-Axle Refuse Vehicle (Sheet 2 of 4)

Scale	1:500	Size	A3
Drawn	DW	22.10.2019	
Checked	EC	22.10.2019	

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transport planning specialists

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Tel. No. 0207 1000 753

Drawing Number	Rev
2019-3502-TR03	C

2019-3502-TR03_C - V.S.P.A. OF THE PROPOSED SITE USING LARGE 4-AXLE REFUSE VEHICLE.DWG

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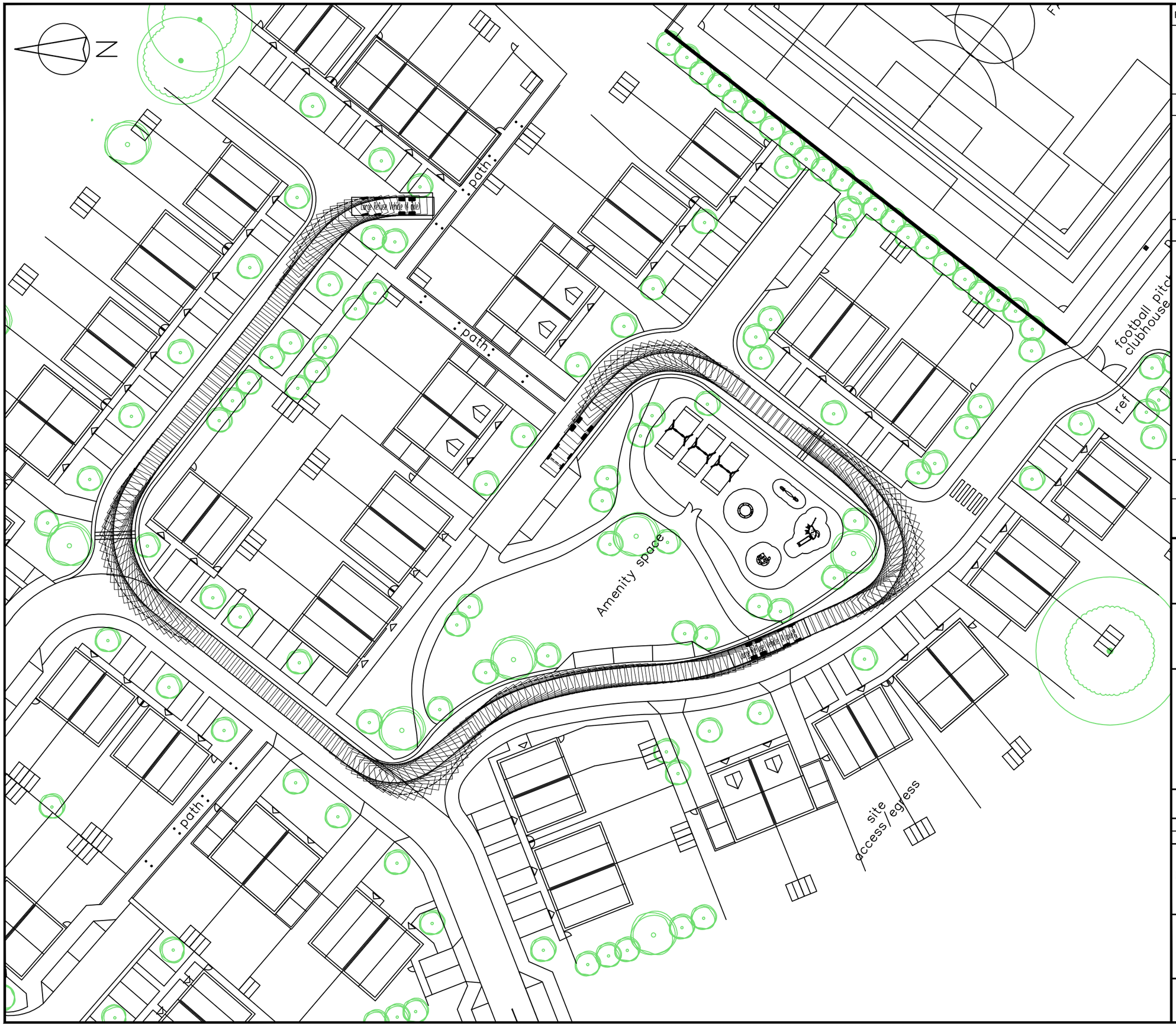

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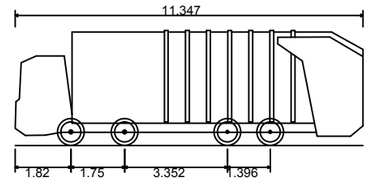

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FORWARD MOVEMENTS *(design speed - 5kph)*

REVERSE MOVEMENTS *(design speed - 2.5kph)*

Client

...

Project

Freemen's Way, Deal

Drawing Title

Vehicular Swept Paths Analysis of the Proposed Site using Large 4-Axle Refuse Vehicle (Sheet 3 of 4)

Scale	1:500	Size	A3
Drawn	DW	22.10.2019	
Checked	EC	22.10.2019	

ttp consulting
transport planning specialists

111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number	Rev
2019-3502-TR03	C

2019-3502-TR03_C - V.S.P.A. OF THE PROPOSED SITE USING LARGE 4-AXLE REFUSE VEHICLE.DWG

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Rev	Details	Drawn	Checked	Date
A	Site layout updated.	DW	EC	05.11.2019
B	Site layout updated.	DW	EC	04.12.2019
C	Site layout updated.	DW	EC	18.12.2019

NOTES:

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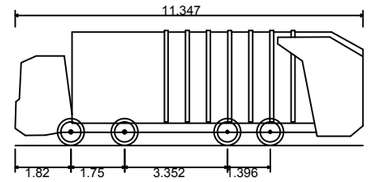
3. This drawing is for illustrative purposes only, and not for construction.
4. The internal layout has been provided by GDM Architects (drawing No. 3987-P100e).

LARGE REFUSE VEHICLE (4 AXLE)



Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to Lock Time	6.00s
Wall to Wall Turning Radius	11.330m

FORWARD MOVEMENTS *(design speed - 5kph)*

REVERSE MOVEMENTS *(design speed - 2.5kph)*

Client

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Project

Freemen's Way, Deal

Drawing Title

Vehicular Swept Paths Analysis of the Proposed Site using Large 4-Axle Refuse Vehicle (Sheet 4 of 4)

Scale	1:500	Size	A3
Drawn	DW	22.10.2019	
Checked	EC	22.10.2019	

ttp consulting
transport planning specialists

111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number	Rev
2019-3502-TR03	C

2019-3502-TR03_C - V.S.P.A. OF THE PROPOSED SITE USING LARGE 4-AXLE REFUSE VEHICLE.DWG

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Rev	Details	Drawn	Checked	Date
A	Site layout updated.	DW	EC	04.12.2019
B	Site layout updated.	DW	EC	18.12.2019

NOTES:

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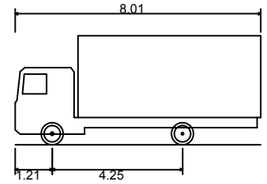
7.5T BOX VAN



Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m

FORWARD MOVEMENTS *(design speed - 5kph)*

REVERSE MOVEMENTS *(design speed - 2.5kph)*

Client

...

Project

Freemen's Way, Deal

Drawing Title

Vehicular Swept Paths Analysis using 7.5T Box Van

Scale	1:250	Size	A3
Drawn	DW	05.11.2019	
Checked	EC	05.11.2019	

ttp consulting
transport planning specialists

111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number: 2019-3502-TR04 | Rev: B

2019-3502-TR04_B - V.S.P.A. USING LARGE 7.5T BOX VAN.DWG

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N

path

path

Amenity space

Rev	Details	Drawn	Checked	Date
A	Site layout updated.	DW	EC	05.11.2019
B	Site layout updated.	DW	EC	04.12.2019
C	Site layout updated.	DW	EC	18.12.2019

NOTES:

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3. This drawing is for illustrative purposes only, and not for construction.
4. The internal layout has been provided by GDM Architects (drawing No. 3987-P100e).

KEY:

	2.4m x 25m JUNCTION VISIBILITY SPLAYS
	JUNCTION VISIBILITY SPLAYS TO TANGENT OF CURVES
	18m FORWARD VISIBILITY SPLAYS ROUND CORNERS
	AREAS WITHIN VISIBILITY SPLAYS TO BE KEPT CLEAR

Client

...

Project

Freemen's Way, Deal

Drawing Title

Visibility Splays within the Proposed Site (Sheet 1 of 2)

Scale	1:500	Size	A3
Drawn	DW	22.10.2019	
Checked	EC	22.10.2019	

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111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number: 2019-3502-005 | Rev: C

2019-3502-005_C - VISIBILITY SPLAYS WITHIN THE PROPOSED SITE.DWG

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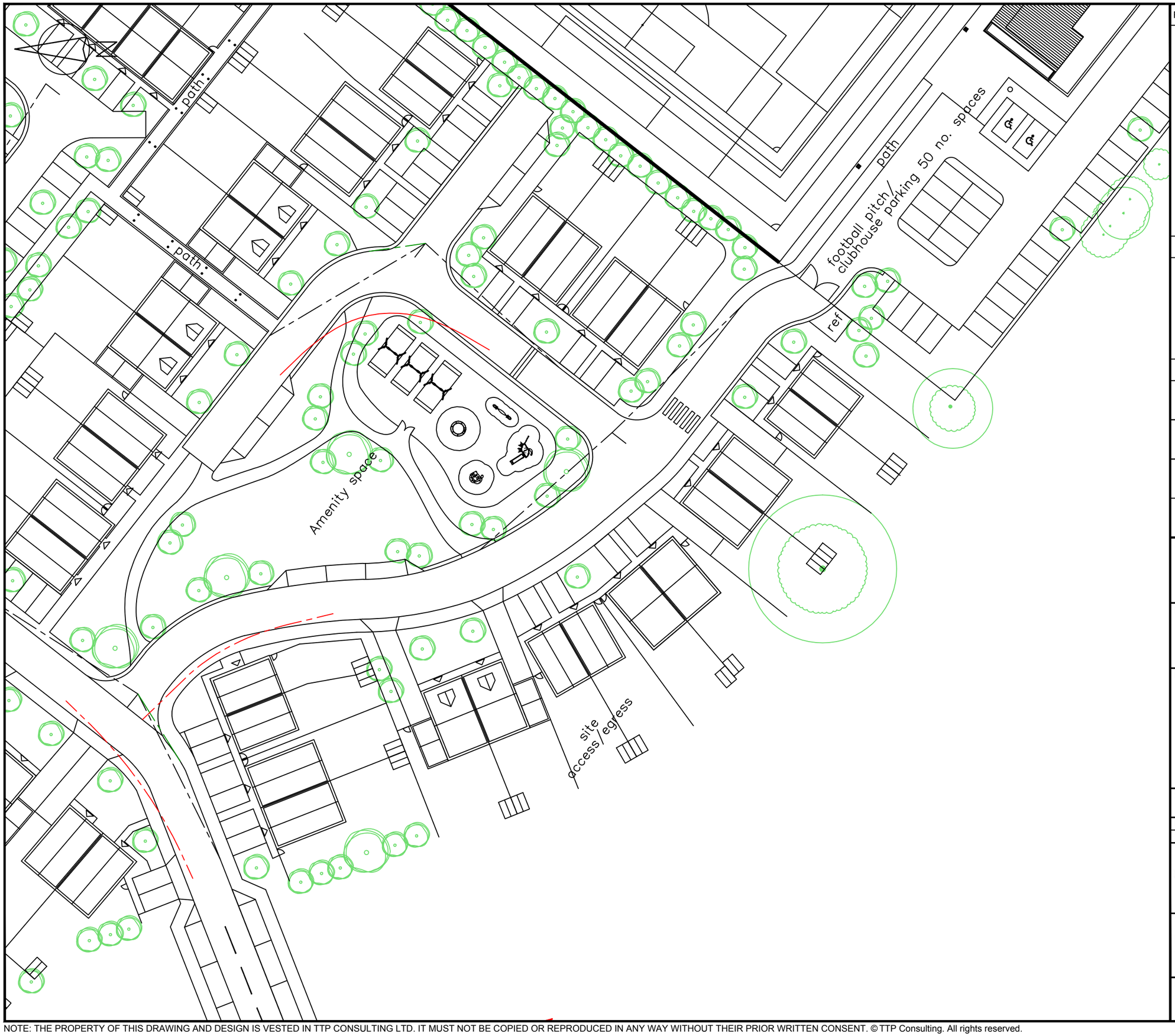

Rev	Details	Drawn	Checked	Date
A	Site layout updated.	DW	EC	05.11.2019
B	Site layout updated.	DW	EC	04.12.2019
C	Site layout updated.	DW	EC	18.12.2019

NOTES:

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2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.
4. The internal layout has been provided by GDM Architects (drawing No. 3987-P100e).

KEY:

	2.4m x 25m JUNCTION VISIBILITY SPLAY
	JUNCTION VISIBILITY LINE TO TANGENT OF CURVE
	FORWARD VISIBILITY SPLAY ROUND THE CORNER
	AREAS WITHIN VISIBILITY SPLAYS TO BE KEPT CLEAR

Client

...

Project

Freemen's Way, Deal

Drawing Title

Visibility Splays within the Proposed Site (Sheet 2 of 2)

Scale	1:500	Size	A3
Drawn	DW	22.10.2019	
Checked	EC	22.10.2019	

ttp consulting
transport planning specialists

111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number	Rev
2019-3502-005	C

2019-3502-005_C - VISIBILITY SPLAYS WITHIN THE PROPOSED SITE.DWG

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APPENDIX G

(TRICS Output Files)

Calculation Reference: AUDIT-752101-191108-1110

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : L - FOOTBALL (5-a-side)
VEHICLES

Selected regions and areas:
05 EAST MIDLANDS
NT NOTTINGHAMSHIRE 1 days

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

Secondary 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: Number of pitches
Actual Range: 6 to 6 (units:)
Range Selected by User: 2 to 18 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 26/11/18

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

Selected survey days:
Saturday 1 days

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

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

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

Selected Locations:
Edge of Town 1

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

Selected Location Sub Categories:
Residential Zone 1

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

Secondary Filtering selection:

Use Class:
D2 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

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

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

Secondary Filtering selection (Cont.):

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

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

Car ownership within 5 miles:
0.6 to 1.0 1 days

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

Travel Plan:
No 1 days

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

PTAL Rating:
No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

1 NT-07-L-01 ASTRO KINGS NOTTINGHAMSHIRE
WIGMAN ROAD
NOTTINGHAM
BILBOROUGH
Edge of Town
Residential Zone
Total Number of pitches: 6
Survey date: SATURDAY *14/07/18* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DV-07-L-01	type
KI-07-L-01	type
WM-07-L-01	type

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)
VEHICLES
Calculation factor: 1 PITCH
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	6	6.167	1	6	2.167	1	6	8.334
11:00 - 12:00	1	6	6.833	1	6	6.000	1	6	12.833
12:00 - 13:00	1	6	5.000	1	6	4.833	1	6	9.833
13:00 - 14:00	1	6	5.500	1	6	5.167	1	6	10.667
14:00 - 15:00	1	6	4.667	1	6	3.333	1	6	8.000
15:00 - 16:00	1	6	3.167	1	6	4.833	1	6	8.000
16:00 - 17:00	1	6	3.167	1	6	3.167	1	6	6.334
17:00 - 18:00	1	6	2.167	1	6	3.500	1	6	5.667
18:00 - 19:00	1	6	1.667	1	6	4.167	1	6	5.834
19:00 - 20:00	1	6	0.167	1	6	1.333	1	6	1.500
20:00 - 21:00	1	6	0.000	1	6	0.000	1	6	0.000
21:00 - 22:00	1	6	0.000	1	6	0.000	1	6	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			38.502			38.500			77.002

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

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

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Parameter summary

Trip rate parameter range selected:	6 - 6 (units:)
Survey date date range:	01/01/11 - 26/11/18
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

Calculation Reference: AUDIT-752101-191118-1156

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	EX	ESSEX	1 days
	HC	HAMPSHIRE	2 days
03	SOUTH WEST		
	DC	DORSET	1 days
	SM	SOMERSET	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	2 days
	ST	STAFFORDSHIRE	1 days
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	3 days
08	NORTH WEST		
	CH	CHESHIRE	2 days
	GM	GREATER MANCHESTER	1 days
	LC	LANCASHIRE	1 days

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

Secondary 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: Number of dwellings
Actual Range: 10 to 97 (units:)
Range Selected by User: 6 to 4334 (units:)

Parking Spaces Range: Selected: 12 to 150 Actual: 12 to 1894

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 08/07/19

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	3 days
Tuesday	4 days
Wednesday	6 days
Thursday	4 days
Friday	2 days

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

Selected survey types:

Manual count	19 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	19

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	17
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories

Secondary Filtering selection:

Use Class:

C3	19 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	3 days
10,001 to 15,000	7 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	3 days
75,001 to 100,000	5 days
125,001 to 250,000	3 days
250,001 to 500,000	3 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	14 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	4 days
No	15 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	18 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

2 CH-03-A-10 SEMI-DETACHED & TERRACED CHESHIRE
MEADOW DRIVE
NORTHWICH
BARNTON
Edge of Town
Residential Zone
Total Number of dwellings: 40
Survey date: TUESDAY *04/06/19* *Survey Type: MANUAL*

3 DC-03-A-08 BUNGALOWS DORSET
HURSTDENE ROAD
BOURNEMOUTH
CASTLE LANE WEST
Edge of Town
Residential Zone
Total Number of dwellings: 28
Survey date: MONDAY *24/03/14* *Survey Type: MANUAL*

4 ES-03-A-02 PRIVATE HOUSING EAST SUSSEX
SOUTH COAST ROAD
PEACEHAVEN

Edge of Town
Residential Zone
Total Number of dwellings: 37
Survey date: FRIDAY *18/11/11* *Survey Type: MANUAL*

5 EX-03-A-02 DETACHED & SEMI-DETACHED ESSEX
MANOR ROAD
CHIGWELL
GRANGE HILL
Edge of Town
Residential Zone
Total Number of dwellings: 97
Survey date: MONDAY *27/11/17* *Survey Type: MANUAL*

6 GM-03-A-10 DETACHED/SEMI GREATER MANCHESTER
BUTT HILL DRIVE
MANCHESTER
PRESTWICH
Edge of Town
Residential Zone
Total Number of dwellings: 29
Survey date: WEDNESDAY *12/10/11* *Survey Type: MANUAL*

7 HC-03-A-21 TERRACED & SEMI-DETACHED HAMPSHIRE
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total Number of dwellings: 39
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

8 HC-03-A-22 MIXED HOUSES HAMPSHIRE
BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Total Number of dwellings: 40
Survey date: WEDNESDAY *31/10/18* *Survey Type: MANUAL*

9 LC-03-A-31 DETACHED HOUSES LANCASHIRE
GREENSIDE
PRESTON
COTTAM
Edge of Town
Residential Zone
Total Number of dwellings: 32
Survey date: FRIDAY *17/11/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

10 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total Number of dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

11 NY-03-A-07 DETACHED & SEMI DET. NORTH YORKSHIRE
CRAVEN WAY
BOROUGHBRIDGE

Edge of Town
No Sub Category
Total Number of dwellings: 23
Survey date: TUESDAY *18/10/11* *Survey Type: MANUAL*

12 NY-03-A-10 HOUSES AND FLATS NORTH YORKSHIRE
BOROUGHBRIDGE ROAD
RIPON

Edge of Town
No Sub Category
Total Number of dwellings: 71
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

13 NY-03-A-11 PRIVATE HOUSING NORTH YORKSHIRE
HORSEFAIR
BOROUGHBRIDGE

Edge of Town
Residential Zone
Total Number of dwellings: 23
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

14 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total Number of dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

15 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE
SANDCROFT
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

16 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total Number of dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

17 SM-03-A-01 DETACHED & SEMI SOMERSET
WEMBDON ROAD
BRIDGWATER
NORTHFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 33
Survey date: THURSDAY *24/09/15* *Survey Type: MANUAL*

18 ST-03-A-08 DETACHED HOUSES STAFFORDSHIRE
SILKMORE CRESCENT
STAFFORD
MEADOWCROFT PARK
Edge of Town
Residential Zone
Total Number of dwellings: 26
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

19 WK-03-A-02 BUNGALOWS WARWICKSHIRE
NARBERTH WAY
COVENTRY
POTTERS GREEN
Edge of Town
Residential Zone
Total Number of dwellings: 17
Survey date: THURSDAY *17/10/13* *Survey Type: MANUAL*

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	19	35	0.079	19	35	0.263	19	35	0.342
08:00 - 09:00	19	35	0.131	19	35	0.350	19	35	0.481
09:00 - 10:00	19	35	0.135	19	35	0.183	19	35	0.318
10:00 - 11:00	19	35	0.128	19	35	0.129	19	35	0.257
11:00 - 12:00	19	35	0.137	19	35	0.169	19	35	0.306
12:00 - 13:00	19	35	0.145	19	35	0.132	19	35	0.277
13:00 - 14:00	19	35	0.155	19	35	0.148	19	35	0.303
14:00 - 15:00	19	35	0.134	19	35	0.164	19	35	0.298
15:00 - 16:00	19	35	0.228	19	35	0.177	19	35	0.405
16:00 - 17:00	19	35	0.268	19	35	0.128	19	35	0.396
17:00 - 18:00	19	35	0.312	19	35	0.119	19	35	0.431
18:00 - 19:00	19	35	0.218	19	35	0.099	19	35	0.317
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.163			2.134			4.297

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:	10 - 97 (units:)
Survey date date range:	01/01/11 - 08/07/19
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

APPENDIX H

(Picady Output)

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.0.4211 []
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Filename: Denington Road_London Road_No Change to Junction (191217).j9
Path: \\TTPCSERVER\Projects\2019\3618 - Denington Road, Wellingborough\Modelling\191217\Denington Road_London Road_No Change to Junction (191217)_Junctions 9 Report
Report generation date: 19/12/2019 14:06:21

«With Development, Saturday
»Junction Network
»Arms
»Traffic Demand
»Origin-Destination Data
»Vehicle Mix
»Results

Summary of junction performance

	Weekday AM				Weekday PM				Saturday			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	Baseline											
Stream B-C	0.2	8.54	0.13	A	0.2	8.29	0.14	A	0.1	8.12	0.10	A
Stream B-A	0.1	15.24	0.12	C	0.1	14.22	0.07	B	0.1	14.65	0.10	B
Stream C-AB	0.3	9.84	0.23	A	0.1	8.48	0.11	A	0.1	8.75	0.12	A
Stream C-A												
Stream A-B												
Stream A-C												
	With Development											
Stream B-C	0.2	8.90	0.16	A	0.2	8.95	0.18	A	0.2	8.79	0.16	A
Stream B-A	0.2	15.86	0.17	C	0.1	14.92	0.13	B	0.3	16.81	0.20	C
Stream C-AB	0.4	10.32	0.26	B	0.2	9.01	0.16	A	0.2	9.40	0.18	A
Stream C-A												
Stream A-B												
Stream A-C												

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	(untitled)
Location	
Site number	
Date	21/08/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TTPC"EChipperfield
Description	

Units

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

Analysis Options

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

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D6	With Development	Saturday	ONE HOUR	11:30	13:00	15

With Development, Saturday

Data Errors and Warnings

Severity	Area	Item	Description

Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Denington Road / London Road	T-Junction	Two-way	1.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	London Road (South)		Major
B	Denington Road		Minor
C	London Road (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	11.00		✓	2.20	120.0	✓	7.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	5.00	3.50	3.30	2.25		8.00	31	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B

1	B-A	534.045	0.076	0.192	0.121	0.275
1	B-C	712.376	0.085	0.216	-	-
1	C-B	643.457	0.195	0.195	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	787.00	100.000
B		✓	119.00	100.000
C		✓	682.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	**B**	**C**
From	**A**	0.000	66.000	721.000
	B	50.000	0.000	69.000
	C	605.000	77.000	0.000

Vehicle Mix

Heavy Vehicle proportion

		To		
		A	**B**	**C**
From	**A**	0	2	1
	B	0	0	4
	C	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.16	8.79	0.2	0.5	A
B-A	0.20	16.81	0.3	1.2	C
C-AB	0.18	9.40	0.2	1.0	A
C-A					
A-B					
A-C					

Main Results for each time segment

Main results: (11:30-11:45)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	51.95	551.85	0.094	51.53	0.1	7.189	A
B-A	37.64	352.95	0.107	37.17	0.1	11.383	B
C-AB	57.97	521.41	0.111	57.47	0.1	7.752	A
C-A	455.48			455.48			
A-B	49.69			49.69			
A-C	542.81			542.81			

Main results: (11:45-12:00)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	62.03	524.51	0.118	61.91	0.1	7.780	A
B-A	44.95	317.73	0.141	44.77	0.2	13.180	B
C-AB	69.22	498.96	0.139	69.08	0.2	8.372	A
C-A	543.88			543.88			
A-B	59.33			59.33			
A-C	648.16			648.16			

Main results: (12:00-12:15)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	75.97	485.75	0.156	75.77	0.2	8.776	A
B-A	55.05	269.10	0.205	54.69	0.3	16.762	C
C-AB	84.78	467.92	0.181	84.54	0.2	9.384	A
C-A	666.12			666.12			
A-B	72.67			72.67			

A-C	793.84			793.84			

Main results: (12:15-12:30)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	75.97	485.47	0.156	75.97	0.2	8.790	A
B-A	55.05	269.09	0.205	55.04	0.3	16.814	C
C-AB	84.78	467.92	0.181	84.77	0.2	9.395	A
C-A	666.12			666.12			
A-B	72.67			72.67			
A-C	793.84			793.84			

Main results: (12:30-12:45)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	62.03	524.08	0.118	62.22	0.1	7.799	A
B-A	44.95	317.75	0.141	45.30	0.2	13.231	B
C-AB	69.22	498.96	0.139	69.45	0.2	8.385	A
C-A	543.88			543.88			
A-B	59.33			59.33			
A-C	648.16			648.16			

Main results: (12:45-13:00)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	51.95	551.36	0.094	52.07	0.1	7.211	A
B-A	37.64	352.92	0.107	37.83	0.1	11.431	B
C-AB	57.97	521.41	0.111	58.12	0.1	7.774	A
C-A	455.48			455.48			
A-B	49.69			49.69			
A-C	542.81			542.81			

Queue Variation Results for each time segment

Queue Variation results: (11:30-11:45)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.00	0.00	0.45	0.48			N/A	N/A
B-A	0.12	0.00	0.00	0.45	0.48			N/A	N/A
C-AB	0.12	0.00	0.00	0.45	0.48			N/A	N/A
C-A									
A-B									
A-C									

Queue Variation results: (11:45-12:00)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.13	0.00	0.00	0.45	0.48			N/A	N/A
B-A	0.16	0.00	0.00	0.45	0.48			N/A	N/A
C-AB	0.16	0.00	0.00	0.45	0.48			N/A	N/A
C-A									
A-B									
A-C									

Queue Variation results: (12:00-12:15)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.18	0.00	0.00	0.46	0.49			N/A	N/A
B-A	0.25	0.00	0.00	0.47	0.49			N/A	N/A
C-AB	0.22	0.00	0.00	0.46	0.49			N/A	N/A
C-A									
A-B									
A-C									

Queue Variation results: (12:15-12:30)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.18	0.00	0.00	0.46	0.48			N/A	N/A
B-A	0.25	0.00	0.00	0.87	1.21			N/A	N/A
C-AB	0.22	0.00	0.00	0.50	0.97			N/A	N/A
C-A									
A-B									
A-C									

Queue Variation results: (12:30-12:45)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.14	0.00	0.00	0.45	0.48			N/A	N/A
B-A	0.17	0.00	0.00	0.45	0.48			N/A	N/A
C-AB	0.16	0.00	0.00	0.45	0.48			N/A	N/A
C-A									
A-B									
A-C									

Queue Variation results: (12:45-13:00)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.00	0.00	0.45	0.48			N/A	N/A
B-A	0.12	0.00	0.00	0.45	0.48			N/A	N/A
C-AB	0.13	0.00	0.00	0.45	0.48			N/A	N/A
C-A									
A-B									
A-C									

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.0.4211 []
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Filename: Denington Road_London Road_Reduced Right Turn (191217).j9
Path: \\TTPCSERVER\Projects\2019\3618 - Denington Road, Wellingborough\Modelling\191217\Denington Road_London Road_Right Turning Lane (191217)_Junctions 9 Report
Report generation date: 19/12/2019 14:04:20

«With Development, Saturday
»Junction Network
»Arms
»Traffic Demand
»Origin-Destination Data
»Vehicle Mix
»Results

Summary of junction performance

	Weekday AM				Weekday PM				Saturday			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	Baseline											
Stream B-C	0.2	8.54	0.13	A	0.2	8.29	0.14	A	0.1	8.12	0.10	A
Stream B-A	0.1	15.24	0.12	C	0.1	14.22	0.07	B	0.1	14.65	0.10	B
Stream C-AB	0.3	9.84	0.23	A	0.1	8.48	0.11	A	0.1	8.75	0.12	A
Stream C-A												
Stream A-B												
Stream A-C												
	With Development											
Stream B-C	0.2	8.90	0.16	A	0.2	8.95	0.18	A	0.2	8.79	0.16	A
Stream B-A	0.2	15.86	0.17	C	0.1	14.92	0.13	B	0.3	16.82	0.20	C
Stream C-AB	0.4	10.32	0.26	B	0.2	9.01	0.16	A	0.2	9.40	0.18	A
Stream C-A												
Stream A-B												
Stream A-C												

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	(untitled)
Location	
Site number	
Date	21/08/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TTPC"EChipperfield
Description	

Units

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

Analysis Options

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

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D6	With Development	Saturday	ONE HOUR	11:30	13:00	15

With Development, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Denington Road / London Road	T-Junction	Two-way	1.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	London Road (South)		Major
B	Denington Road		Minor
C	London Road (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	11.00		✓	2.20	120.0	✓	7.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	5.00	3.50	3.30	2.25		3.00	31	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	534.045	0.076	0.192	0.121	0.275
1	B-C	712.376	0.085	0.216	-	-
1	C-B	643.457	0.195	0.195	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	787.00	100.000
B		✓	119.00	100.000
C		✓	682.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0.000	66.000	721.000
	B	50.000	0.000	69.000
	C	605.000	77.000	0.000

Vehicle Mix

Heavy Vehicle proportion

		To		
		A	B	C
From	A	0	2	1
	B	0	0	4
	C	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS

B-C	0.16	8.79	0.2	A
B-A	0.20	16.82	0.3	C
C-AB	0.18	9.40	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

Main results: (11:30-11:45)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	51.95	551.84	0.094	51.53	0.1	7.189	A
B-A	37.64	352.95	0.107	37.17	0.1	11.383	B
C-AB	57.97	521.41	0.111	57.47	0.1	7.752	A
C-A	455.48			455.48			
A-B	49.69			49.69			
A-C	542.81			542.81			

Main results: (11:45-12:00)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	62.03	524.48	0.118	61.91	0.1	7.781	A
B-A	44.95	317.73	0.141	44.77	0.2	13.181	B
C-AB	69.22	498.96	0.139	69.08	0.2	8.372	A
C-A	543.88			543.88			
A-B	59.33			59.33			
A-C	648.16			648.16			

Main results: (12:00-12:15)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	75.97	485.62	0.156	75.77	0.2	8.779	A
B-A	55.05	269.08	0.205	54.69	0.3	16.764	C
C-AB	84.78	467.92	0.181	84.54	0.2	9.384	A
C-A	666.12			666.12			
A-B	72.67			72.67			
A-C	793.84			793.84			

Main results: (12:15-12:30)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	75.97	485.34	0.157	75.97	0.2	8.793	A

B-A	55.05	269.07	0.205	55.04	0.3	16.816	C
C-AB	84.78	467.92	0.181	84.77	0.2	9.395	A
C-A	666.12			666.12			
A-B	72.67			72.67			
A-C	793.84			793.84			

Main results: (12:30-12:45)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	62.03	524.05	0.118	62.23	0.1	7.798	A
B-A	44.95	317.74	0.141	45.30	0.2	13.232	B
C-AB	69.22	498.96	0.139	69.45	0.2	8.385	A
C-A	543.88			543.88			
A-B	59.33			59.33			
A-C	648.16			648.16			

Main results: (12:45-13:00)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	51.95	551.35	0.094	52.07	0.1	7.211	A
B-A	37.64	352.92	0.107	37.83	0.1	11.433	B
C-AB	57.97	521.41	0.111	58.12	0.1	7.774	A
C-A	455.48			455.48			
A-B	49.69			49.69			
A-C	542.81			542.81			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.0.4211 []
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Filename: Site Access_Right Turn Introduced (191217).j9
Path: \\TTPCSERVER\Projects\2019\3618 - Denington Road, Wellingborough\Modelling\191217\Site Access_Right Turn Introduced (191217)_Junctions 9 Report
Report generation date: 19/12/2019 14:00:31

«With Development, Saturday
»Junction Network
»Arms
»Traffic Demand
»Origin-Destination Data
»Vehicle Mix
»Results

Summary of junction performance

	Weekday AM				Weekday PM				Saturday			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	Baseline											
Stream B-AC	0.0	0.00	0.00	A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-A												
Stream A-B												
Stream A-C												
	With Development											
Stream B-AC	0.1	5.53	0.05	A	0.1	5.57	0.07	A	0.1	5.76	0.09	A
Stream C-AB	0.0	5.94	0.05	A	0.1	6.03	0.07	A	0.1	6.14	0.08	A
Stream C-A												
Stream A-B												
Stream A-C												

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	(untitled)
Location	
Site number	
Date	21/08/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TTPC"EChipperfield
Description	

Units

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

Analysis Options

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

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D6	With Development	Saturday	ONE HOUR	11:30	13:00	15

With Development, Saturday

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Denington Road east)		Major
B	Site Access		Minor
C	Denington Road (west)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	9.00		✓	3.00	60.0	✓	3.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	5.00	28	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	595.910	0.094	0.239	0.150	0.341
1	B-C	763.982	0.102	0.257	-	-
1	C-B	661.709	0.223	0.223	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	84.00	100.000
B		✓	59.00	100.000
C		✓	143.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0.000	12.000	72.000
	B	12.000	0.000	47.000
	C	94.000	49.000	0.000

Vehicle Mix

Heavy Vehicle proportion

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.09	5.76	0.1	0.5	A
C-AB	0.08	6.14	0.1	0.5	A
C-A					

A-B					
A-C					

Main Results for each time segment

Main results: (11:30-11:45)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	44.42	700.00	0.063	44.15	0.1	5.486	A
C-AB	36.89	647.14	0.057	36.65	0.1	5.897	A
C-A	70.77			70.77			
A-B	9.03			9.03			
A-C	54.21			54.21			

Main results: (11:45-12:00)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	53.04	695.54	0.076	52.98	0.1	5.602	A
C-AB	44.05	644.32	0.068	44.00	0.1	5.996	A
C-A	84.50			84.50			
A-B	10.79			10.79			
A-C	64.73			64.73			

Main results: (12:00-12:15)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	64.96	689.36	0.094	64.87	0.1	5.764	A
C-AB	53.96	640.45	0.084	53.88	0.1	6.137	A
C-A	103.49			103.49			
A-B	13.21			13.21			
A-C	79.27			79.27			

Main results: (12:15-12:30)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	64.96	689.35	0.094	64.96	0.1	5.764	A
C-AB	53.96	640.45	0.084	53.95	0.1	6.137	A
C-A	103.49			103.49			
A-B	13.21			13.21			
A-C	79.27			79.27			

Main results: (12:30-12:45)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	53.04	695.53	0.076	53.12	0.1	5.604	A

C-AB	44.05	644.33	0.068	44.12	0.1	5.998	A
C-A	84.50			84.50			
A-B	10.79			10.79			
A-C	64.73			64.73			

Main results: (12:45-13:00)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	44.42	699.97	0.063	44.48	0.1	5.494	A
C-AB	36.89	647.14	0.057	36.94	0.1	5.899	A
C-A	70.77			70.77			
A-B	9.03			9.03			
A-C	54.21			54.21			

Queue Variation Results for each time segment

Queue Variation results: (11:30-11:45)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.45	0.48			N/A	N/A
C-AB	0.06	0.00	0.00	0.45	0.48			N/A	N/A
C-A									
A-B									
A-C									

Queue Variation results: (11:45-12:00)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.46	0.49			N/A	N/A
C-AB	0.07	0.00	0.00	0.45	0.48			N/A	N/A
C-A									
A-B									
A-C									

Queue Variation results: (12:00-12:15)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.47	0.49			N/A	N/A

C-AB	0.09	0.00	0.00	0.47	0.49			N/A	N/A
C-A									
A-B									
A-C									

Queue Variation results: (12:15-12:30)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.45	0.48			N/A	N/A
C-AB	0.09	0.00	0.00	0.45	0.48			N/A	N/A
C-A									
A-B									
A-C									

Queue Variation results: (12:30-12:45)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.45	0.48			N/A	N/A
C-AB	0.07	0.00	0.00	0.45	0.48			N/A	N/A
C-A									
A-B									
A-C									

Queue Variation results: (12:45-13:00)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.45	0.48			N/A	N/A
C-AB	0.06	0.00	0.00	0.45	0.48			N/A	N/A
C-A									
A-B									
A-C									