



The information on this timetable is expected to be valid until at least 8th May 2019. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

**Mondays to Fridays**

Service Restrictions	1
Notes	SDO
East Grinstead, War Memorial (Stop H)	0742
East Grinstead, o/s Estcots School	0745
East Grinstead, adj Queen Victoria Hospital	0750
Dormansland, adj Church	0755
Lingfield, Lingfield Railway Station (Stop A)	0800
Blindley Heath, opp Ray Lane	0808
South Godstone, adj Godstone Railway Station	0813
South Godstone, adj Woodlands Drive	0814
Oxted, adj Oxted School	0830

**Saturdays**

no service

**Sundays**

no service

**Good Friday (Friday 19th April)**

no service

**Easter Monday (Monday 22nd April)**

no service

Service Restrictions: 1 - only 23.4.19 to 24.5., 3.6. to 24.7.

Notes: SDO - Schooldays only



The information on this timetable is expected to be valid until at least 8th May 2019. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

**Mondays to Fridays**

Service Restrictions	1
Notes	SDO
Oxted, adj Oxted School	1530
Oxted, adj Oxted Railway Station	1534
South Godstone, opp Woodlands Drive	1548
South Godstone, opp Godstone Railway Station	1549
Blindley Heath, adj Ray Lane	1553
Lingfield, Lingfield Railway Station (Stop B)	1600
Dormansland, opp Church	1605
East Grinstead, opp Queen Victoria Hospital	1610
East Grinstead, War Memorial (Stop J)	1615

**Saturdays**

no service

**Sundays**

no service

**Good Friday (Friday 19th April)**

no service

**Easter Monday (Monday 22nd April)**

no service

Service Restrictions: 1 - only 23.4.19 to 24.5., 3.6. to 24.7.

Notes: SDO - Schooldays only



For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgt 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. Departure times will be real-time predictions where available, or scheduled departure times if not.

You can also get the same information by using the SMS code at [www.nextbuses.mobi](http://www.nextbuses.mobi) (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

**NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.**

SMS Code	Stop Name	Street	ATCO Code
wsxapgiw	East Grinstead, War Memorial (Stop H)	High Street	4400EG0272
wsxapgit	East Grinstead, Sackville College (Stop K)	High Street	4400EG0271
wsxapawm	East Grinstead, o/s Estcots School	Bourg-De-Peage Avenue	4400EG0197
wsxapawt	East Grinstead, adj Court Crescent	Estcots Drive	4400EG0199
wsxapdad	East Grinstead, opp East Court	Holyte Road	4400EG0200
wsxapdgi	East Grinstead, adj Queen Victoria Hospital	Holyte Road	4400EG0209
wsxapdga	East Grinstead, opp Turner Court	Holyte Road	4400EG0207
wsxapdap	East Grinstead, adj The Larches	Holyte Road	4400EG0204
surdptdp	Dormans Park, opp Wilderwick Farm	Wilderwick Road	40004410280A
surdmjgp	Dormans Park, adj The Approach	Wilderwick Road	40004410039B
surdmjgw	Dormansland, adj Dormans Station Turning	Wilderwick Road	40004410040B
surdmjmg	Dormansland, adj Church	High Street	40004410041B
surdmjmp	Dormansland, opp Memorial Hall	Dormans High Street	40004410042B
surdmjpa	Dormansland, adj Swallowfield	Dormans Road	40004410042C
surdmjtd	Lingfield, opp St Pier's Lane	Racecourse Road	40004410046B
surdmjtm	Lingfield, o/s Lingfield Racecourse	Racecourse Road	40004410047B
surdmjtw	Lingfield, opp Station Road	Racecourse Road	40004410048B
surdmjwd	Lingfield, Lingfield Railway Station (Stop A)	Station Road	40004410049A
surdptja	Lingfield, adj Pauls Mead	Station Road	40004410289B
surdmpdg	Lingfield, Haxted Road (W-bound)	Lingfield Common Road	40004410054B
surdmpdp	Lingfield Common, opp Meadowside	Lingfield Common Road	40004410055D
surdmpdw	Blindley Heath, opp Tandridge Lane	Ray Lane	40004410056A
surdpjtm	Blindley Heath, opp Albion House	Ray Lane	40004410209A
surdmpgd	Blindley Heath, opp Ray Lane	Eastbourne Road	40004410057A
surdpjtw	Blindley Heath, opp Cottenhams	Eastbourne Road	40004410210A
surdpjwd	Blindley Heath, o/s St John's Church	Eastbourne Road	40004410211A
surdmpgmm	Blindley Heath, adj Featherstone	A22 Eastbourne Road	40004410058A
surdpjwj	Blindley Heath, adj Byers Lane	A22 Eastbourne Road	40004410212A
surdmpgt	Blindley Heath, Anglefield Corner (N-bound)	A22 Eastbourne Road	40004410059A
surdpmdj	South Godstone, opp The Mount	A22 Eastbourne Road	40004410222A
surdmpja	South Godstone, o/s RSPCA Centre	A22 Eastbourne Road	40004410060A
surdmpji	South Godstone, adj Godstone Railway Station	Station Road	40004410061A
surdmpjw	South Godstone, adj Woodlands Drive	Eastbourne Road	40004410062A
surdmpmj	South Godstone, adj Hart's Lane	Eastbourne Road	40004410063A
surgtjim	Tandridge, opp Knights Garden Centre	Oxted Road	40004410166A
surdpgaw	Tandridge, adj Tandridge Hill Lane	Oxted Road	40004410167A
surgjda	Tandridge, opp Tandridge Lane	Oxted Road	40004410175C
surdpgmj	Old Oxted, opp Golf Club	Godstone Road	40004410176A
surdpgpa	Oxted, adj Wheeler Avenue	Church Lane	40004410178A
surdpgpg	Oxted, Church Lane (NE-bound)	Church Lane	40004410179A
surdpgpt	Oxted, Bluehouse Lane (E-bound)	Bluehouse Lane	40004410181A
surdpgtg	Oxted, adj Oxted School	Bluehouse Lane	40004410184A



For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgt 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. Departure times will be real-time predictions where available, or scheduled departure times if not.

You can also get the same information by using the SMS code at [www.nextbuses.mobi](http://www.nextbuses.mobi) (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

**NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.**

SMS Code	Stop Name	Street	ATCO Code
surdpgtg	Oxted, adj Oxted School	Bluehouse Lane	40004410184A
surdpgwg	Oxted, Gresham Road (SW-bound)	Gresham Road	40004410186D
surdpgpt	Oxted, adj Oxted Railway Station	Station Road East	40004410185B
surdpgpw	Oxted, Bluehouse Lane (W-bound)	Bluehouse Lane	40004410181B
surdpgpj	Oxted, Church Lane (SW-bound)	Church Lane	40004410179B
surdpgpd	Oxted, opp Wheeler Avenue	Church Lane	40004410178B
surdpgmp	Old Oxted, o/s Golf Club	Godstone Road	40004410176B
surdpgmg	Tandridge, adj Tandridge Lane	Oxted Road	40004410175B
surdpgda	Tandridge, opp Tandridge Hill Lane	Oxted Road	40004410167B
surdpgat	Tandridge, adj Knights Garden Centre	Oxted Road	40004410166B
surdmpmp	South Godstone, opp Hart's Lane	Eastbourne Road	40004410063B
surdmpmg	South Godstone, opp Woodlands Drive	Eastbourne Road	40004410062B
surdmpjm	South Godstone, opp Godstone Railway Station	Station Road	40004410061B
surdmpjd	South Godstone, opp RSPCA Centre	A22 Eastbourne Road	40004410060B
surdmpdm	South Godstone, adj The Mount	A22 Eastbourne Road	40004410222B
surdmpgw	Blindley Heath, Anglefield Corner (S-bound)	A22 Eastbourne Road	40004410059B
surdpjwm	Blindley Heath, opp Byers Lane	A22 Eastbourne Road	40004410212B
surdmpgp	Blindley Heath, opp Featherstone	A22 Eastbourne Road	40004410058B
surdpjwg	Blindley Heath, opp St John's Church	Eastbourne Road	40004410211B
surdpjwa	Blindley Heath, adj Cottenhams	Eastbourne Road	40004410210B
surdmpgj	Blindley Heath, adj Ray Lane	Eastbourne Road	40004410057B
surdpjtp	Blindley Heath, adj Albion House	Ray Lane	40004410209B
surdmpga	Blindley Heath, adj Tandridge Lane	Ray Lane	40004410056B
surdmpdm	Lingfield Common, adj Meadowside	Lingfield Common Road	40004410055C
surdmpda	Lingfield, Haxted Road (E-bound)	Lingfield Common Road	40004410054A
surdptgt	Lingfield, opp Pauls Mead	Station Road	40004410289A
surdmjwm	Lingfield, Lingfield Railway Station (Stop B)	Station Road	40004410049B
surdmjtj	Lingfield, opp Lingfield Racecourse	Racecourse Road	40004410047A
surdmjtjg	Lingfield, adj St Pier's Lane	Racecourse Road	40004410046C
surgpdgw	Dormansland, opp Swallowfield	Dormans Road	40004410042D
surdmjmj	Dormansland, adj Memorial Hall	Dormans High Street	40004410042A
surdmjmj	Dormansland, opp Church	High Street	40004410041A
surdmjma	Dormansland, opp Dormans Station Turning	High Street	40004410040C
surdmjtjg	Dormans Park, opp The Approach	Wilderwick Road	40004410039C
surdptdt	Dormans Park, adj Wilderwick Farm	Wilderwick Road	40004410280B
wsxapdam	East Grinstead, opp The Larches	Holtye Road	4400EG0203
wsxapdgd	East Grinstead, adj Turner Court	Holtye Road	4400EG0208
wsxapdgm	East Grinstead, opp Queen Victoria Hospital	Holtye Road	4400EG0210
wsxapdgp	East Grinstead, adj East Court	Holtye Road	4400EG0211
wsxgptmt	East Grinstead, opp Sandy Lane	College Lane	4400EG0660
wsxapgjp	East Grinstead, Sackville College (Stop L)	High Street	4400EG0270
wsxapgma	East Grinstead, War Memorial (Stop J)	High Street	4400EG0273

APPENDIX

I













APPENDIX

J





APPENDIX  
K



Filtering Summary

Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	5-75 DWELLS	
Actual Trip Rate Calculation Parameter Range	10-71 DWELLS	
Date Range	Minimum: 01/01/11	Maximum: 20/11/18
Parking Spaces Range	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Monday	3
	Tuesday	3
	Wednesday	6
	Thursday	5
	Friday	2
Main Location Types selected	Edge of Town	19
Population <1 Mile ranges selected	1,001 to 5,000	3
	5,001 to 10,000	3
	10,001 to 15,000	6
	15,001 to 20,000	4
	20,001 to 25,000	2
	25,001 to 50,000	1
Population <5 Mile ranges selected	5,001 to 25,000	2
	25,001 to 50,000	2
	50,001 to 75,000	2
	75,001 to 100,000	5
	100,001 to 125,000	1
	125,001 to 250,000	4
	250,001 to 500,000	2
	500,001 or More	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	4
	1.1 to 1.5	15
PTAL Rating	No PTAL Present	19

Calculation Reference: AUDIT-704001-190410-0431

## 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
	HC HAMPSHIRE	2 days
	SC SURREY	1 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	1 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
10	WALES	
	VG VALE OF GLAMORGAN	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 71 (units: )  
 Range Selected by User: 5 to 75 (units: )

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 20/11/18

*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:

Monday	3 days
Tuesday	3 days
Wednesday	6 days
Thursday	5 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 undertaken 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 consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

Secondary Filtering selection:

Use Class:

C3 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	6 days
15,001 to 20,000	4 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	2 days
75,001 to 100,000	5 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	2 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	4 days
1.1 to 1.5	15 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	3 days
No	16 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	19 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

Site(1):	CH-03-A-09	Site area:	0.73 hect
Development Name:	TERRACED HOUSES	Number of dwellings:	24
Location:	MACCLESFIELD	Housing density:	39
Postcode:	SK10 2NS	Total Bedrooms:	72
Main Location Type:	Edge of Town	Survey Date:	24/11/14
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	32
Site(2):	DC-03-A-08	Site area:	1.85 hect
Development Name:	BUNGALOWS	Number of dwellings:	28
Location:	BOURNEMOUTH	Housing density:	17
Postcode:	BH8 0AL	Total Bedrooms:	64
Main Location Type:	Edge of Town	Survey Date:	24/03/14
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	131
Site(3):	ES-03-A-02	Site area:	0.50 hect
Development Name:	PRIVATE HOUSING	Number of dwellings:	37
Location:	PEACEHAVEN	Housing density:	74
Postcode:	BN10 8SA	Total Bedrooms:	103
Main Location Type:	Edge of Town	Survey Date:	18/11/11
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	59
Site(4):	GM-03-A-10	Site area:	1.43 hect
Development Name:	DETACHED/SEMI	Number of dwellings:	29
Location:	MANCHESTER	Housing density:	23
Postcode:	M25 9PL	Total Bedrooms:	85
Main Location Type:	Edge of Town	Survey Date:	12/10/11
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	81
Site(5):	HC-03-A-21	Site area:	1.20 hect
Development Name:	TERRACED & SEMI-DETACHED	Number of dwellings:	39
Location:	BASINGSTOKE	Housing density:	57
Postcode:	RG24 9AF	Total Bedrooms:	134
Main Location Type:	Edge of Town	Survey Date:	13/11/18
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	98
Site(6):	HC-03-A-22	Site area:	1.69 hect
Development Name:	MIXED HOUSES	Number of dwellings:	40
Location:	NEAR EASTLEIGH	Housing density:	32
Postcode:	SO50 6JL	Total Bedrooms:	114
Main Location Type:	Edge of Town	Survey Date:	31/10/18
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	101
Site(7):	LC-03-A-31	Site area:	1.32 hect
Development Name:	DETACHED HOUSES	Number of dwellings:	32
Location:	PRESTON	Housing density:	30
Postcode:	PR4 0NL	Total Bedrooms:	113
Main Location Type:	Edge of Town	Survey Date:	17/11/17
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	77
Site(8):	NF-03-A-03	Site area:	0.63 hect
Development Name:	DETACHED HOUSES	Number of dwellings:	10
Location:	THETFORD	Housing density:	20
Postcode:	IP24 1EY	Total Bedrooms:	40
Main Location Type:	Edge of Town	Survey Date:	16/09/15
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	37
Site(9):	NY-03-A-07	Site area:	0.77 hect
Development Name:	DETACHED & SEMI DET.	Number of dwellings:	23
Location:	BOROUGHBRIDGE	Housing density:	35
Postcode:	YO51 9US	Total Bedrooms:	67
Main Location Type:	Edge of Town	Survey Date:	18/10/11
Sub-Location Type:	No Sub Category	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	45
Site(10):	NY-03-A-10	Site area:	2.21 hect
Development Name:	HOUSES AND FLATS	Number of dwellings:	71
Location:	RIPON	Housing density:	48
Postcode:	HG4 1UH	Total Bedrooms:	138
Main Location Type:	Edge of Town	Survey Date:	17/09/13
Sub-Location Type:	No Sub Category	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	59



LIST OF SITES relevant to selection parameters (Cont.)

Site(11):	NY-03-A-11	Site area:	1.79 hect
Development Name:	PRIVATE HOUSING	Number of dwellings:	23
Location:	BOROUGHBRIDGE	Housing density:	15
Postcode:	YO51 9LQ	Total Bedrooms:	101
Main Location Type:	Edge of Town	Survey Date:	18/09/13
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	144
Site(12):	SC-03-A-04	Site area:	3.20 hect
Development Name:	DETACHED & TERRACED	Number of dwellings:	71
Location:	BYFLEET	Housing density:	25
Postcode:	KT14 7BY	Total Bedrooms:	202
Main Location Type:	Edge of Town	Survey Date:	23/01/14
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	177
Site(13):	SF-03-A-05	Site area:	1.15 hect
Development Name:	DETACHED HOUSES	Number of dwellings:	18
Location:	BURY ST EDMUNDS	Housing density:	19
Postcode:	IP33 2SN	Total Bedrooms:	78
Main Location Type:	Edge of Town	Survey Date:	09/09/15
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	75
Site(14):	SH-03-A-05	Site area:	1.32 hect
Development Name:	SEMI-DETACHED/TERRACED	Number of dwellings:	54
Location:	TELFORD	Housing density:	56
Postcode:	TF7 4JE	Total Bedrooms:	162
Main Location Type:	Edge of Town	Survey Date:	24/10/13
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	63
Site(15):	SH-03-A-06	Site area:	0.80 hect
Development Name:	BUNGALOWS	Number of dwellings:	16
Location:	SHREWSBURY	Housing density:	24
Postcode:	SY1 2RB	Total Bedrooms:	34
Main Location Type:	Edge of Town	Survey Date:	22/05/14
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	32
Site(16):	SM-03-A-01	Site area:	1.40 hect
Development Name:	DETACHED & SEMI	Number of dwellings:	33
Location:	BRIDGWATER	Housing density:	28
Postcode:	TA6 7PL	Total Bedrooms:	107
Main Location Type:	Edge of Town	Survey Date:	24/09/15
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	131
Site(17):	ST-03-A-08	Site area:	0.80 hect
Development Name:	DETACHED HOUSES	Number of dwellings:	26
Location:	STAFFORD	Housing density:	37
Postcode:	ST17 4JS	Total Bedrooms:	90
Main Location Type:	Edge of Town	Survey Date:	22/11/17
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	89
Site(18):	VG-03-A-01	Site area:	0.21 hect
Development Name:	SEMI-DETACHED & TERRACED	Number of dwellings:	12
Location:	BARRY	Housing density:	86
Postcode:	CF63 2RE	Total Bedrooms:	36
Main Location Type:	Edge of Town	Survey Date:	08/05/17
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	28
Site(19):	WK-03-A-02	Site area:	0.47 hect
Development Name:	BUNGALOWS	Number of dwellings:	17
Location:	COVENTRY	Housing density:	50
Postcode:	CV2 2NT	Total Bedrooms:	29
Main Location Type:	Edge of Town	Survey Date:	17/10/13
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	35

Trip Rates for Key Periods		Trips per 1 dwells DWELLS	
Period	Inbound	Outbound	Total
0800-0900	0.136	0.390	0.526
1700-1800	0.357	0.131	0.488

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

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	19	32	0.081	19	32	0.295	19	32	0.376
08:00 - 09:00	19	32	0.136	19	32	0.390	19	32	0.526
09:00 - 10:00	19	32	0.148	19	32	0.202	19	32	0.350
10:00 - 11:00	19	32	0.141	19	32	0.158	19	32	0.299
11:00 - 12:00	19	32	0.164	19	32	0.184	19	32	0.348
12:00 - 13:00	19	32	0.166	19	32	0.169	19	32	0.335
13:00 - 14:00	19	32	0.176	19	32	0.167	19	32	0.343
14:00 - 15:00	19	32	0.159	19	32	0.176	19	32	0.335
15:00 - 16:00	19	32	0.265	19	32	0.201	19	32	0.466
16:00 - 17:00	19	32	0.307	19	32	0.144	19	32	0.451
17:00 - 18:00	19	32	0.357	19	32	0.131	19	32	0.488
18:00 - 19:00	19	32	0.249	19	32	0.116	19	32	0.365
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			2.349			2.333			4.682

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.

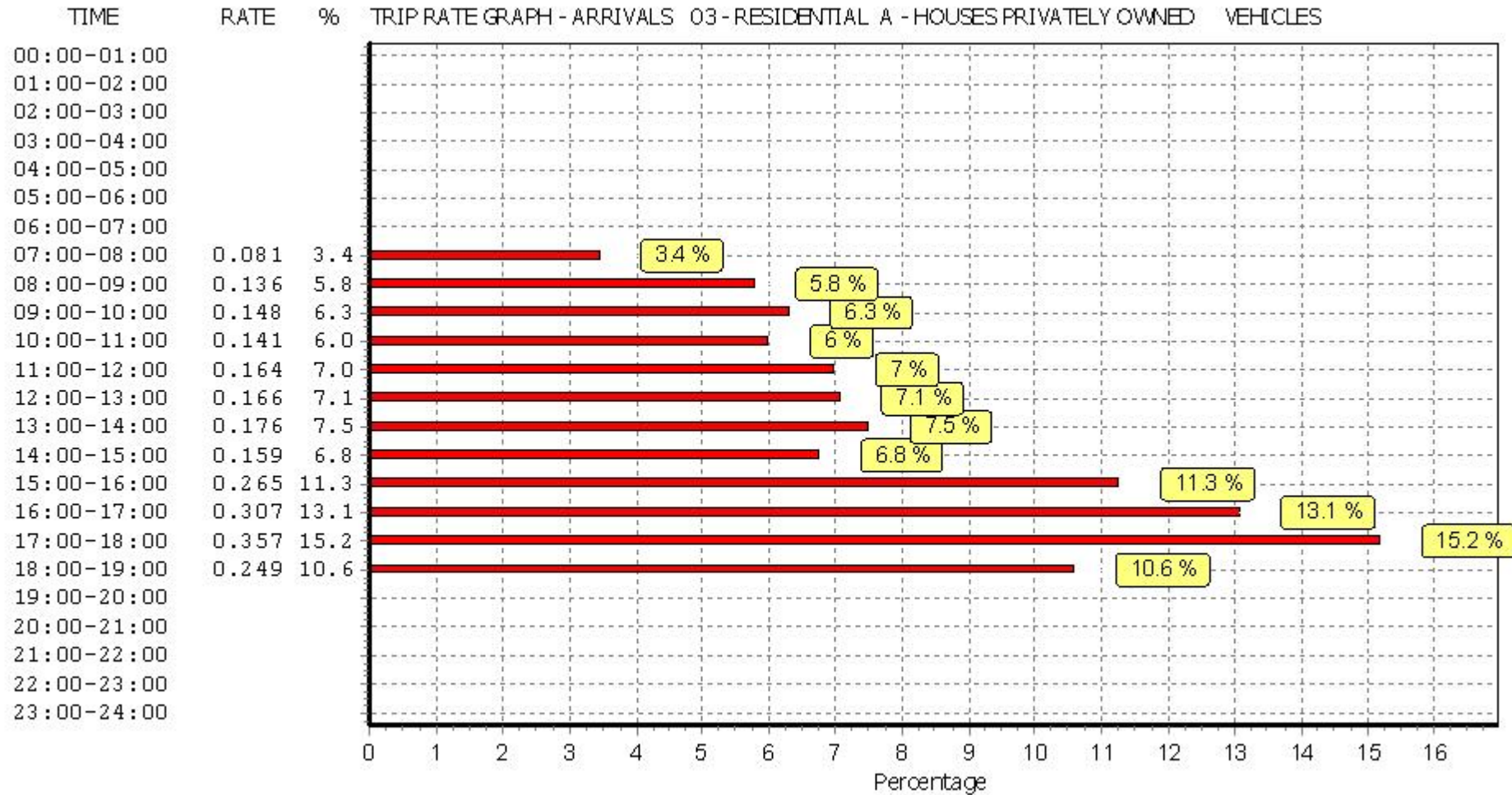
The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

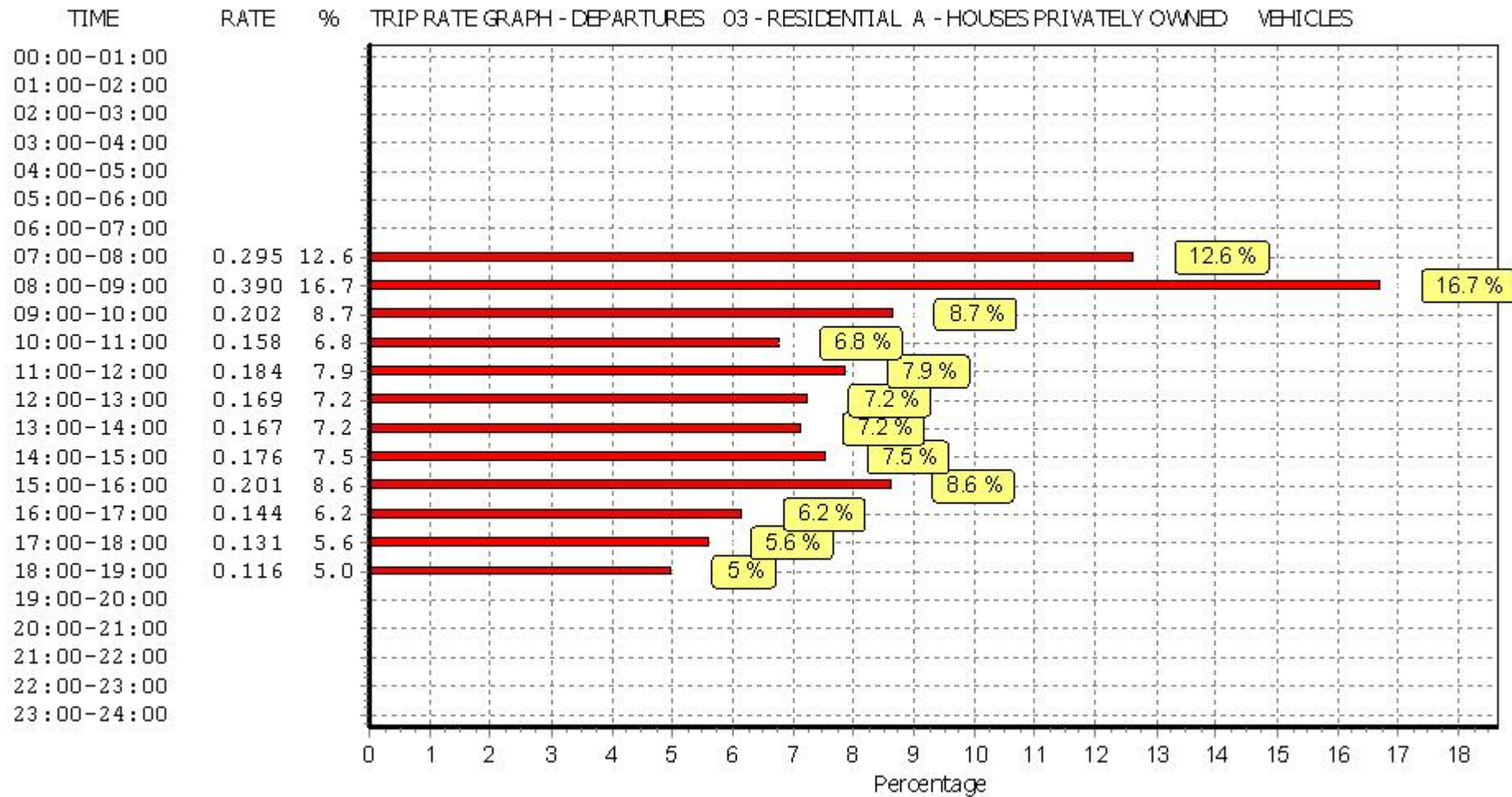
#### Parameter summary

Trip rate parameter range selected:	10 - 71 (units: )
Survey date date range:	01/01/11 - 20/11/18
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

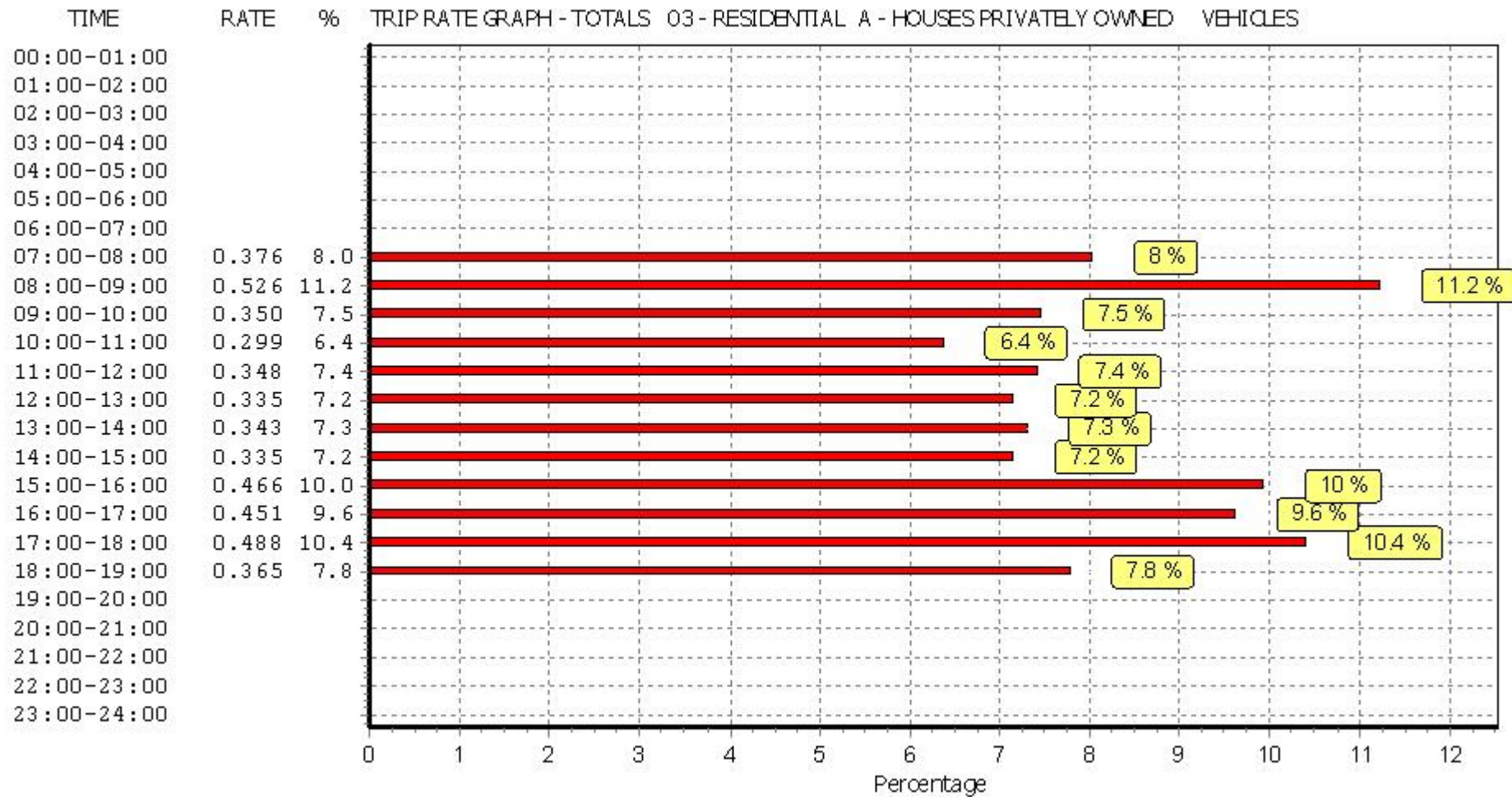
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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

TAXIS

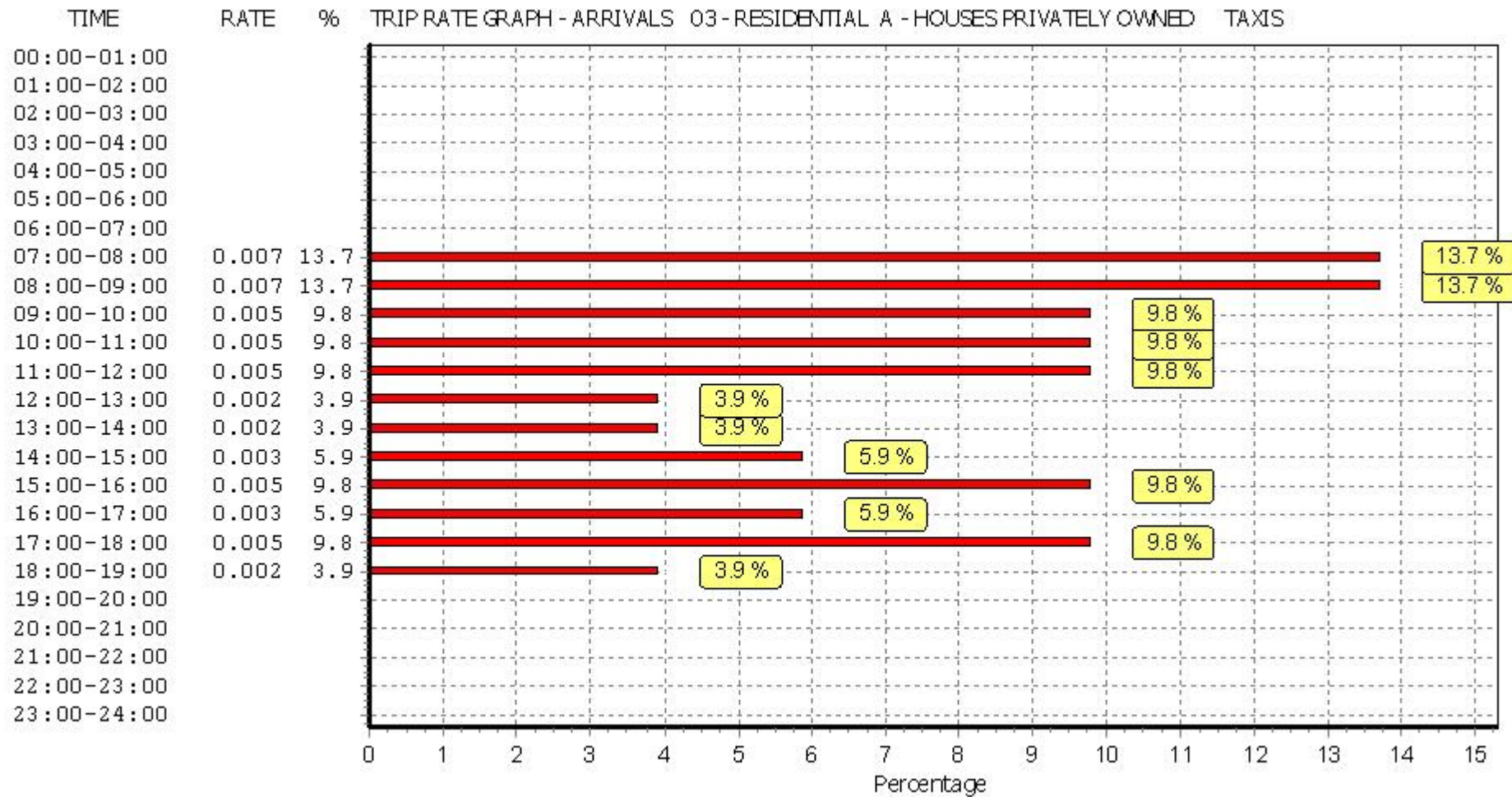
Calculation factor: 1 DWELLS

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	19	32	0.007	19	32	0.007	19	32	0.014
08:00 - 09:00	19	32	0.007	19	32	0.007	19	32	0.014
09:00 - 10:00	19	32	0.005	19	32	0.005	19	32	0.010
10:00 - 11:00	19	32	0.005	19	32	0.005	19	32	0.010
11:00 - 12:00	19	32	0.005	19	32	0.005	19	32	0.010
12:00 - 13:00	19	32	0.002	19	32	0.002	19	32	0.004
13:00 - 14:00	19	32	0.002	19	32	0.002	19	32	0.004
14:00 - 15:00	19	32	0.003	19	32	0.003	19	32	0.006
15:00 - 16:00	19	32	0.005	19	32	0.005	19	32	0.010
16:00 - 17:00	19	32	0.003	19	32	0.000	19	32	0.003
17:00 - 18:00	19	32	0.005	19	32	0.003	19	32	0.008
18:00 - 19:00	19	32	0.002	19	32	0.003	19	32	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.051			0.047			0.098

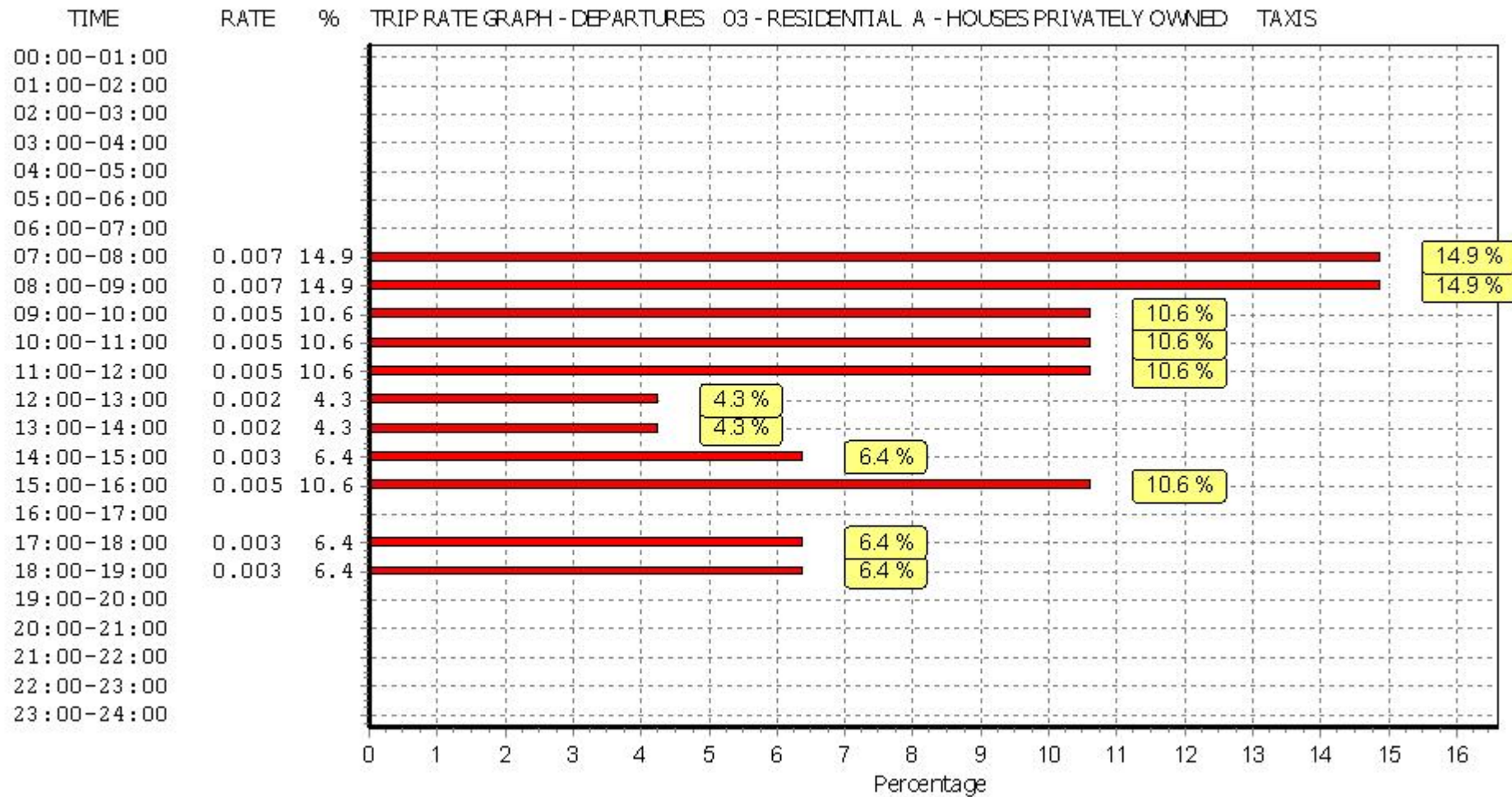
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

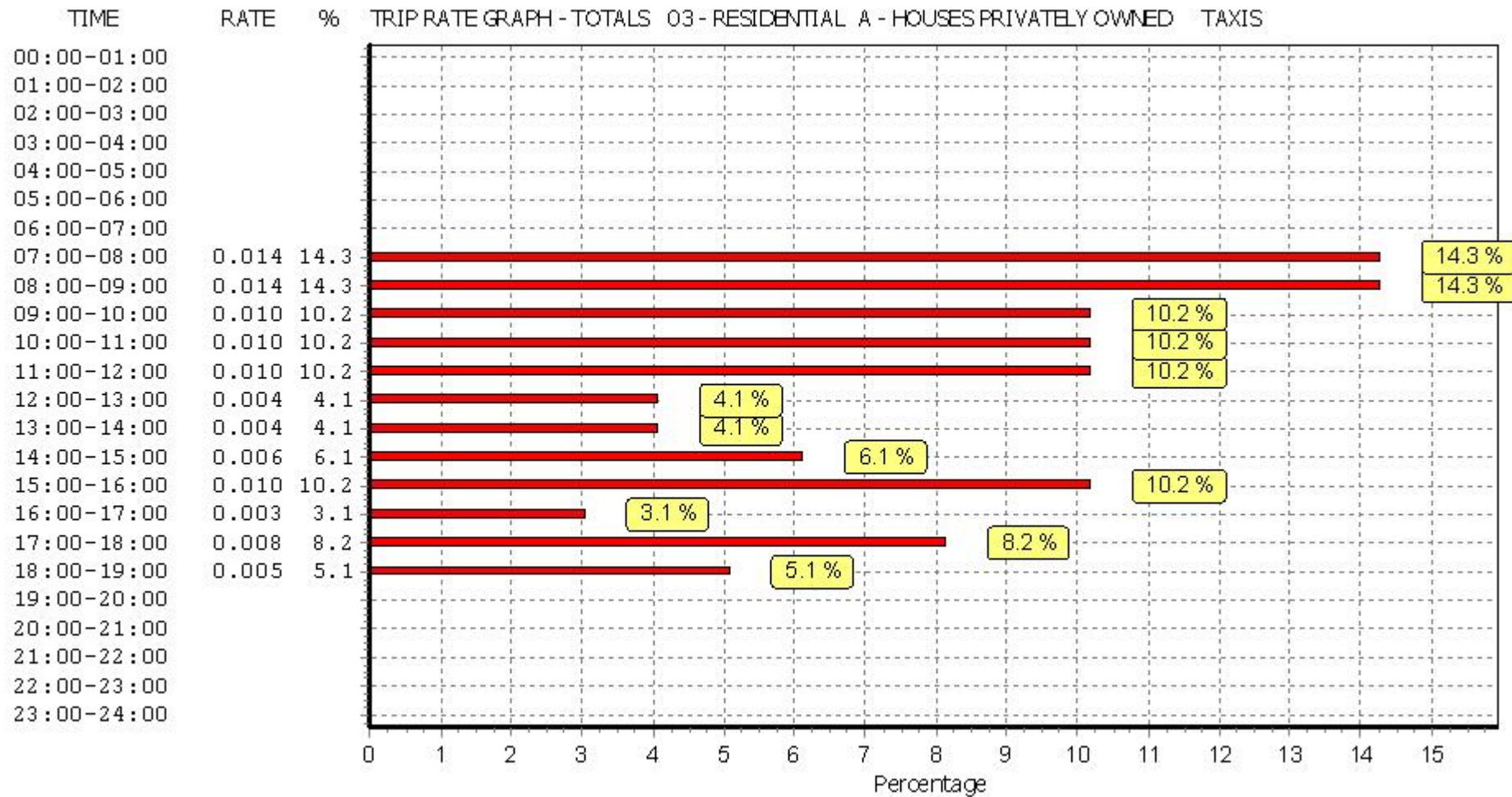


*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*





*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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

OGVS

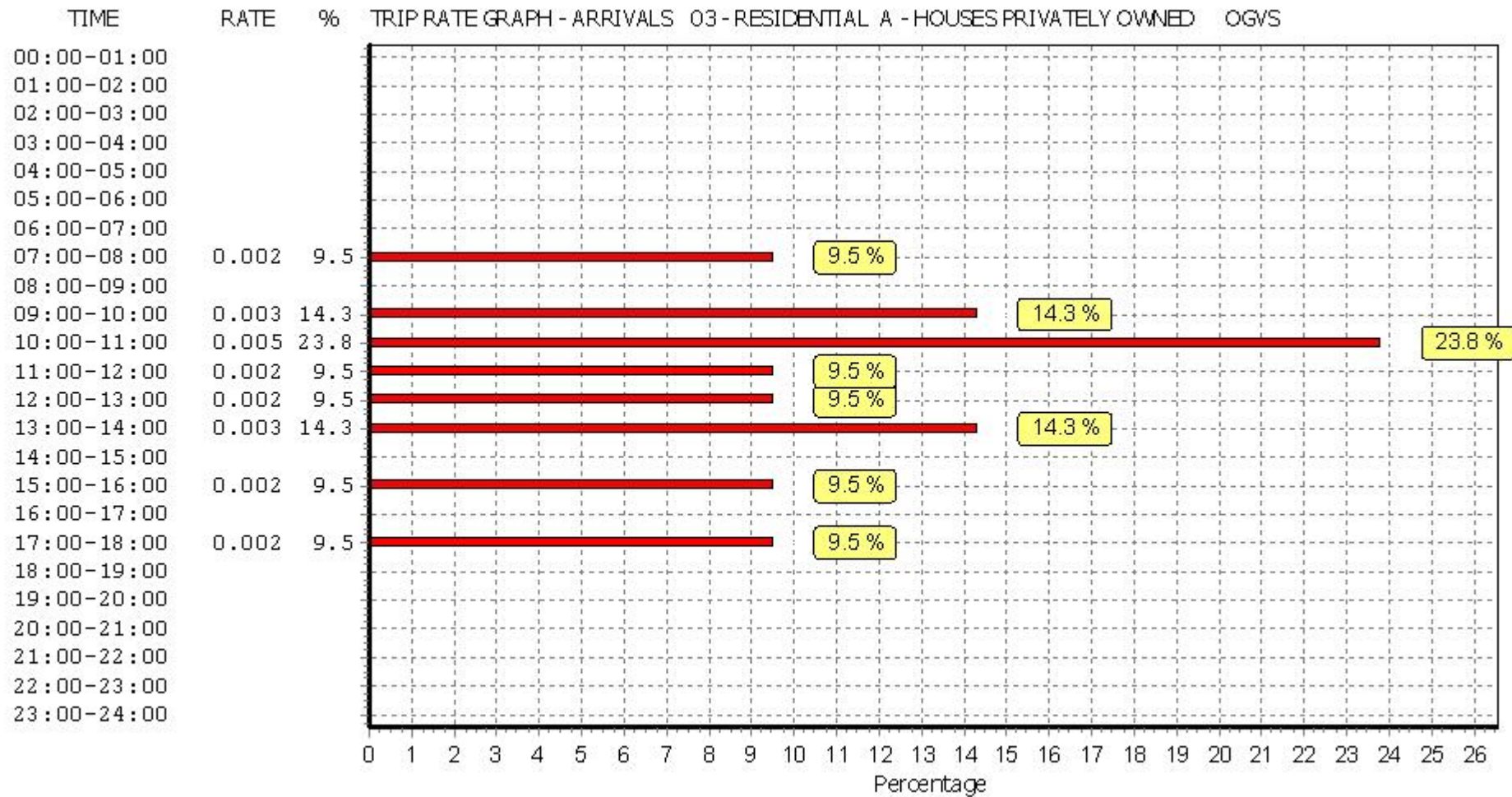
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

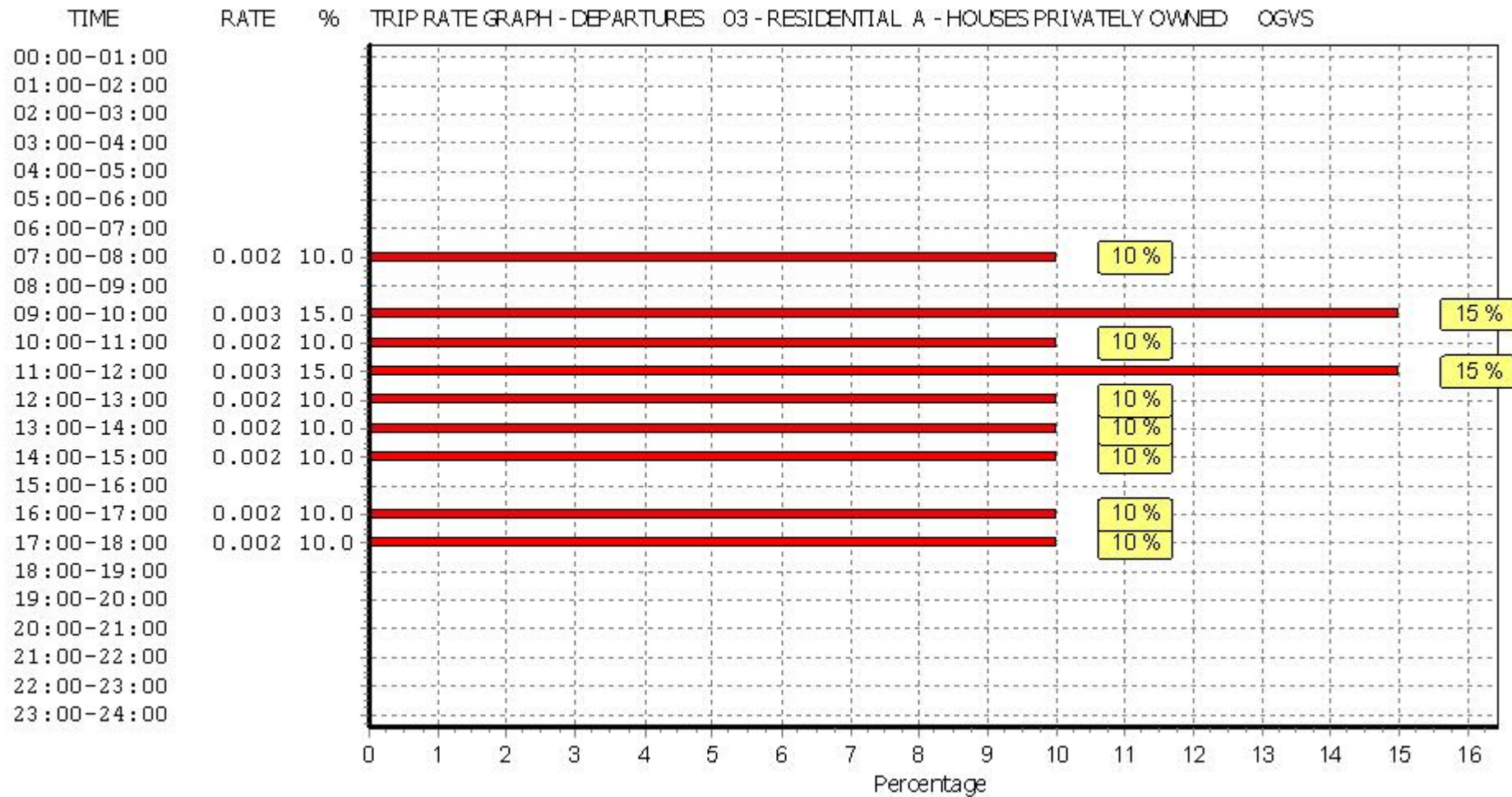
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	19	32	0.002	19	32	0.002	19	32	0.004
08:00 - 09:00	19	32	0.000	19	32	0.000	19	32	0.000
09:00 - 10:00	19	32	0.003	19	32	0.003	19	32	0.006
10:00 - 11:00	19	32	0.005	19	32	0.002	19	32	0.007
11:00 - 12:00	19	32	0.002	19	32	0.003	19	32	0.005
12:00 - 13:00	19	32	0.002	19	32	0.002	19	32	0.004
13:00 - 14:00	19	32	0.003	19	32	0.002	19	32	0.005
14:00 - 15:00	19	32	0.000	19	32	0.002	19	32	0.002
15:00 - 16:00	19	32	0.002	19	32	0.000	19	32	0.002
16:00 - 17:00	19	32	0.000	19	32	0.002	19	32	0.002
17:00 - 18:00	19	32	0.002	19	32	0.002	19	32	0.004
18:00 - 19:00	19	32	0.000	19	32	0.000	19	32	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.021			0.020			0.041

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.

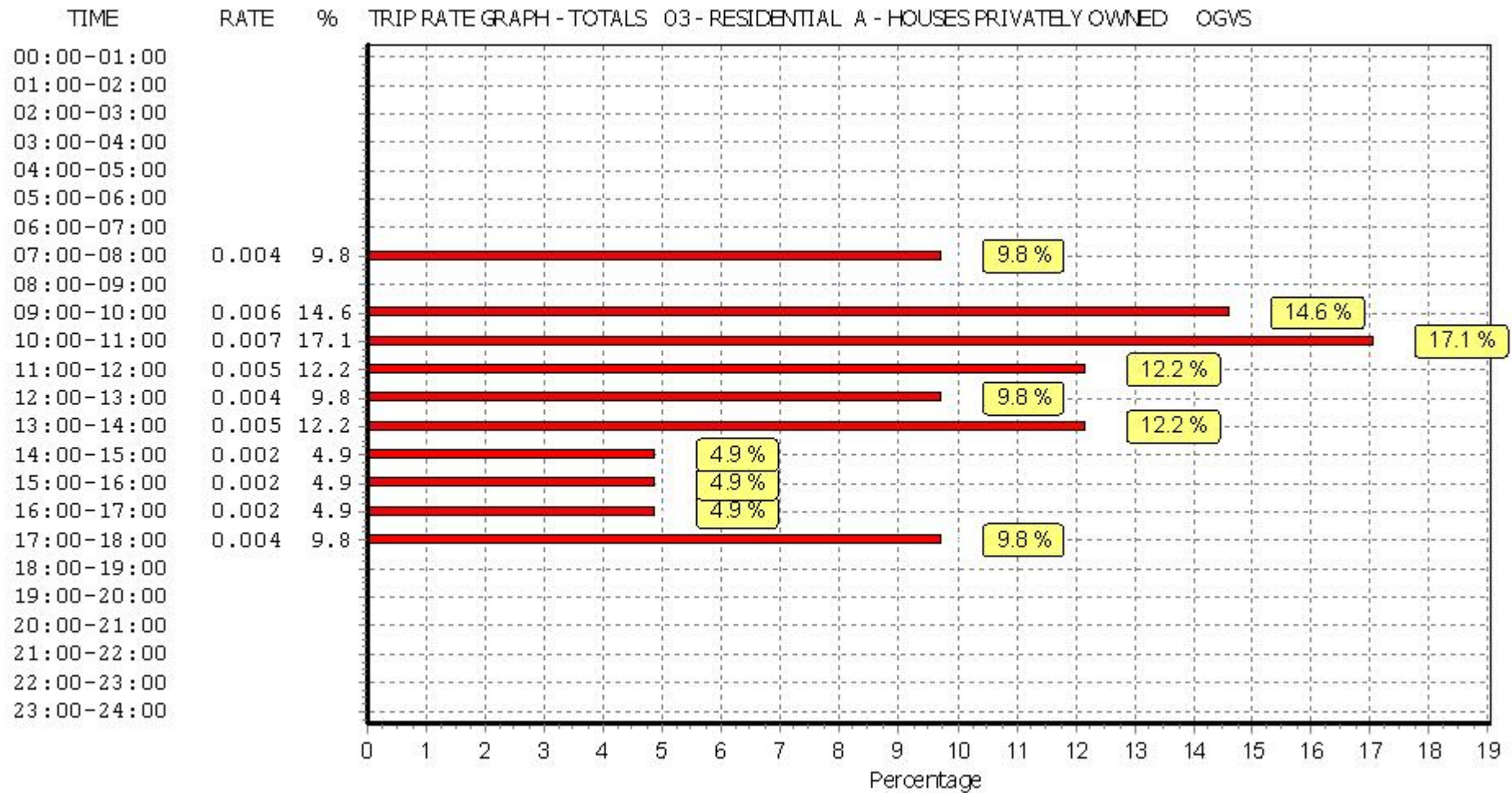
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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

PSVS

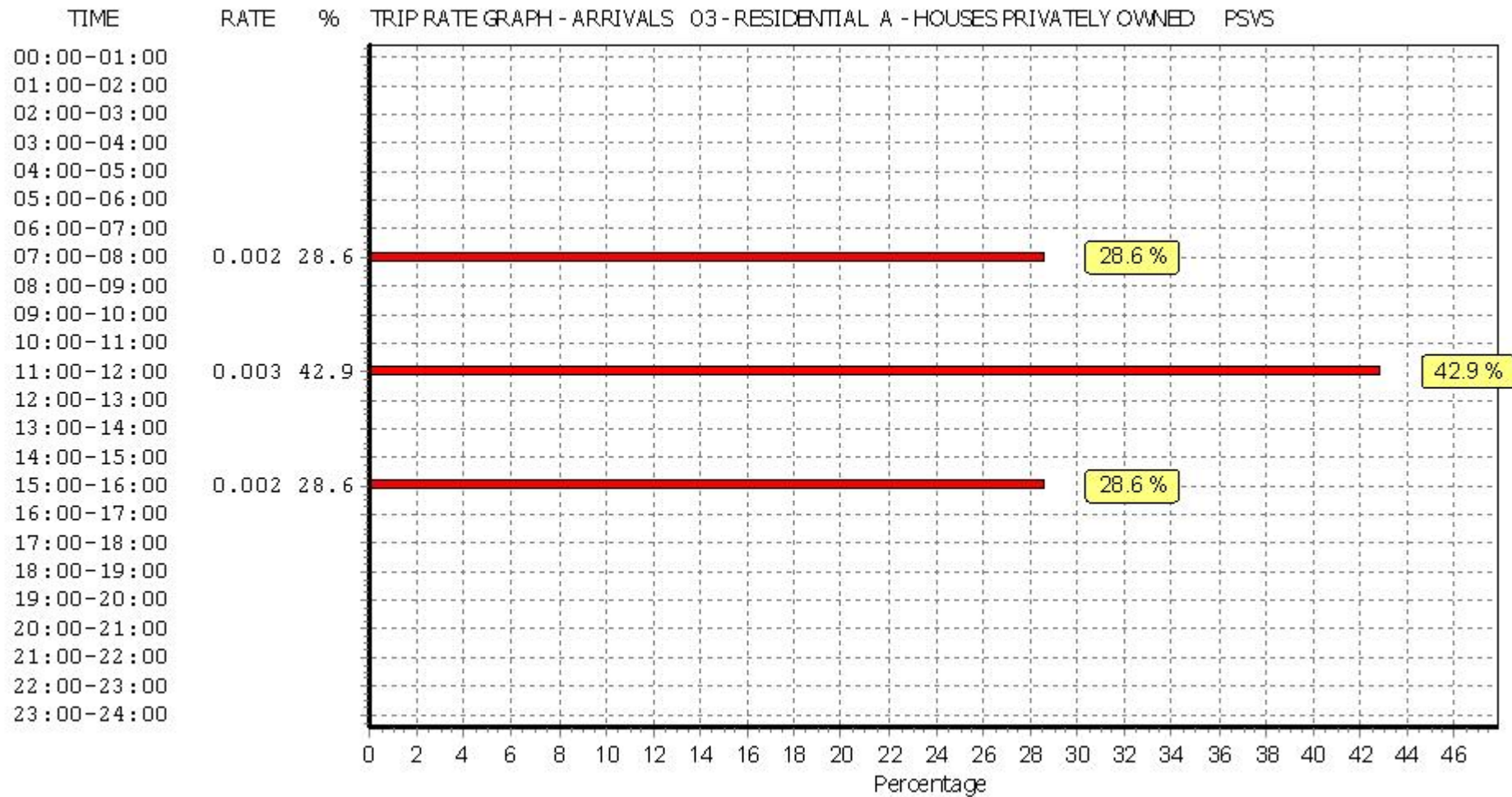
Calculation factor: 1 DWELLS

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	19	32	0.002	19	32	0.002	19	32	0.004
08:00 - 09:00	19	32	0.000	19	32	0.000	19	32	0.000
09:00 - 10:00	19	32	0.000	19	32	0.000	19	32	0.000
10:00 - 11:00	19	32	0.000	19	32	0.000	19	32	0.000
11:00 - 12:00	19	32	0.003	19	32	0.003	19	32	0.006
12:00 - 13:00	19	32	0.000	19	32	0.000	19	32	0.000
13:00 - 14:00	19	32	0.000	19	32	0.000	19	32	0.000
14:00 - 15:00	19	32	0.000	19	32	0.000	19	32	0.000
15:00 - 16:00	19	32	0.002	19	32	0.002	19	32	0.004
16:00 - 17:00	19	32	0.000	19	32	0.000	19	32	0.000
17:00 - 18:00	19	32	0.000	19	32	0.000	19	32	0.000
18:00 - 19:00	19	32	0.000	19	32	0.000	19	32	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.007			0.007			0.014

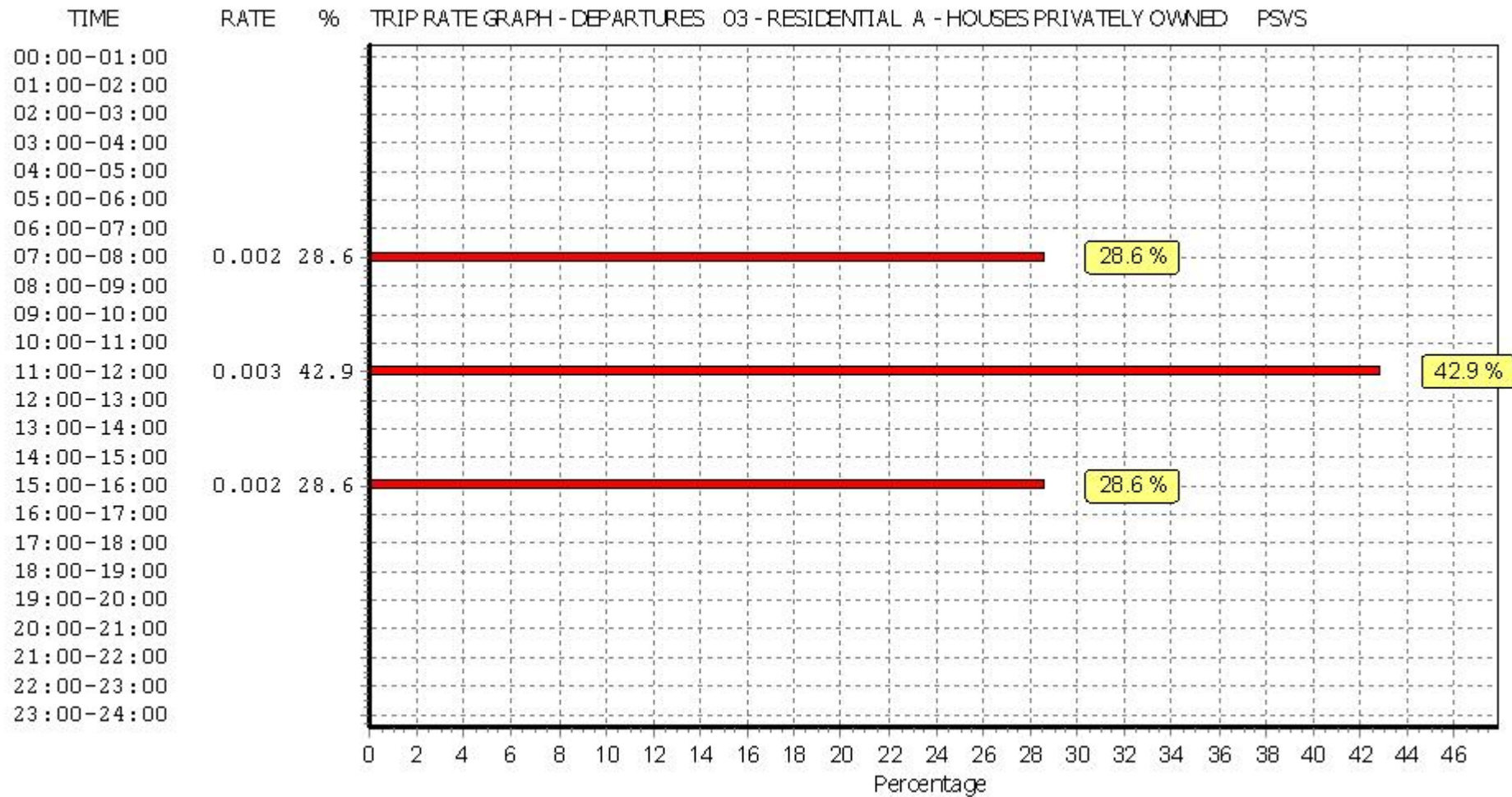
*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.*

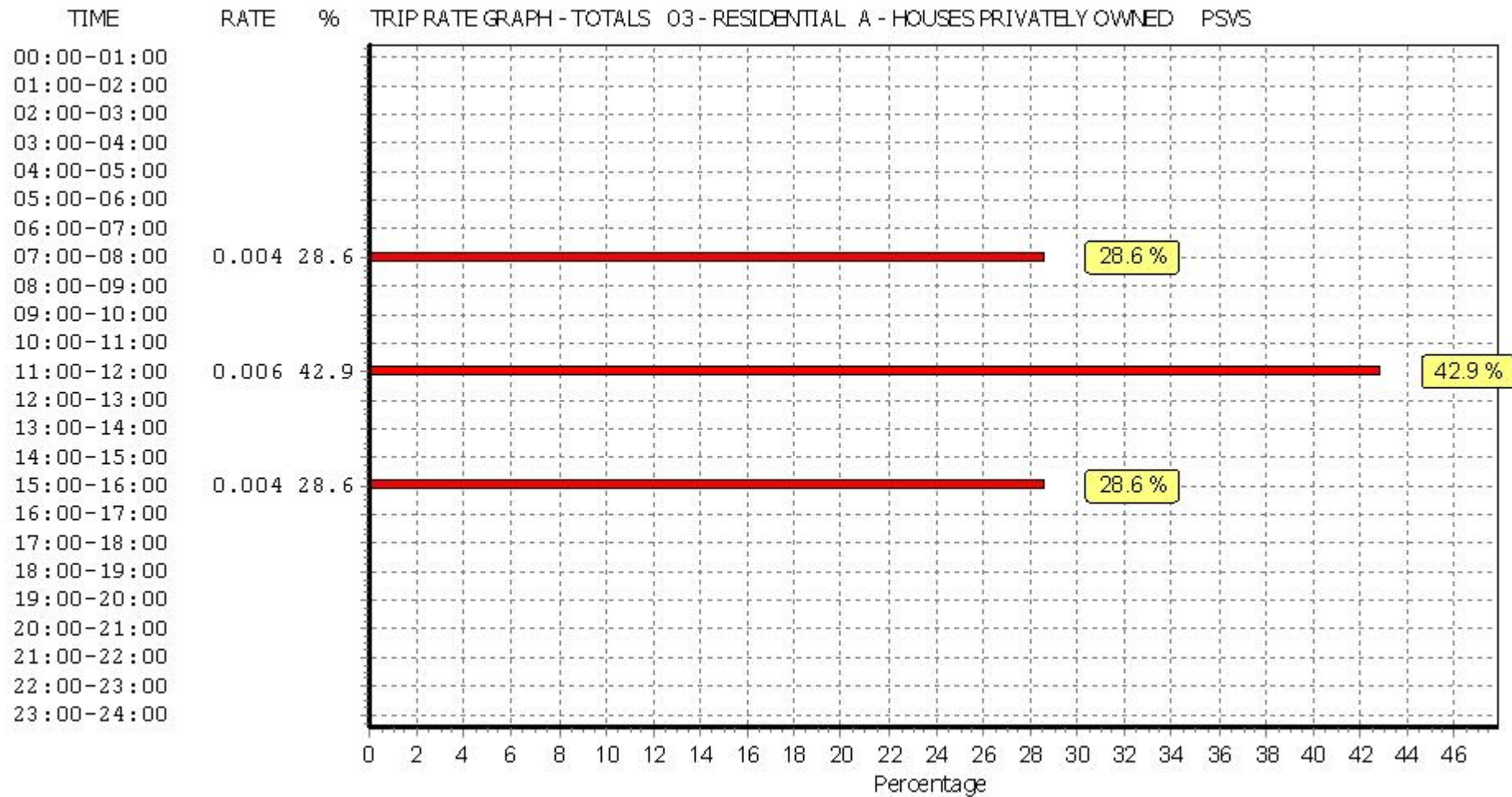


*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*





*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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

CYCLISTS

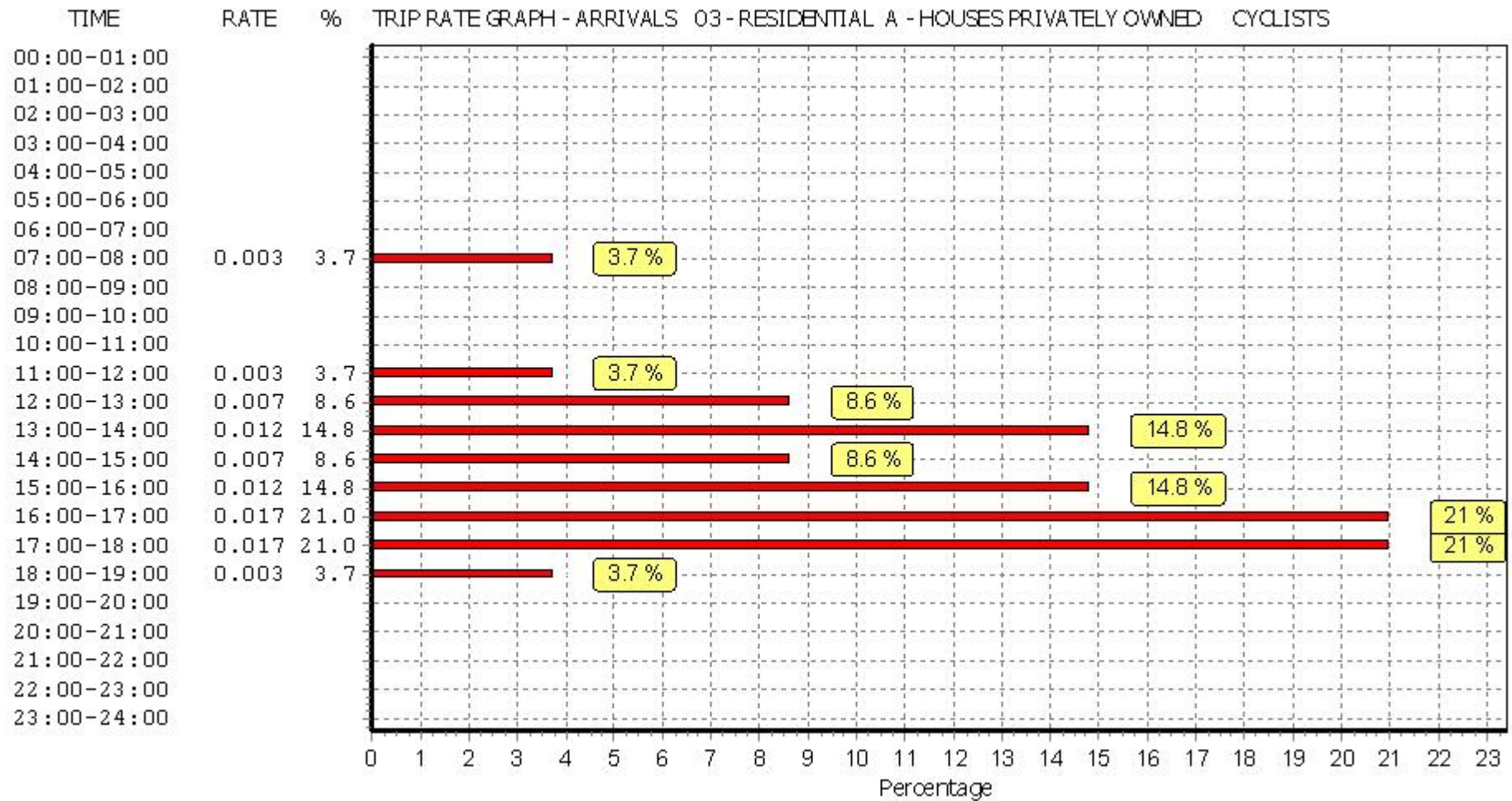
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

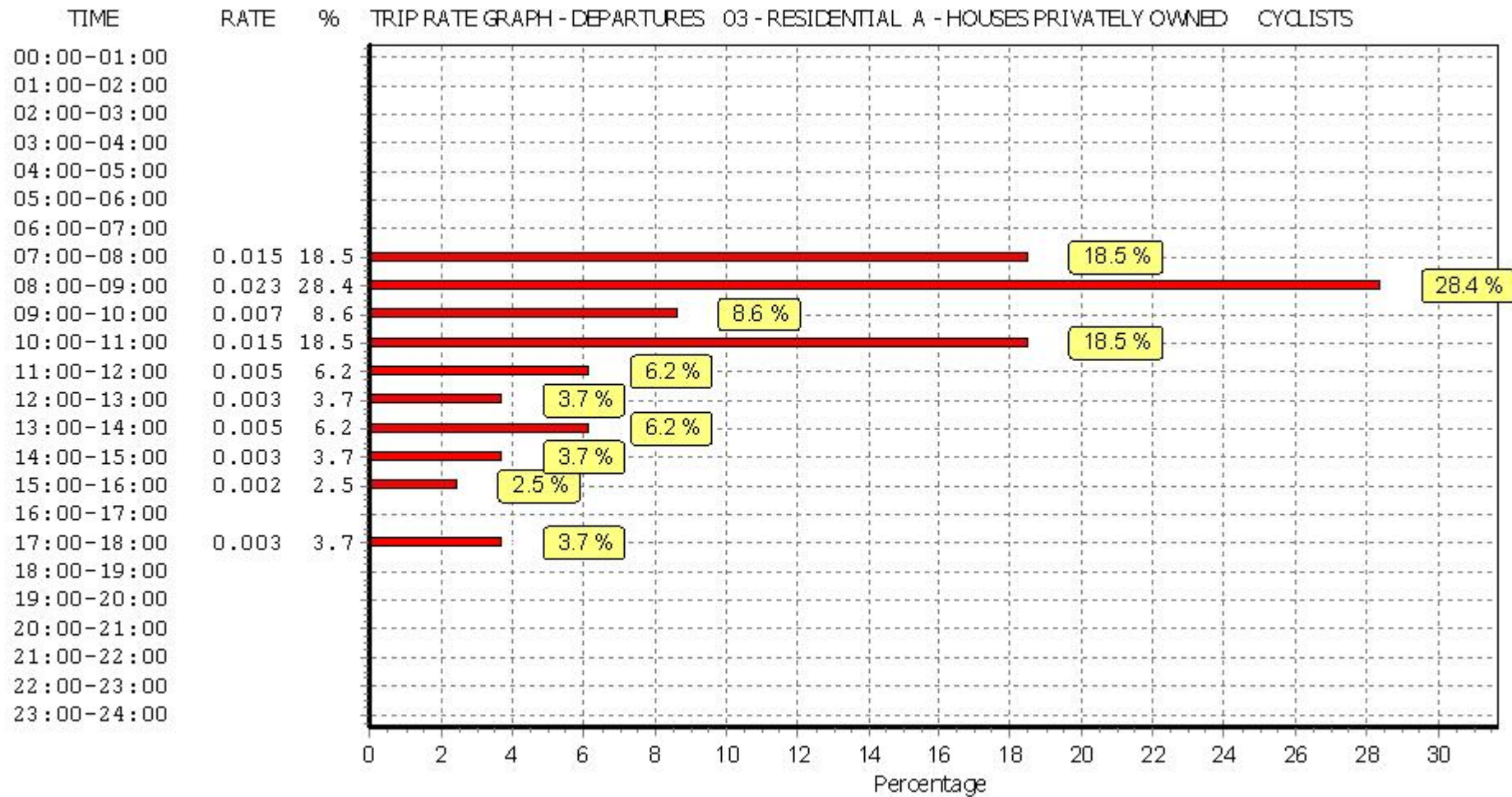
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	19	32	0.003	19	32	0.015	19	32	0.018
08:00 - 09:00	19	32	0.000	19	32	0.023	19	32	0.023
09:00 - 10:00	19	32	0.000	19	32	0.007	19	32	0.007
10:00 - 11:00	19	32	0.000	19	32	0.015	19	32	0.015
11:00 - 12:00	19	32	0.003	19	32	0.005	19	32	0.008
12:00 - 13:00	19	32	0.007	19	32	0.003	19	32	0.010
13:00 - 14:00	19	32	0.012	19	32	0.005	19	32	0.017
14:00 - 15:00	19	32	0.007	19	32	0.003	19	32	0.010
15:00 - 16:00	19	32	0.012	19	32	0.002	19	32	0.014
16:00 - 17:00	19	32	0.017	19	32	0.000	19	32	0.017
17:00 - 18:00	19	32	0.017	19	32	0.003	19	32	0.020
18:00 - 19:00	19	32	0.003	19	32	0.000	19	32	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.081			0.081			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.*

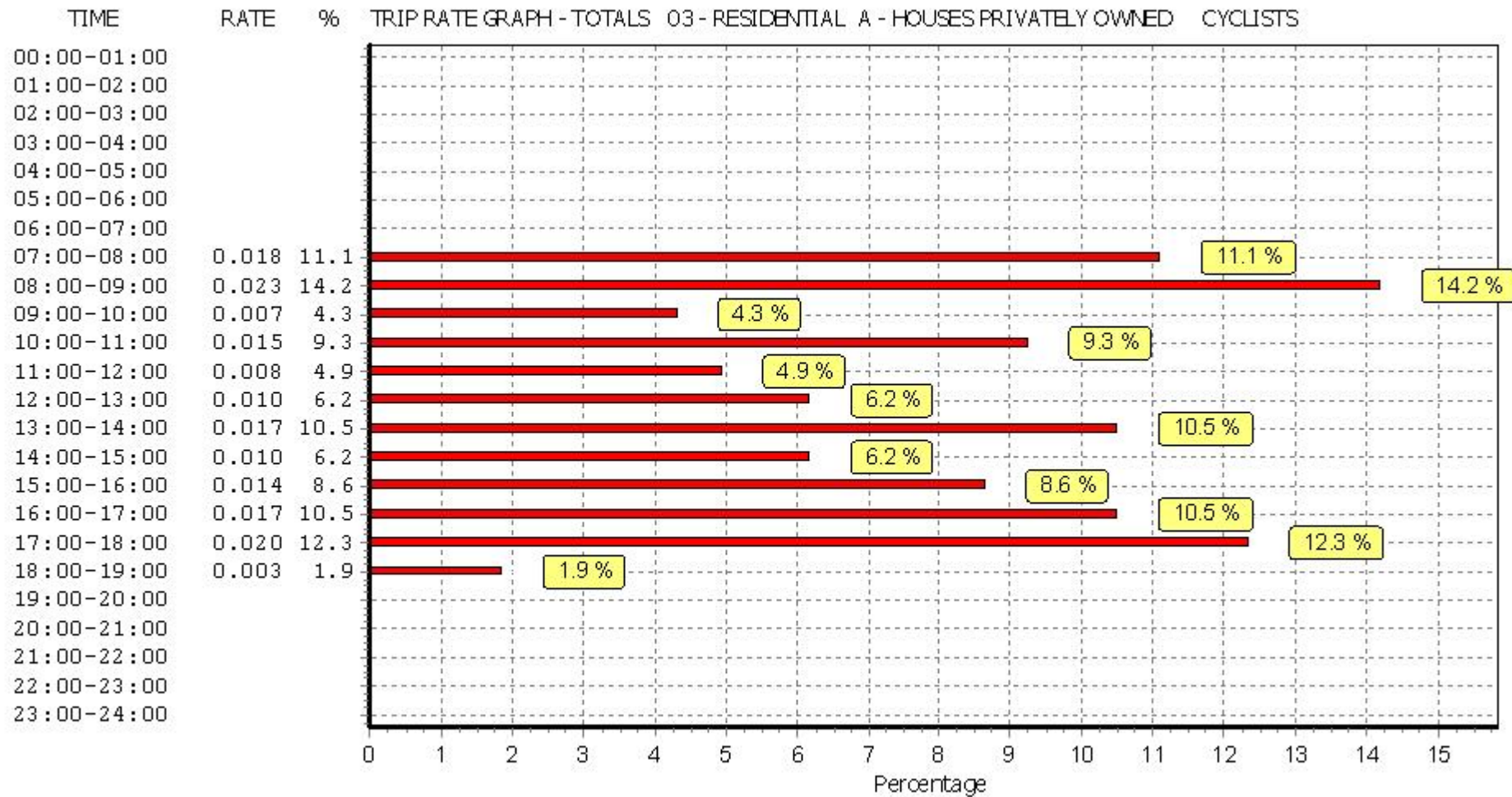
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.*



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

APPENDIX

L



Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

**Filename:** Ashplatts PICADY Assessment.j9  
**Path:** T:\Clients\13279 BOS, A MRS Ashplatts House (T)\04-Calculations\PICADY  
**Report generation date:** 12/04/2019 11:31:08

- »2024 Base + Development, AM
- »2024 Base + Development, PM
- »2024 Base, AM
- »2024 Base, PM
- »2019 Base, AM
- »2019 Base, PM

**Summary of junction performance**

	AM						PM					
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
2024 Base + Development												
Stream B-AC	0.3	9.16	0.21	A	1.19	130 %	0.1	9.84	0.09	A	0.99	76 %
Stream C-AB	0.0	7.16	0.03	A			[Stream B-AC]	0.3	9.19	0.21		
2024 Base												
Stream B-AC	0.2	8.86	0.18	A	1.01	144 %	0.1	9.78	0.08	A	0.86	78 %
Stream C-AB	0.0	7.13	0.02	A			[Stream B-AC]	0.3	9.06	0.18		
2019 Base												
Stream B-AC	0.2	8.68	0.18	A	1.06	155 %	0.1	9.39	0.08	A	0.89	90 %
Stream C-AB	0.0	7.03	0.02	A			[Stream B-AC]	0.2	8.86	0.18		

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. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.



## File summary

### File Description

Title	
Location	
Site number	
Date	10/04/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DHA\Transport
Description	

## Units

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

## Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

## Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Base + Development	AM	ONE HOUR	07:15	08:45	15	✓
D2	2024 Base + Development	PM	ONE HOUR	17:00	18:30	15	✓
D3	2024 Base	AM	ONE HOUR	07:15	08:45	15	✓
D4	2024 Base	PM	ONE HOUR	17:00	18:30	15	✓
D5	2019 Base	AM	ONE HOUR	07:15	08:45	15	✓
D6	2019 Base	PM	ONE HOUR	17:00	18:30	15	✓

## Analysis Set Details

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

# 2024 Base + Development, AM

## Data Errors and Warnings

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

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.19	A

### Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	130	Stream B-AC

## Arms

### Arms

Arm	Name	Description	Arm type
A	A264 Holtye Road East		Major
B	Greenhurst Drive		Minor
C	A264 Holtye Road West		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.60			75.0	✓	1.00

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

### Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.80	16	14

### Slope / Intercept / Capacity

#### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	480	0.089	0.225	0.141	0.321
1	B-C	620	0.097	0.244	-	-
1	C-B	617	0.243	0.243	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Base + Development	AM	ONE HOUR	07:15	08:45	15	✓

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	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	407	100.000
B		ONE HOUR	✓	94	100.000
C		ONE HOUR	✓	305	100.000

## Origin-Destination Data

### Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	3	404
	B	5	0	89
	C	292	13	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	2
	B	0	0	0
	C	3	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.21	9.16	0.3	A	86	129
C-AB	0.03	7.16	0.0	A	12	18
C-A					268	402
A-B					3	4
A-C					371	556

### Main Results for each time segment

#### 07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	71	18	533	0.133	70	0.0	0.2	7.774	A
C-AB	10	2	547	0.018	10	0.0	0.0	6.705	A
C-A	220	55			220				
A-B	2	0.56			2				
A-C	304	76			304				

#### 07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	21	517	0.163	84	0.2	0.2	8.306	A
C-AB	12	3	534	0.022	12	0.0	0.0	6.893	A
C-A	262	66			262				
A-B	3	0.67			3				
A-C	363	91			363				

#### 07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	26	496	0.209	103	0.2	0.3	9.152	A
C-AB	15	4	517	0.028	15	0.0	0.0	7.161	A
C-A	321	80			321				
A-B	3	0.83			3				
A-C	445	111			445				

#### 08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	26	496	0.209	103	0.3	0.3	9.164	A
C-AB	15	4	517	0.028	15	0.0	0.0	7.164	A
C-A	321	80			321				
A-B	3	0.83			3				
A-C	445	111			445				

#### 08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	21	517	0.163	85	0.3	0.2	8.325	A
C-AB	12	3	534	0.022	12	0.0	0.0	6.896	A
C-A	262	66			262				
A-B	3	0.67			3				
A-C	363	91			363				

#### 08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	71	18	533	0.133	71	0.2	0.2	7.801	A
C-AB	10	2	547	0.018	10	0.0	0.0	6.708	A
C-A	220	55			220				
A-B	2	0.56			2				
A-C	304	76			304				

# 2024 Base + Development, PM

## Data Errors and Warnings

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

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.99	A

### Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	76	Stream B-AC

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024 Base + Development	PM	ONE HOUR	17:00	18:30	15	✓

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	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	728	100.000
B		ONE HOUR	✓	33	100.000
C		ONE HOUR	✓	401	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A	B	C
From	A	0	3	725
	B	2	0	31
	C	321	80	0

## Vehicle Mix

### Heavy Vehicle Percentages

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

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.09	9.84	0.1	A	30	45
C-AB	0.21	9.19	0.3	A	82	123
C-A					286	429
A-B					3	4
A-C					665	998

### Main Results for each time segment

#### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	469	0.053	25	0.0	0.1	8.095	A
C-AB	64	16	514	0.124	63	0.0	0.1	7.982	A
C-A	238	59			238				
A-B	2	0.56			2				
A-C	546	136			546				

#### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	7	441	0.067	30	0.1	0.1	8.743	A
C-AB	79	20	503	0.157	79	0.1	0.2	8.482	A
C-A	281	70			281				
A-B	3	0.67			3				
A-C	652	163			652				

#### 17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	402	0.090	36	0.1	0.1	9.834	A
C-AB	103	26	496	0.209	103	0.2	0.3	9.168	A
C-A	338	85			338				
A-B	3	0.83			3				
A-C	798	200			798				

#### 17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	402	0.090	36	0.1	0.1	9.841	A
C-AB	103	26	496	0.209	103	0.3	0.3	9.187	A
C-A	338	85			338				
A-B	3	0.83			3				
A-C	798	200			798				

**18:00 - 18:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	7	441	0.067	30	0.1	0.1	8.752	A
C-AB	79	20	504	0.157	79	0.3	0.2	8.506	A
C-A	281	70			281				
A-B	3	0.67			3				
A-C	652	163			652				

**18:15 - 18:30**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	469	0.053	25	0.1	0.1	8.106	A
C-AB	64	16	514	0.124	64	0.2	0.2	8.011	A
C-A	238	59			238				
A-B	2	0.56			2				
A-C	546	136			546				

# 2024 Base, AM

## Data Errors and Warnings

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

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.01	A

### Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	144	Stream B-AC

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 Base	AM	ONE HOUR	07:15	08:45	15	✓

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	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	406	100.000
B		ONE HOUR	✓	83	100.000
C		ONE HOUR	✓	301	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A	B	C
From	A	0	2	404
	B	4	0	79
	C	292	9	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	3	0	0



## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.18	8.86	0.2	A	76	114
C-AB	0.02	7.13	0.0	A	8	12
C-A					268	402
A-B					2	3
A-C					371	556

### Main Results for each time segment

#### 07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	16	534	0.117	62	0.0	0.1	7.619	A
C-AB	7	2	546	0.012	7	0.0	0.0	6.679	A
C-A	220	55			220				
A-B	2	0.38			2				
A-C	304	76			304				

#### 07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	19	519	0.144	74	0.1	0.2	8.098	A
C-AB	8	2	533	0.015	8	0.0	0.0	6.865	A
C-A	262	66			262				
A-B	2	0.45			2				
A-C	363	91			363				

#### 07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	23	498	0.184	91	0.2	0.2	8.847	A
C-AB	10	3	515	0.019	10	0.0	0.0	7.132	A
C-A	321	80			321				
A-B	2	0.55			2				
A-C	445	111			445				

#### 08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	23	498	0.184	91	0.2	0.2	8.855	A
C-AB	10	3	515	0.019	10	0.0	0.0	7.132	A
C-A	321	80			321				
A-B	2	0.55			2				
A-C	445	111			445				

**08:15 - 08:30**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	19	519	0.144	75	0.2	0.2	8.112	A
C-AB	8	2	533	0.015	8	0.0	0.0	6.868	A
C-A	262	66			262				
A-B	2	0.45			2				
A-C	363	91			363				

**08:30 - 08:45**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	16	534	0.117	63	0.2	0.1	7.639	A
C-AB	7	2	546	0.012	7	0.0	0.0	6.680	A
C-A	220	55			220				
A-B	2	0.38			2				
A-C	304	76			304				

# 2024 Base, PM

## Data Errors and Warnings

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

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.86	A

### Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	78	Stream B-AC

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 Base	PM	ONE HOUR	17:00	18:30	15	✓

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	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	727	100.000
B		ONE HOUR	✓	29	100.000
C		ONE HOUR	✓	391	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A	B	C
From	A	0	2	725
	B	2	0	27
	C	321	70	0

## Vehicle Mix

### Heavy Vehicle Percentages

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

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.08	9.78	0.1	A	27	40
C-AB	0.18	9.06	0.3	A	71	106
C-A					288	432
A-B					2	3
A-C					665	998

### Main Results for each time segment

#### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	5	467	0.047	22	0.0	0.0	8.074	A
C-AB	56	14	510	0.109	55	0.0	0.1	7.901	A
C-A	239	60			239				
A-B	2	0.38			2				
A-C	546	136			546				

#### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	439	0.059	26	0.0	0.1	8.707	A
C-AB	68	17	498	0.137	68	0.1	0.2	8.383	A
C-A	283	71			283				
A-B	2	0.45			2				
A-C	652	163			652				

#### 17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	400	0.080	32	0.1	0.1	9.772	A
C-AB	89	22	487	0.182	89	0.2	0.3	9.042	A
C-A	342	85			342				
A-B	2	0.55			2				
A-C	798	200			798				

#### 17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	400	0.080	32	0.1	0.1	9.776	A
C-AB	89	22	487	0.182	89	0.3	0.3	9.056	A
C-A	342	85			342				
A-B	2	0.55			2				
A-C	798	200			798				

**18:00 - 18:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	439	0.059	26	0.1	0.1	8.713	A
C-AB	68	17	498	0.137	69	0.3	0.2	8.402	A
C-A	283	71			283				
A-B	2	0.45			2				
A-C	652	163			652				

**18:15 - 18:30**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	5	467	0.047	22	0.1	0.0	8.083	A
C-AB	56	14	511	0.109	56	0.2	0.1	7.924	A
C-A	239	60			239				
A-B	2	0.38			2				
A-C	546	136			546				

# 2019 Base, AM

## Data Errors and Warnings

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

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.06	A

### Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	155	Stream B-AC

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2019 Base	AM	ONE HOUR	07:15	08:45	15	✓

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	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	377	100.000
B		ONE HOUR	✓	83	100.000
C		ONE HOUR	✓	280	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A	B	C
From	A	0	2	375
	B	4	0	79
	C	271	9	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	3	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.18	8.68	0.2	A	76	114
C-AB	0.02	7.03	0.0	A	8	12
C-A					249	373
A-B					2	3
A-C					344	516

### Main Results for each time segment

#### 07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	16	540	0.116	62	0.0	0.1	7.530	A
C-AB	7	2	551	0.012	7	0.0	0.0	6.617	A
C-A	204	51			204				
A-B	2	0.38			2				
A-C	282	71			282				

#### 07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	19	526	0.142	74	0.1	0.2	7.979	A
C-AB	8	2	539	0.015	8	0.0	0.0	6.787	A
C-A	244	61			244				
A-B	2	0.45			2				
A-C	337	84			337				

#### 07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	23	506	0.181	91	0.2	0.2	8.672	A
C-AB	10	3	522	0.019	10	0.0	0.0	7.031	A
C-A	298	75			298				
A-B	2	0.55			2				
A-C	413	103			413				

#### 08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	23	506	0.181	91	0.2	0.2	8.681	A
C-AB	10	3	522	0.019	10	0.0	0.0	7.034	A
C-A	298	75			298				
A-B	2	0.55			2				
A-C	413	103			413				

**08:15 - 08:30**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	19	526	0.142	75	0.2	0.2	7.992	A
C-AB	8	2	539	0.015	8	0.0	0.0	6.787	A
C-A	244	61			244				
A-B	2	0.45			2				
A-C	337	84			337				

**08:30 - 08:45**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	16	540	0.116	63	0.2	0.1	7.553	A
C-AB	7	2	551	0.012	7	0.0	0.0	6.620	A
C-A	204	51			204				
A-B	2	0.38			2				
A-C	282	71			282				



# 2019 Base, PM

## Data Errors and Warnings

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

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.89	A

### Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	90	Stream B-AC

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2019 Base	PM	ONE HOUR	17:00	18:30	15	✓

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	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	675	100.000
B		ONE HOUR	✓	29	100.000
C		ONE HOUR	✓	368	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A	B	C
From	A	0	2	673
	B	2	0	27
	C	298	70	0

## Vehicle Mix

### Heavy Vehicle Percentages

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

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.08	9.39	0.1	A	27	40
C-AB	0.18	8.86	0.2	A	70	105
C-A					268	401
A-B					2	3
A-C					618	926

### Main Results for each time segment

#### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	5	477	0.046	22	0.0	0.0	7.897	A
C-AB	55	14	518	0.107	55	0.0	0.1	7.773	A
C-A	222	55			222				
A-B	2	0.38			2				
A-C	507	127			507				

#### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	451	0.058	26	0.0	0.1	8.460	A
C-AB	68	17	506	0.134	68	0.1	0.2	8.223	A
C-A	263	66			263				
A-B	2	0.45			2				
A-C	605	151			605				

#### 17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	415	0.077	32	0.1	0.1	9.387	A
C-AB	87	22	494	0.177	87	0.2	0.2	8.844	A
C-A	318	79			318				
A-B	2	0.55			2				
A-C	741	185			741				

#### 17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	415	0.077	32	0.1	0.1	9.391	A
C-AB	87	22	494	0.177	87	0.2	0.2	8.857	A
C-A	318	79			318				
A-B	2	0.55			2				
A-C	741	185			741				

**18:00 - 18:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	451	0.058	26	0.1	0.1	8.467	A
C-AB	68	17	506	0.134	68	0.2	0.2	8.239	A
C-A	263	66			263				
A-B	2	0.45			2				
A-C	605	151			605				

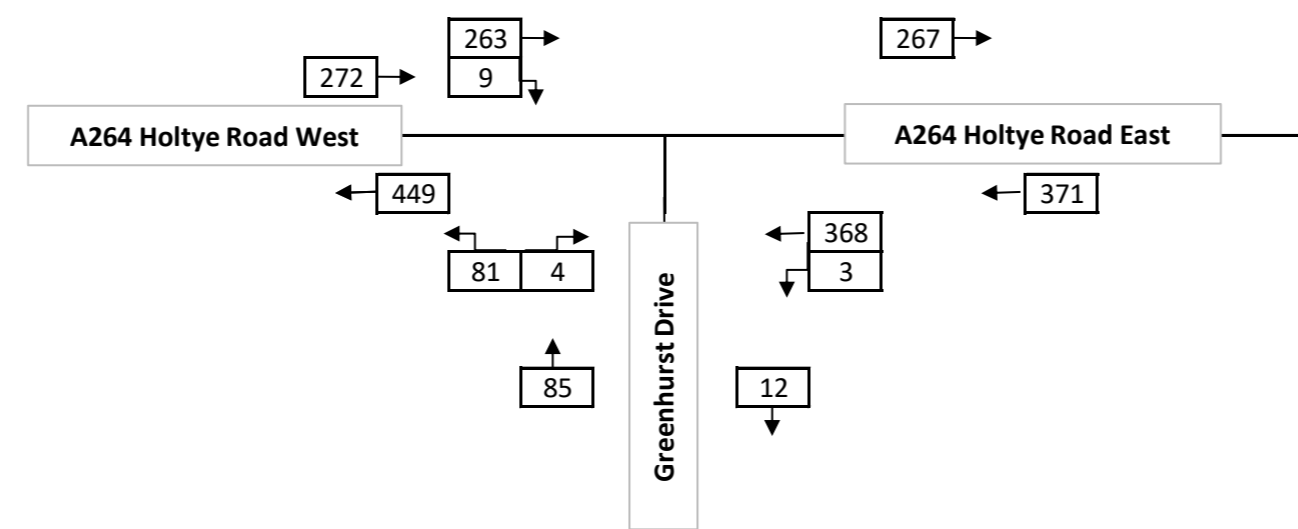
**18:15 - 18:30**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	5	477	0.046	22	0.1	0.0	7.905	A
C-AB	55	14	518	0.107	55	0.2	0.1	7.795	A
C-A	222	55			222				
A-B	2	0.38			2				
A-C	507	127			507				

FIGURE

1

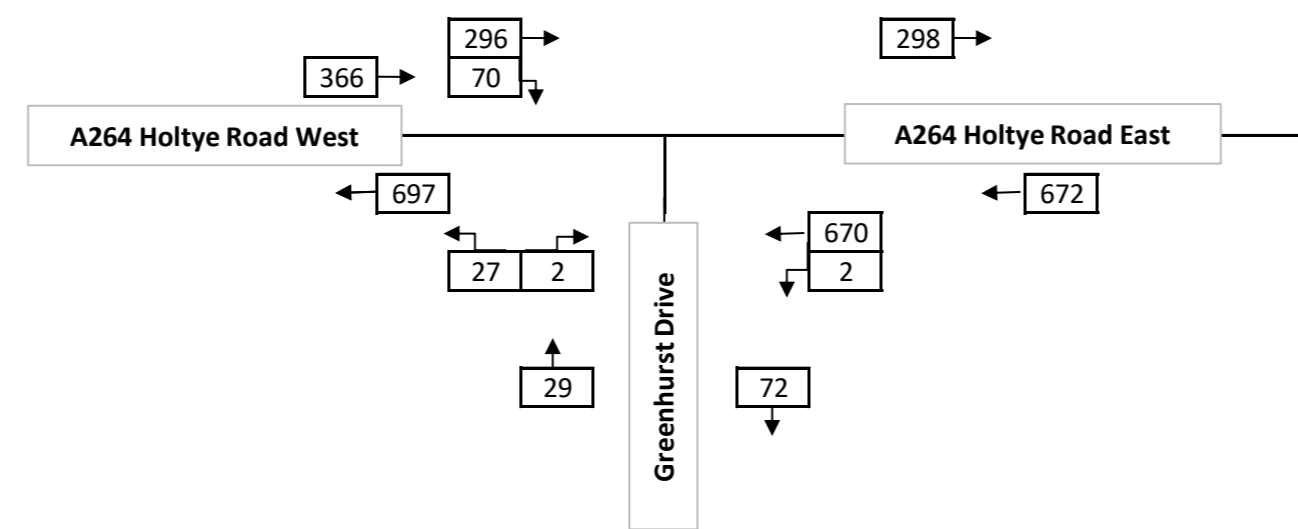




FIGURE

2



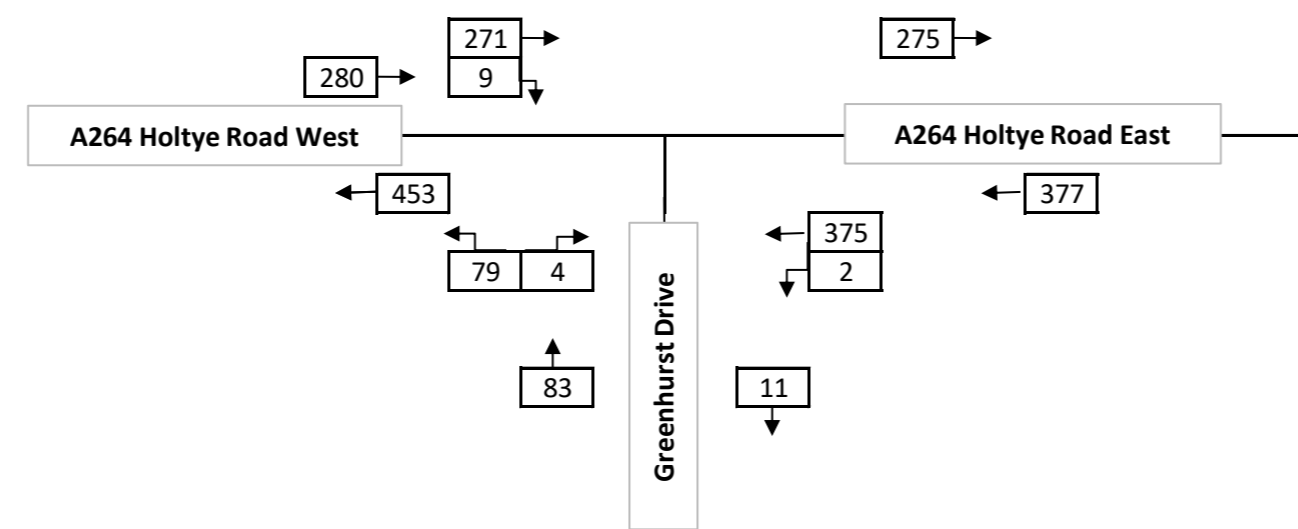


FIGURE

3



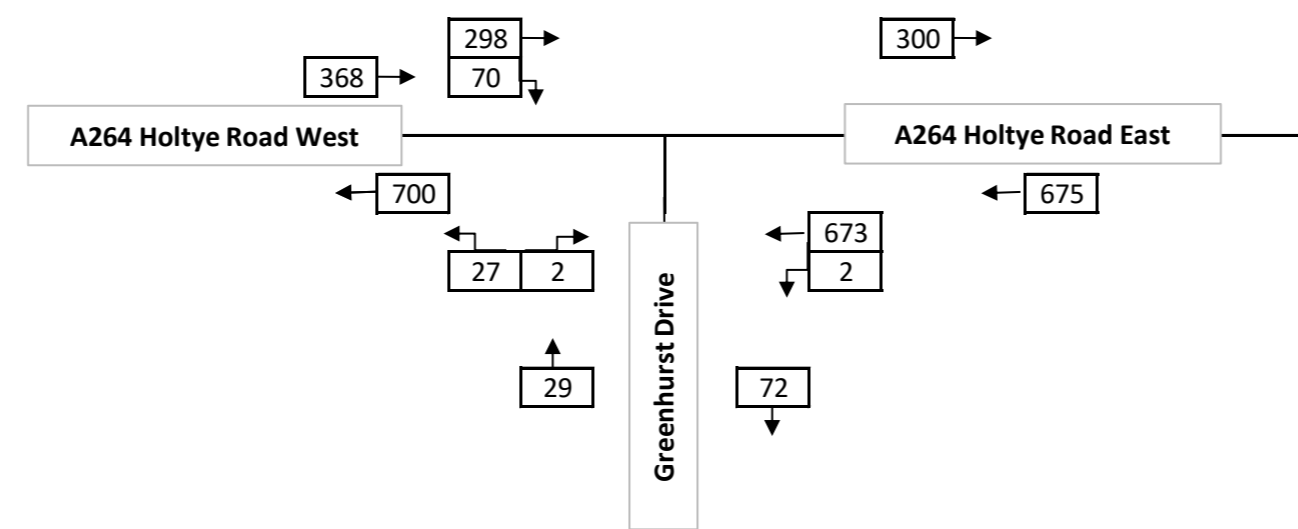




FIGURE

4

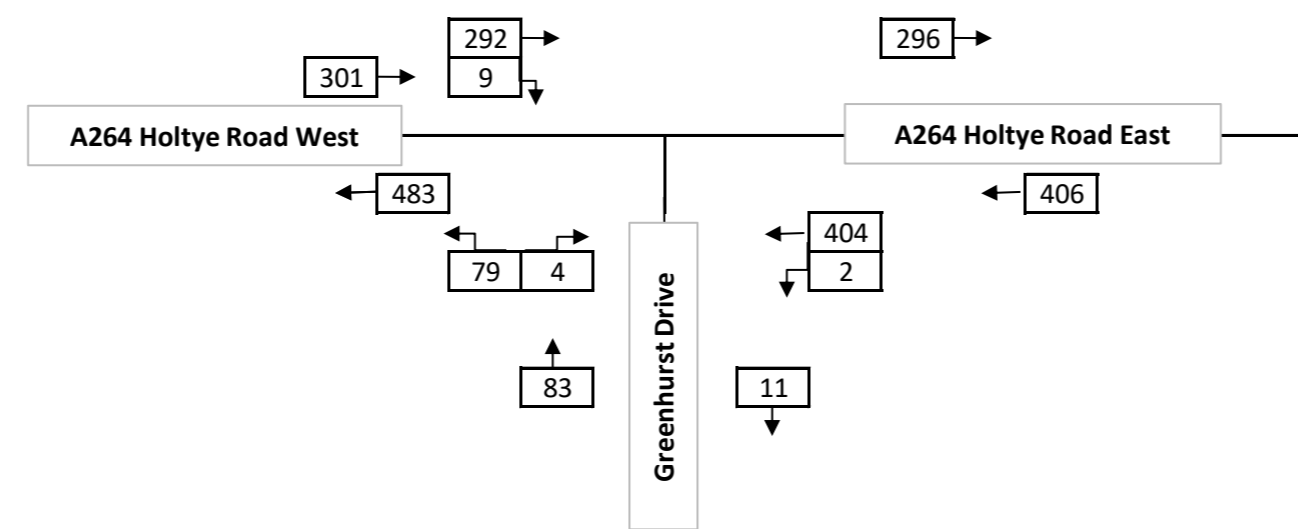




FIGURE

5

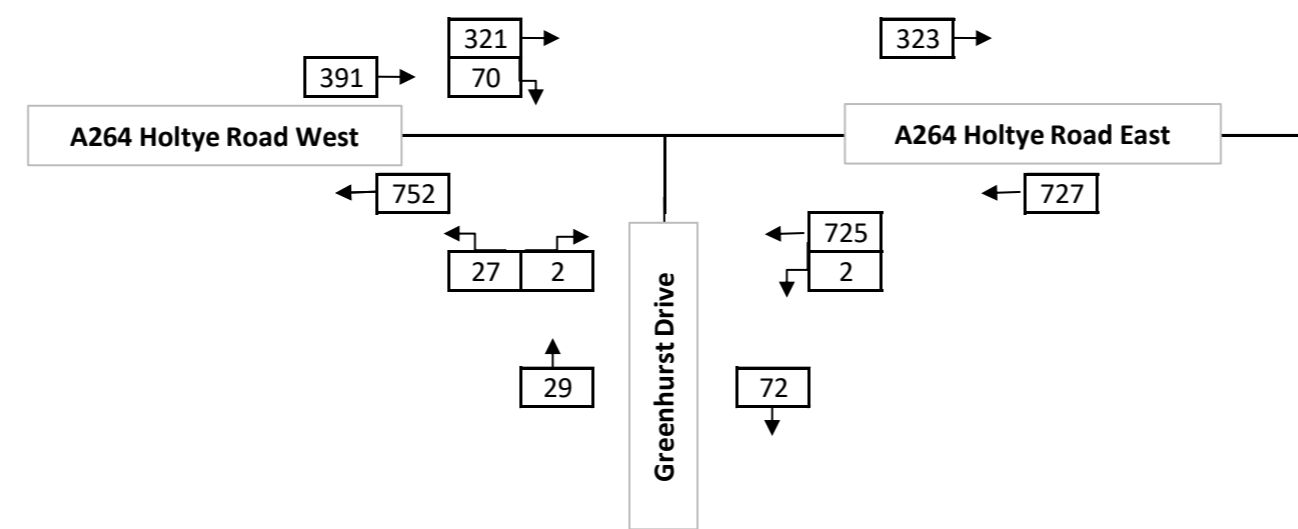




FIGURE

6



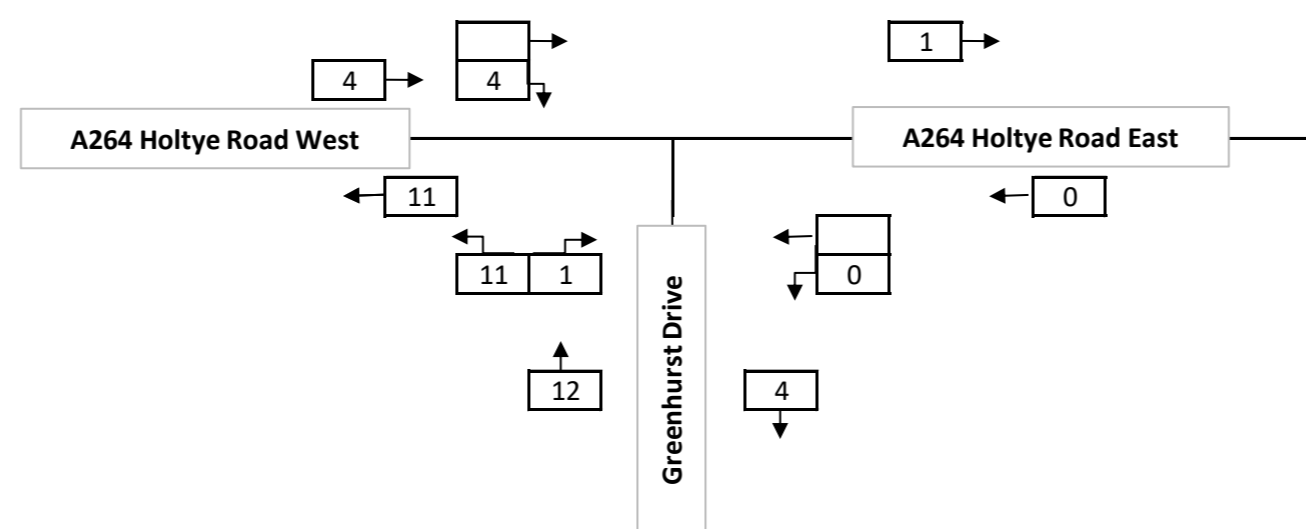


FIGURE

7



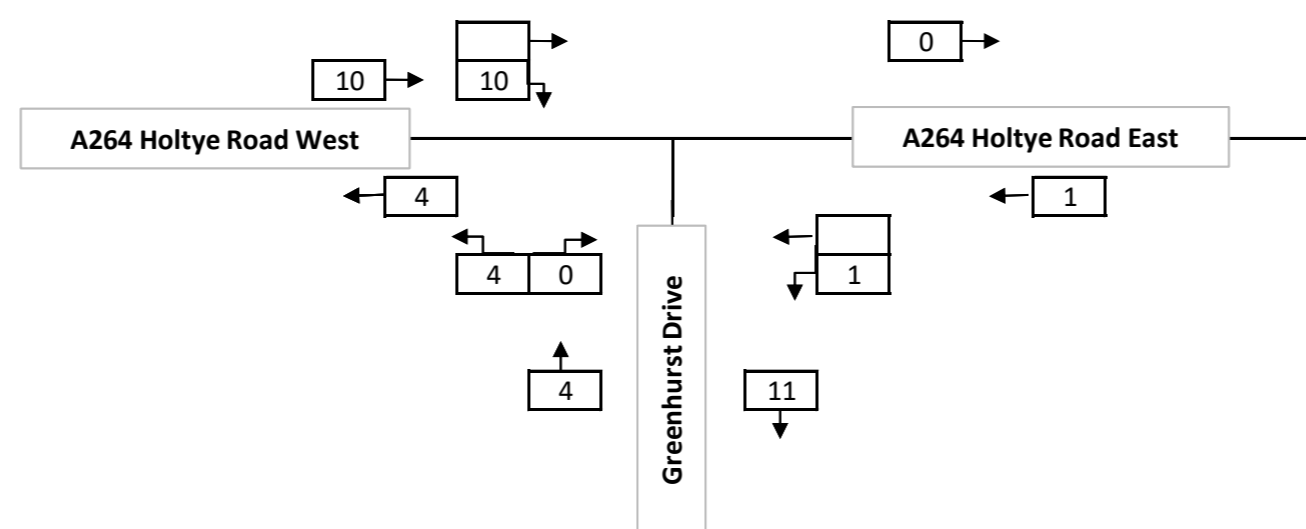




FIGURE

8





FIGURE

9



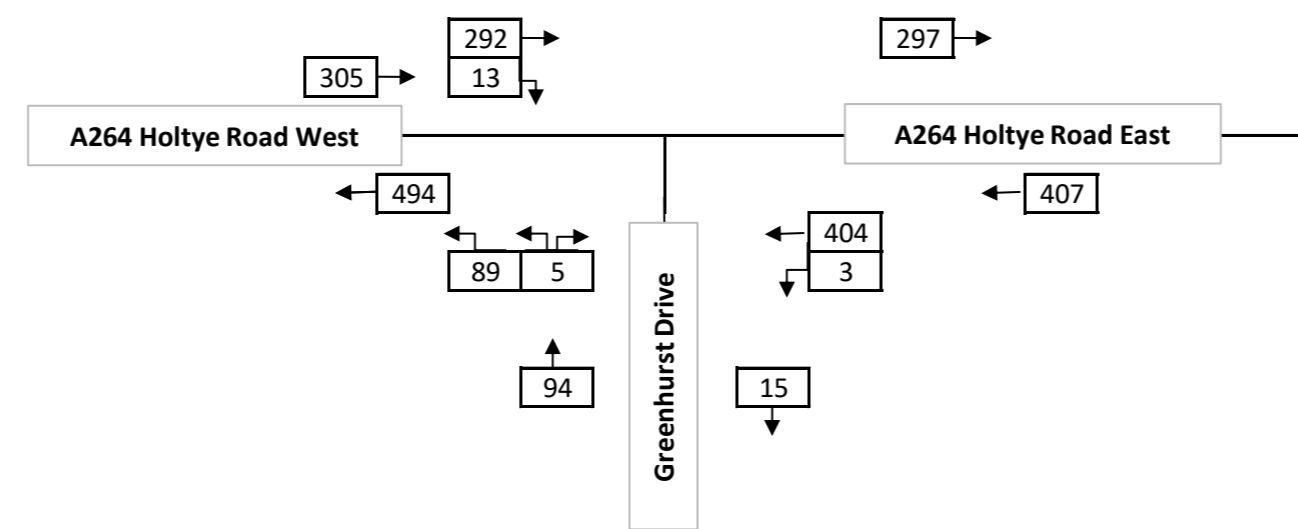


FIGURE  
10



