# FIGURES

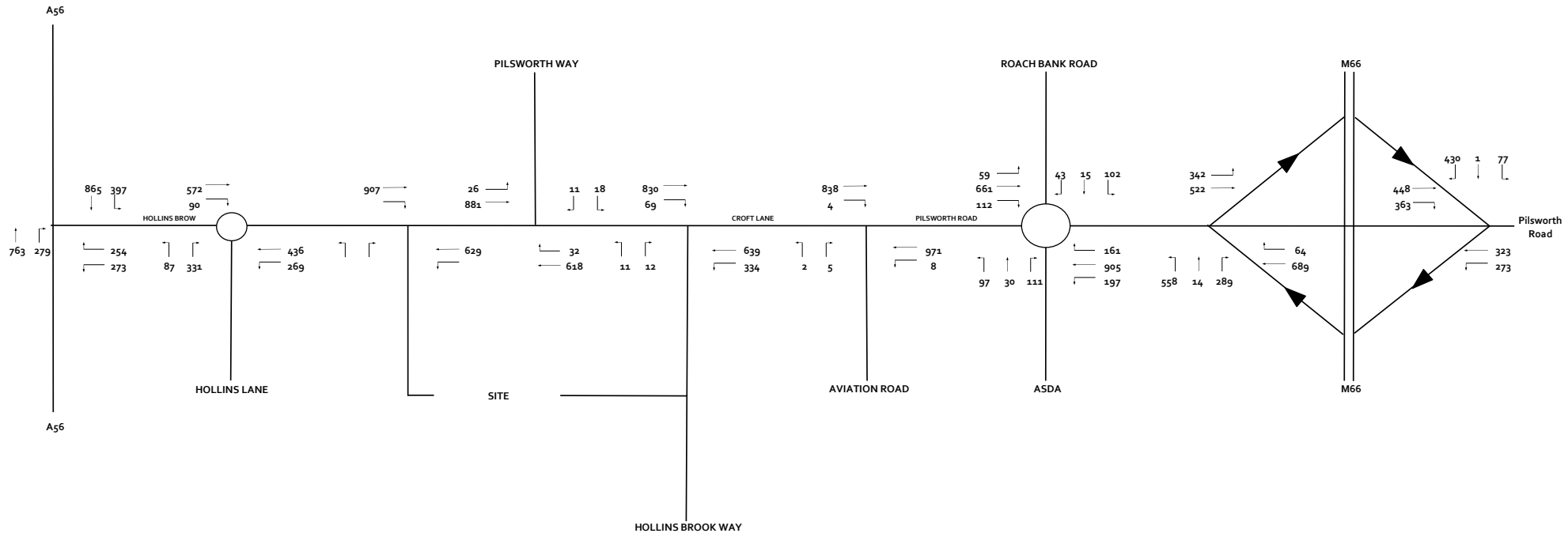


Figure 1 2022 Surveyed Flows - AM Peak (0745-0845)

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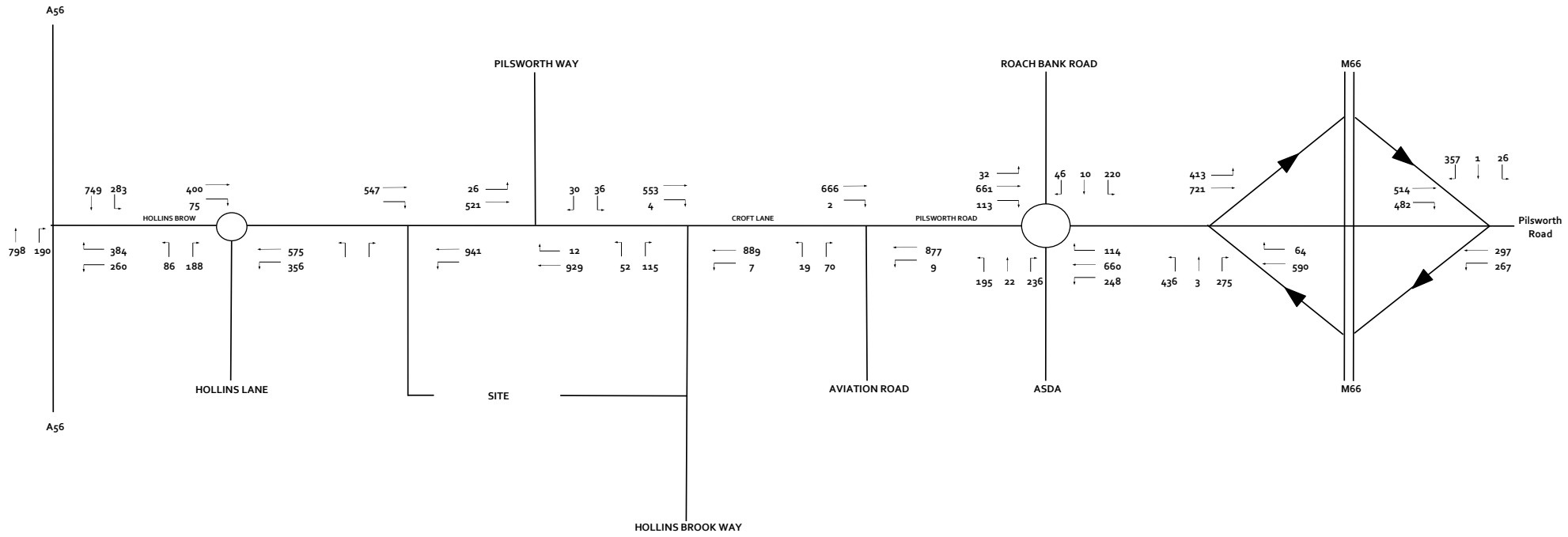


Figure 2 2022 Surveyed Flows - PM Peak (1615-1715)

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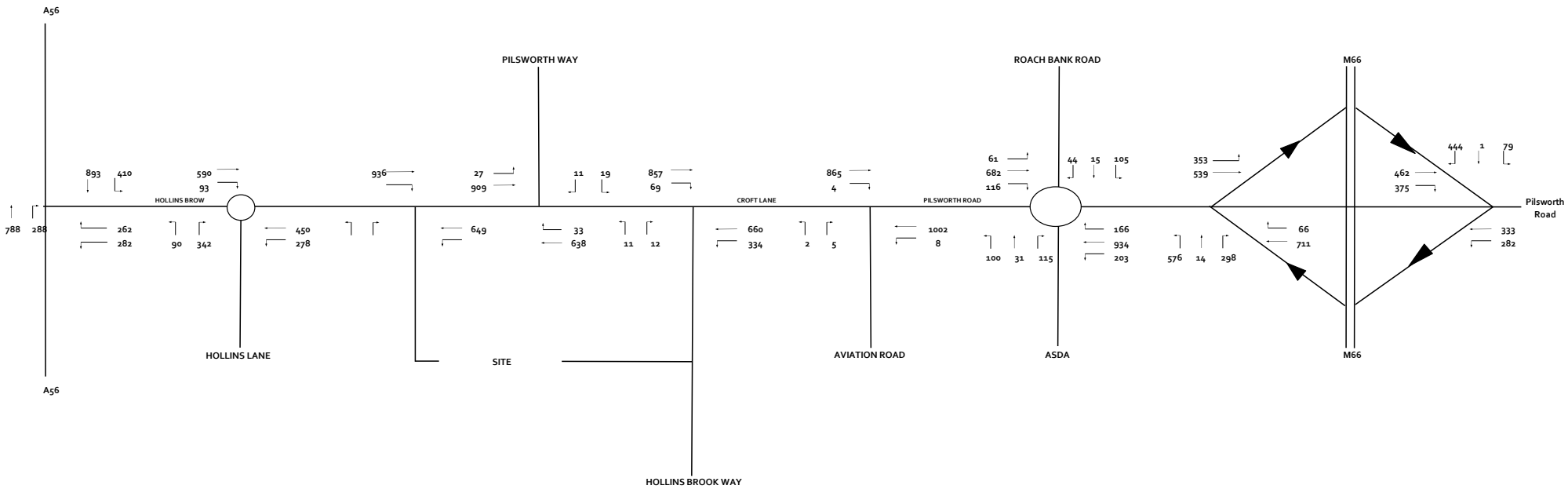


Figure 3 2027 Growthed Flows - AM Peak (0745-0845)

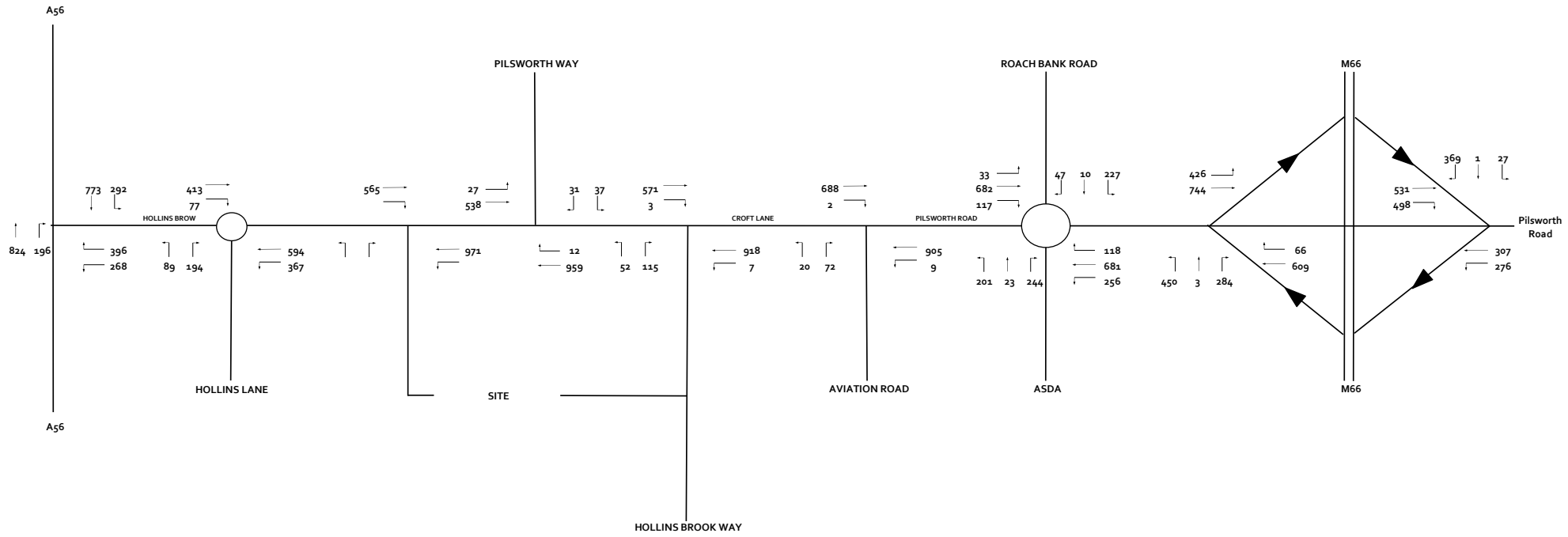


Figure 4 2027 Growthed Flows - PM Peak (1615-1715)

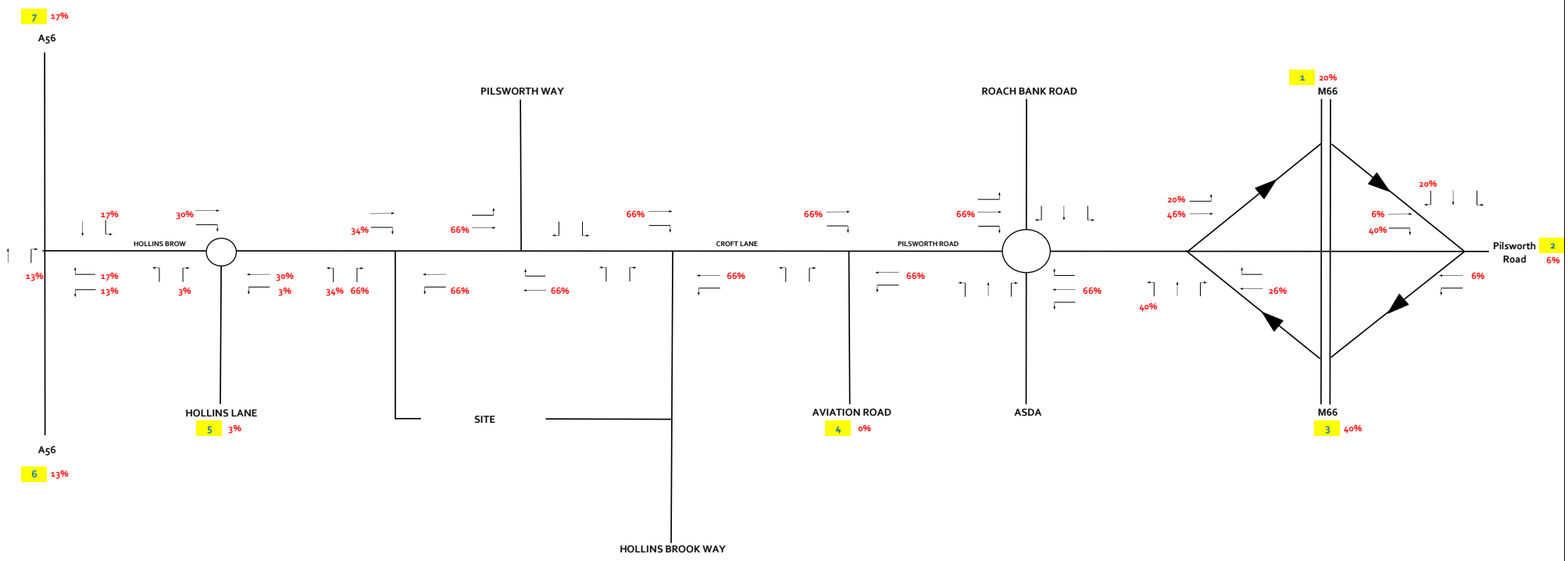


Figure 5 Proposed Creche Development Distribution

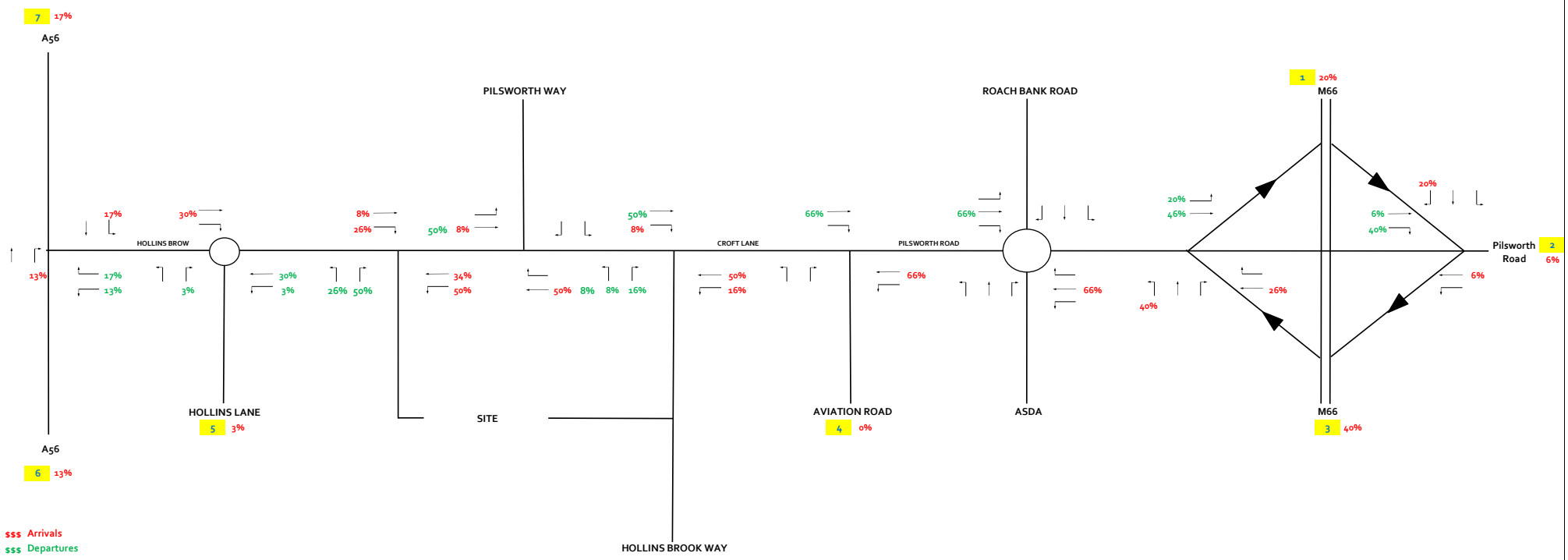


Figure 6 Proposed Hub Development Distribution

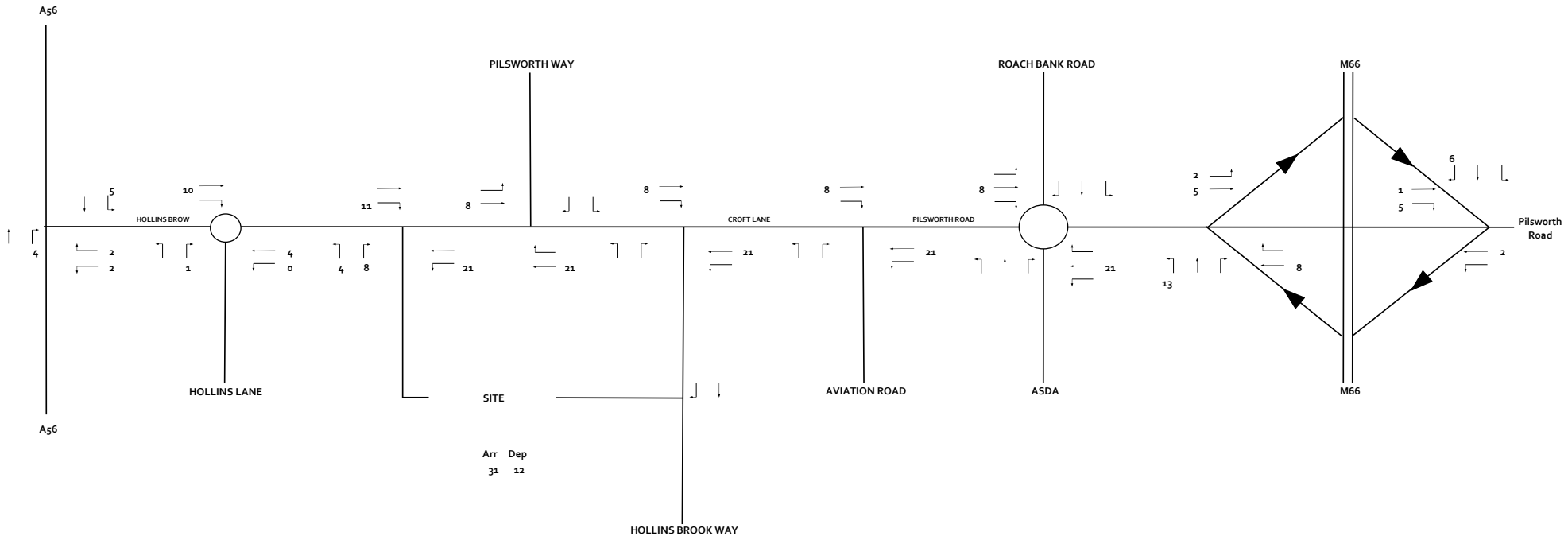


Figure 7 Proposed Creche Development Flows - AM Peak

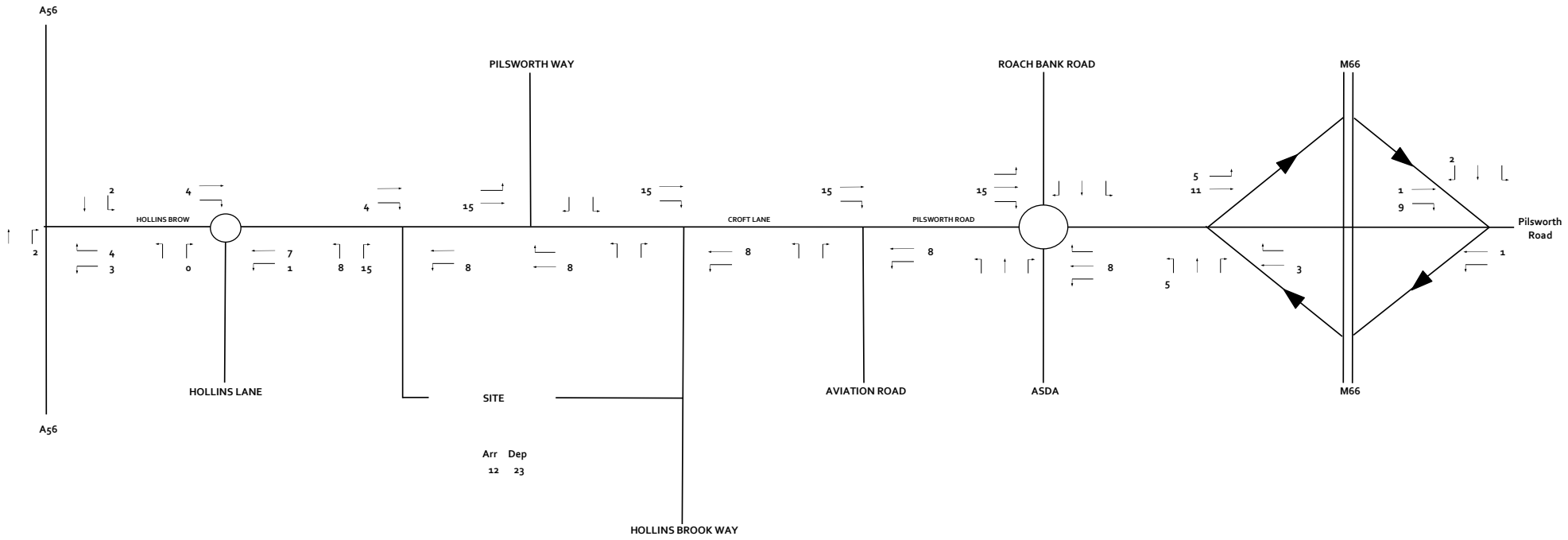


Figure 8 Proposed Creche Development Flows - PM Peak

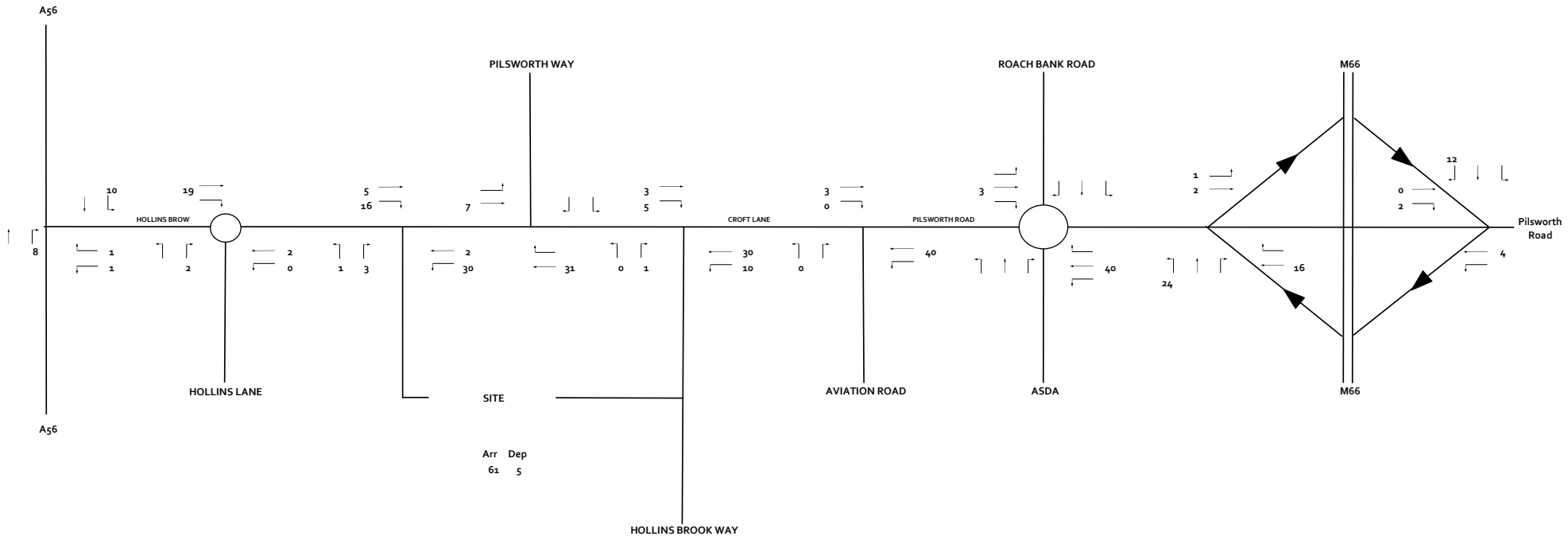


Figure 9 Proposed Hub Development Flows - AM Peak

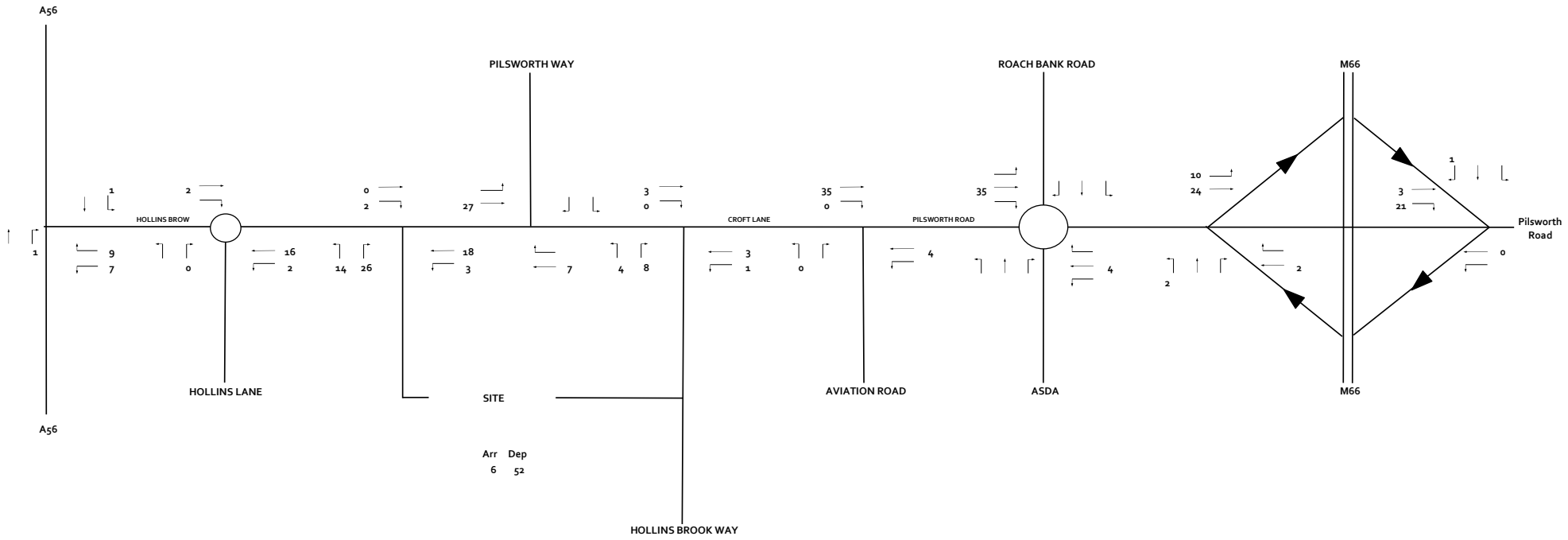


Figure 10 Proposed Hub Development Flows - PM Peak

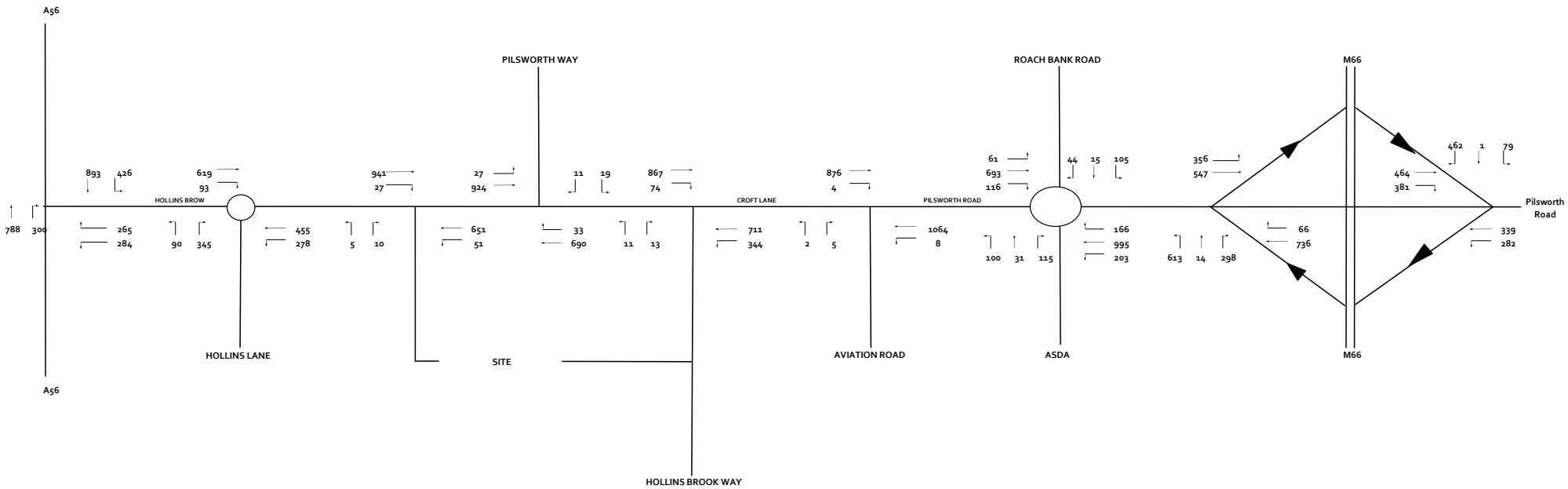


Figure 11 2027 With Development Flows - AM Peak

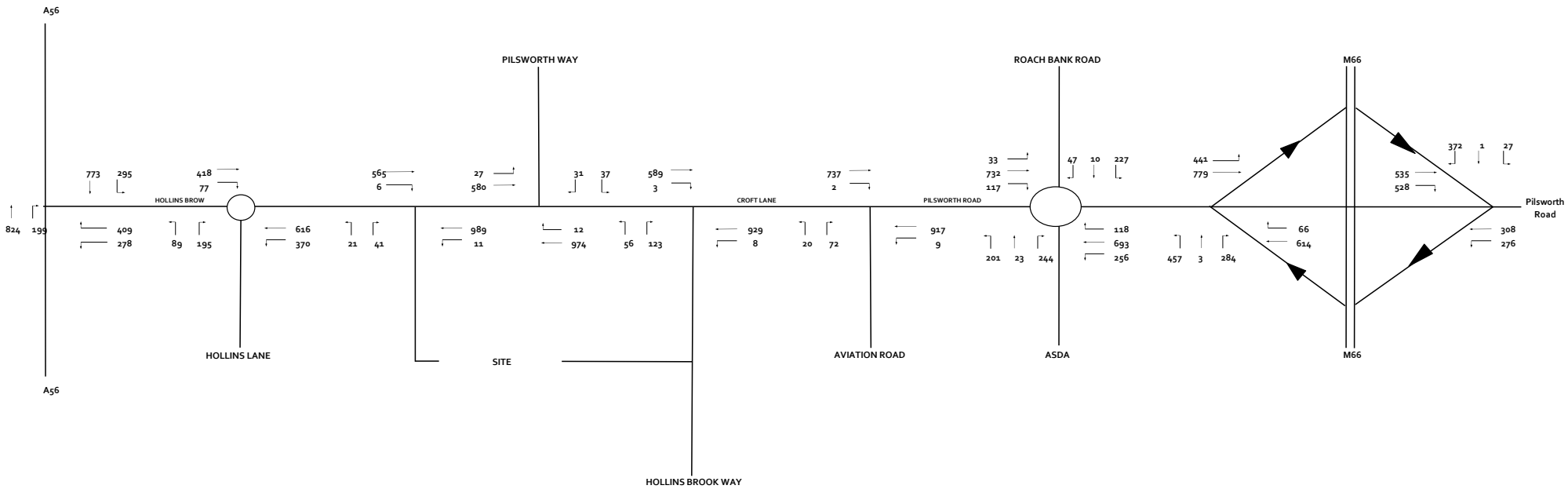


Figure 12 2027 With Development Flows - PM Peak

# APPENDICES

# APPENDIX 1

## Draft Travel Plan Framework

Proposed JD Sports Campus Hub,

Pilsworth Road, Pilsworth

# JD SPORTS FASHION PLC

Draft Travel Plan Framework

May 2022

CROFT

CROFT

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**PLANS (See TA)**



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# 1 INTRODUCTION

## 1.1 Preamble

1.1.1 Eddisons have been instructed by JD Sports Fashion PLC to advise on the traffic and transportation issues relating to a planning application for the provision of the JD Sports Campus Hub on land off Pilsworth Road in the Pilsworth area of Bury.

1.1.2 This document sets out a framework for a workplace Travel Plan to be submitted to supplement the planning application.

1.1.3 Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements' advises that *'The primary purpose of a Travel Plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives eg walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes. As noted above, though, they should not be used as way of unfairly penalising drivers.'*

1.1.4 This Travel Plan sets out a framework for employees who will be employed at the site.

## 1.2 Development Site and Its Location

1.2.1 The development site is located to the east of Bury town centre and south of Heywood. It is bound to the north by Pilsworth Road and to the east by Hollins Brook Way and the existing JD Sports office development. To the south the site is bound by open space which forms part of the Hollins Vale Nature Reserve, whilst residential development bounds the site to the west.

1.2.2 The location of the site in relation to the surrounding area is presented in **Plan 1** of the Transport Assessment.

1.2.3 The site layout is included at **Plan 2** of the Transport Assessment.

1.2.4 The development proposals are for a hybrid planning application which will provide the following on the site;

***Proposed Full Application – Children's Crèche***

1.2.5 The Full Planning Application on the site is for the provision of Children's Crèche with a capacity for up to 120 children. The Crèche will be operated by JD Sports and will be used by staff employed on the existing JD Campus.

***Proposed Outline Application – Hub Building***

1.2.6 The Outline Planning Application seeks planning consent for 7,000 sqm of office space and amenity space (use Class E).

1.2.7 The internal arrangement for the hub building is intended to provide a range of amenity uses at ground and first floor for existing employees on the wider campus, meeting spaces for external visitors and employees, and high quality office space at the upper floors.

## 1.3 Vehicular Access

1.3.1 It is proposed that primary vehicular access into the site will be provided for via new priority controlled access off Pilsworth Road, whilst secondary access will be provided via the existing Pilsworth Road/Hollins Brook Way priority controlled junction.

## 1.4 Pedestrian and Cycle Access

1.4.1 It is proposed that access for pedestrians and cyclists will be provided for via the proposed site vehicular access off Pilsworth Road in the form of 2 metre footways located on either side of the carriageway.

1.4.2 The proposed footway provision will link with the existing provision located on either side of the Pilsworth Road, as well as the proposed pedestrian infrastructure located within the application site and the existing JD Campus.

1.4.3 As part of the development proposals, pedestrian improvements will be provided at the Pilsworth Road/Hollins Brook Way junction in the form of a pedestrian refuge with associated dropped kerbs and tactile paving

## 1.5 Plan Administration

1.5.1 The administration of the Travel Plan will be the responsibility of the applicant, in this case JD Sports Fashion PLC. The developer will be required to designate a Travel Co-ordinator for the development. Essentially this Co-ordinator will provide a liaison in implementing the plan with the employees and Bury Council.

1.5.2 Details of the nominated Travel Plan Co-ordinator will be submitted to Bury Council's Travel Plan Officer and the appropriate local bus companies. Similarly, the Co-ordinator will be advised of appropriate contact personnel at the development.

1.5.3 The Travel Plan Co-ordinator will be the first point of contact for staff and visitors and other outside organisations in all matters regarding travel. They will maintain an up-to-date file containing all correspondence to and from colleagues and visitors relating to the Travel Plan.

1.5.4 The post of the Travel Plan Co-ordinator of the development will be overseen by an employee of JD Sports, in the first instance. Bury Council will be informed of any changes to the contact details of the Travel Plan Co-ordinator.

1.5.5 The role of the Travel Plan Co-ordinator will also be to develop and manage the Travel Plan for the site.

1.5.6 The duties will include monitoring, reviewing targets and forming action plans to remedy areas where the Travel Plan in not performing. Annual progress reports will be prepared and submitted to Bury Council.

1.5.7 An annual budget allocation would be made available to manage the Plan, with the site Travel Plan Co-ordinator responsible for expenditure and budget control. The annual budget will be set and agreed with Bury Council's Travel Plan Officer.



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# 2 ACCESSIBILITY BY NON-CAR MODES

## 2.1 Introduction

2.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

2.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives. To achieve these objectives, paragraph 30 states that when making decisions, local authorities should:

*'Support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.'*

2.1.3 One of the core principles of the NPPF is to *'actively manage patterns of growth to make the fullest use of public transport, walking and cycling and focus significant development in locations which are or can be made sustainable.'*

2.1.4 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

2.1.5 The accessibility of the proposed site has been considered by the following modes of transport:

- accessibility on foot;
- accessibility by cycle;
- accessibility by bus;

## 2.2 Accessibility on Foot

2.2.1 It is important to create a choice of direct, safe, and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

2.2.2 Existing footways of around 2 metres in width are located along Pilsworth Road, which provide pedestrian linkages to the existing Asda and Park 66 Retail Park to the north and the residential areas of Pilsworth and Hollins to the south.

2.2.3 To the north, pedestrian crossing facilities in the form of a pedestrian refuge, dropped kerbs and tactile paving are provided for on the Park 66 Retail Park arm of the Pilsworth Road/Roach Bank Road/Park 66 roundabout. Whilst to the south of the site dropped kerbs are provided on all major junctions along Pilsworth Road/Croft Lane.

2.2.4 As part of the proposed development it is proposed to provide pedestrian improvements on the Hollins Brook Way arm of the Pilsworth Road/Hollins Brook Way junction, in the form of a pedestrian refuge, dropped kerbs and tactile paving.

2.2.5 The CIHT document 'Planning for Walking' from 2015 states, in paragraph 2.1, that in 2012 that 79% of all journeys made in the UK of less than a mile (1.6 kilometres) are carried out on foot.

2.2.6 **Plan 5** shows the pedestrian catchment for 2 kilometres from the centre of the site and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.



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2.2.7 The 2 kilometre catchment encompasses the surrounding residential areas of Hollins, and Blackford Bridge as well as areas of Unsworth and Sunnybank, showing that the proposed development is within walking distance of a number of existing residential areas, which will provide the opportunity for staff to travel to the proposed development by foot, therefore reducing the reliance on the private car.

2.2.8 Based on the above the site can therefore be considered as being accessible by foot.

## 2.3 Accessibility by Cycle

2.3.1 An alternative mode of travel to the site could be achieved by bicycle.

*'The Cycling England document 'Integrating Cycling Into Development Proposals' advises that 'For short trips, [cycle links] can give cyclists significant advantages over car users in terms of convenience and journey time… Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed.'*

2.3.2 A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass large areas of Bury as well as the areas of Radcliffe, Prestwich, Whitefield and Heywood.

2.3.3 The site can therefore be considered as being accessible by cycle.

## 2.4 Accessibility by Bus

2.4.1 The nearest bus stop to the site is located to the north-east of the site on Pilsworth Road, a walking distance of around 200 metres from the centre of the site. Further bus stops are situated on Pilsworth Road/Croft Lane, and all bus stops within 400 metres of the site are shown on **Plan 5**.

2.4.2 Safe pedestrian access to these bus stops is provided for via the existing pedestrian footways on Pilsworth Road.

2.4.3 A summary of the services available from these bus stops are provided in **Table 2.1** below.

| Service No | Route | Monday – Friday (per hour) | | | | Sat | Sun |
|---|---|---|---|---|---|---|---|
| | | AM Peak | Midday | PM Peak | Eve | | |
| **92/93** | Bury – Unsworth – Whitefield – Manchester Shudehill | Hourly service between 2135 and 0000 hours | | | | Hourly between 2135 and 2335 | Hourly between 2035 and 2335 |
| **94** | North Manchester Hospital – Prestwich – Unsworth – Bury | 1 | 1 | 1 | 1 | 1 | 0.5 |

**Table 2.1 - Existing Bus Services in Vicinity of the Site**

2.4.4 As can be seen from Table 2.1, the nearest bus stops to the site provide services to locations such as Bury town centre, Manchester Shudehill, Unsworth, Whitefield, Higher Crumpsall and Prestwich.

2.4.5 The 94 bus service operates from around 0605 hours to around 1800 hours making travel by public transport a real alternative to travelling by car for commuting trips.

2.4.6 In order to demonstrate the level of accessibility, some example journey times by bus are presented below **Table 2.2** below.

| Destination | Duration |
|---|---|
| Bury | 19 minutes |
| Higher Crumpsall | 26 minutes |
| Prestwich | 30 minutes |

**Table 2.2 - Example Bus Journey Times from the Site**

2.4.7 The above table demonstrates that Bury town centre is an approximate 19 minute bus journey from the site and Prestwich is a 30-minute bus journey.

2.4.8 Therefore, the bus services located within the vicinity of the site provide services to and from Bury and the surrounding areas throughout the day and provide the opportunity for staff to travel to and from work by bus.

2.4.9 It is therefore concluded that the proposed development site is accessible by bus.

## 2.5 Accessibility Summary

2.5.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed development site. The following conclusions can be drawn from this section of the Report:

- The site is accessible by foot. The existing infrastructure will provide pedestrian linkages with the surrounding areas of Pilsworth and Hollins.

- The site's location will encourage pedestrian trips for staff between the proposed development and the local residential areas.
- The site is accessible by bus with bus stops located within 400 metres of the site, these services provide access to Bury, Prestwich, Whitefield and North Crumpsall.

2.5.2 In light of the above, the site is accessible and will cater for needs of the development and assist in promoting a choice of travel modes other than the private car.



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# 3 MANAGEMENT MEASURES

## 3.1 Introduction

3.1.1 The following measures will be delivered through the Travel Plan by the Travel Plan Co-ordinator.

i. Appointment of a Travel Plan Co-ordinator and creation of Travel Plan action group;

ii. Ensuring travel awareness,

iii. Baseline data;

iv. Ensuring the availability of travel information,

v. The establishment of a car sharing scheme,

vi. Implementation of measures to encourage cycling;

vii. Provision of a new employee 'Welcome Pack'.

viii. Introduction of Car Park Management,

ix. Fleet Management and Vehicle's

## 3.2 Travel Plan Co-ordinator and Travel Plan Action Group

3.2.1 A Travel Plan Co-ordinator will be appointed prior to the proposed development commencing operation.

3.2.2 Once the site is fully operational an Action Group will be created which involves the Travel Plan Co-ordinator, other employees as appropriate, relevant authorities and special interest groups.

## 3.3 Travel Awareness

3.3.1 Employees will be made aware of the existence of the Travel Plan and a copy will be made available to Bury Council.

3.3.2 Welcome Packs/Starter Packs will be given to new employees when they start work at the site.

3.3.3 Targets for achieving a lower mode share by car and reducing the level of car usage by a given extent over a certain period will be established. These targets will be set upon occupation of the store following results of the employee travel survey.

## 3.4 Baseline Data

3.4.1 In order to set the targets, information will have to be obtained in order to establish against which to set the targets. In order to define baseline data prior to occupation, this information will be related to existing patterns of movement (i.e. the proportion of employees who travel to their workplace by non-car mode) and may be obtained from sources such as the National Travel Survey and the National Census.

3.4.2 In order to establish the existing travel patterns of employees once occupied, a travel survey will be carried out and will form the basis of the final Travel Plan document. This will survey, amongst other issues, current employee travel patterns to and from work.

3.4.3 The availability of this data will assist in more accurately defining travel requirements and the specific measures to be implemented to maximise the success of the plan.

## 3.5 Travel Information

3.5.1 Travel Information for employees could be provided for in numerous ways, such as websites, newsletters and cycle and walking maps for the surrounding areas. Employees could also be provided with personalised journey planners.

3.5.2 In addition, information on existing key local services and publicity material from Traveline will be included.

## 3.6 Car Sharing Scheme

3.6.1 The Travel Plan Co-ordinator will promote the use of car sharing scheme and employees will be encouraged to register on the Liftshare website.

3.6.2 This allows users to register their details, where they are travelling to in the Pilsworth area and if they are offering a lift or require a lift to their destination.

3.6.3 Regular leaflets will be distributed to employees to allow potential car sharers to register an interest. The Travel Plan Co-ordinator will be required to maintain a database of employees who register an interest in car sharing and will be required to facilitate success of the scheme.

## 3.7 Cycling Measures

3.7.1 The proposed development will provide cycle parking spaces. As the site is still at outline design stage the exact provision is not known at this time but this will be agreed at a more advanced stage of the planning process.

3.7.2 The Travel Information Brochure provided to staff will include details on cycling to the site, including the location of designated safe cycle routes and where these can be accessed, and the location of cycle parking on the site. Similar information will also be provided on staff noticeboards and will be distributed using other mediums as appropriate.

3.7.3 The Travel Plan Co-ordinator will establish contact with Bury Council/TfGM cycling officers and will retain active contact with officers to ensure that any future improvements to the cycling network and cycling maps are fed through to staff.

3.7.4 The employee travel survey will identify the potential for cycling amongst the workforce. The Travel Plan Co-ordinator could produce information relating to cycling routes in the area which could be included within a 'Welcome Pack'.

3.7.5 Should sufficient interest exist, the Travel Plan Co-ordinator will explore the opportunity to establish a Bike User Group (BUG).

3.7.6 Should end occupiers participate in the Cycle to Work Scheme (or similar), the Travel Plan Co-ordinator will ensure this is publicised to staff, including via the Welcome Pack.

3.7.7 End occupiers will also consider the opportunity to provide pool bicycles.

## 3.8 New Employee 'Welcome Pack'

3.8.1 A 'Welcome Pack' will be provided to employees starting work at the site. The pack will include information contained within the Accessibility section of this Travel Plan.

3.8.2 The 'Welcome Pack' will include details on the intentions of the Travel Plan and why the Travel Plan has been produced, as well as contacts for the Travel Plan Co-ordinator. The packs will include current information on walking and cycling routes in the area and information on current bus/rail services, i.e. timetables.

3.8.3 In addition, employees will be offered personalised journey planners as an on-going part of the monitoring process the 'Welcome Pack' will be reviewed and updated annually. Information regarding any changes to the bus services in the area will be passed to employees via leaflets or a company website.

## 3.9 Car Park Management

3.9.1 The Travel Plan Co-ordinator will encourage each occupier to consider the implementation of a car park management strategy.

## 3.10 Fleet Management and Vehicles

3.10.1 Measures which can be delivered regarding fleet management and vehicles will depend greatly upon the organisation of each end occupiers. However, where possible occupiers should consider opportunities for:

- Review of company car policy;
- Reviewing business vehicle mileage rates;
- Driver training to encourage eco-driving;
- Use of efficient or electric fleet vehicles;
- Use of clean fuel fleet vehicles, and
- Review of company car policy;

# 4 TRAVEL PLAN TARGETS

## 4.1 Introduction

4.1.1 This section of the Travel Plan will provide details of the targets against which the success of the Plan in achieving its objectives will be measured.

4.1.2 These targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale.

## 4.2 Travel Targets

4.2.1 As previously stated, in order to define baseline data prior to occupation, reference will be made to existing patterns of movement, which may be obtained from sources such as the National Travel Survey and the National Census.

4.2.2 Based on this data, suitable targets for reducing the need to travel by private car will be set and agreed with Bury Council's Travel Plan Officer. Targets should be detailed in terms of both percentage mode share and actual trip numbers.

4.2.3 Thereafter, the main source of baseline information would however come from the employees travel survey, which will be completed 6 months post full occupation of the development and will be completed every two years thereafter.

## 4.3 Potential Targets

4.3.1 Targets that may potentially be included in the Travel Plan include the following:

- Certain percentage of employees who travel to work by non-car modes. This is to be achieved within a 5 year timeframe of the development commencing operation and continue at the same level thereafter;

- Certain percentage model shift of employees on the proposed development away from the public car to non-car modes. To be achieved within the 5 year timeframe discussed below;
- Certain percentage decrease in the number of single occupancy journeys to and from the site by employees;
- Certain percentage increase in the number of employees joining and participating in the car share scheme. This will be reviewed and re-evaluated annually to promote the objectives of the Travel Plan.

4.3.2 Whilst it is considered that the Travel Plan targets should be challenging, it is essential that they are also realistic and achievable.

4.3.3 Experience suggests that a Travel Plan containing only marketing and promotional initiatives is unlikely to achieve a shift in the mode of travel used, whereas one also incorporating car sharing and cycle measures may achieve a 3% to 5% reduction in single occupancy car-based commuting. Further shifts to public transport, walking and cycling away from private car use may be achieved through the above measures being supplemented by other initiatives. It is clear, therefore, that in making a meaningful contribution to the achievement of the above targets, the Travel Plan must incorporate a range of initiatives that go beyond marketing and promotion.

## 4.4 Travel Plan Framework

4.4.1 Table 4.1 below provides a framework and guidance as to timescales for the Travel Plan.

| Timescale | Action |
|---|---|
| 3 months prior to occupation | Appoint Travel Plan Co-ordinator. |
| Prior to occupation | Establish baseline data and agree modal split targets with Bury Council |
| 0-6 months | Organise Travel Plan Action Group;<br>Complete employee travel surveys;<br>Establish modal user groups (such as car share clubs, bike user clubs, taxi share clubs). |
| 6-12 months | Submission of revised Travel Plan and modal split targets to Bury Council;<br>Continuous updating of Travel Plan database;<br>Continuous updating of all public transport information. |
| 12+ months | Update and monitor travel questionnaire annually;<br>The Travel Plan will be in place for the life of the development. |

**Table 4.1 – Travel Plan Framework Timescales**

## 4.5 Plan Monitoring and Assessment

4.5.1 The Travel Plan Co-ordinator will be responsible for on-going monitoring and regular employee travel surveys. These will assess the travel habits of employees to the site and thus enable the success of the Travel Plan.



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4.5.2 In order to assess the travel habits, all employees will be asked to complete an annual survey. Principally these surveys will aim to establish the location of employees, how they currently travel to the site and what other modes of transport they would consider using to travel to the site.

4.5.3 Each survey will result in an annual monitoring report, which will present results and progress. Any problems will be identified and specific actions noted and carried forward to the next annual report.

4.5.4 In addition to snap shot surveys, full employee surveys will be completed between every 2 to 3 years. These surveys will provide a more in-depth understanding of colleague travel habit, shift patterns and options that would encourage employees to travel by sustainable modes.

4.5.5 The timescale for Travel Plan reviews and repeat travel surveys will be included within the Final Travel Plan. However, it is anticipated that these reviews should occur annually to provide on-going information on the impact of the Plan. Monitoring should take place over a wide range of time periods to reflect the different pattern of journeys that can be generated by the development.

4.5.6 The monitoring will include items such as:

- Full employee surveys to be completed between every 2 to 3 years, in addition to snap shot surveys which will be completed every 12 months;
- Feedback from bus operators to establish demand for local bus services;
- Monitoring of the usage of employee cycle parking facilities;
- Car park and traffic count surveys;

- Information gathered as part of the continuous monitoring process will be made available to the local authority to assist the assessment of ongoing modal split.

4.5.7 The monitoring and assessment of the plan will include the submission of annual progress reports detailing the results of the travel surveys with regards to targets, budgets, general effectiveness and current initiatives. An annual report is to be submitted to the local authority no later than one month following the anniversary of the approval of the Travel Plan. This will allow effective measures to be promoted and increased while ineffective measures can be revised and rectified.

4.5.8 Mitigation measures/new initiatives for the coming year will also be contained within the report and submitted to officers at Bury Council.



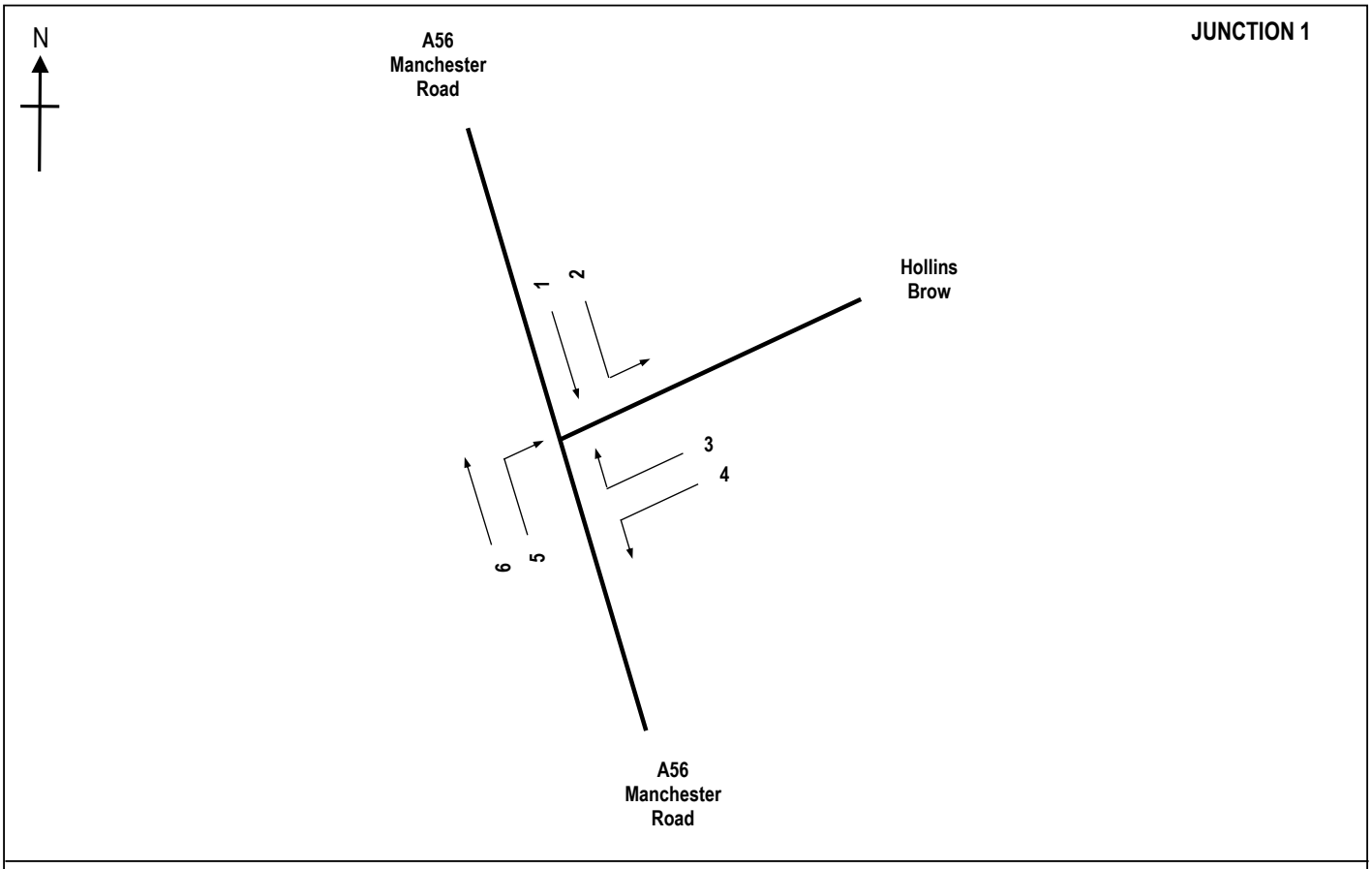
Eddisons is a trading name of Eddisons Commercial Limited.
Registered in England 3280893. Registered Office: Toronto Square, Toronto Street, Leeds, LS1 2HJ

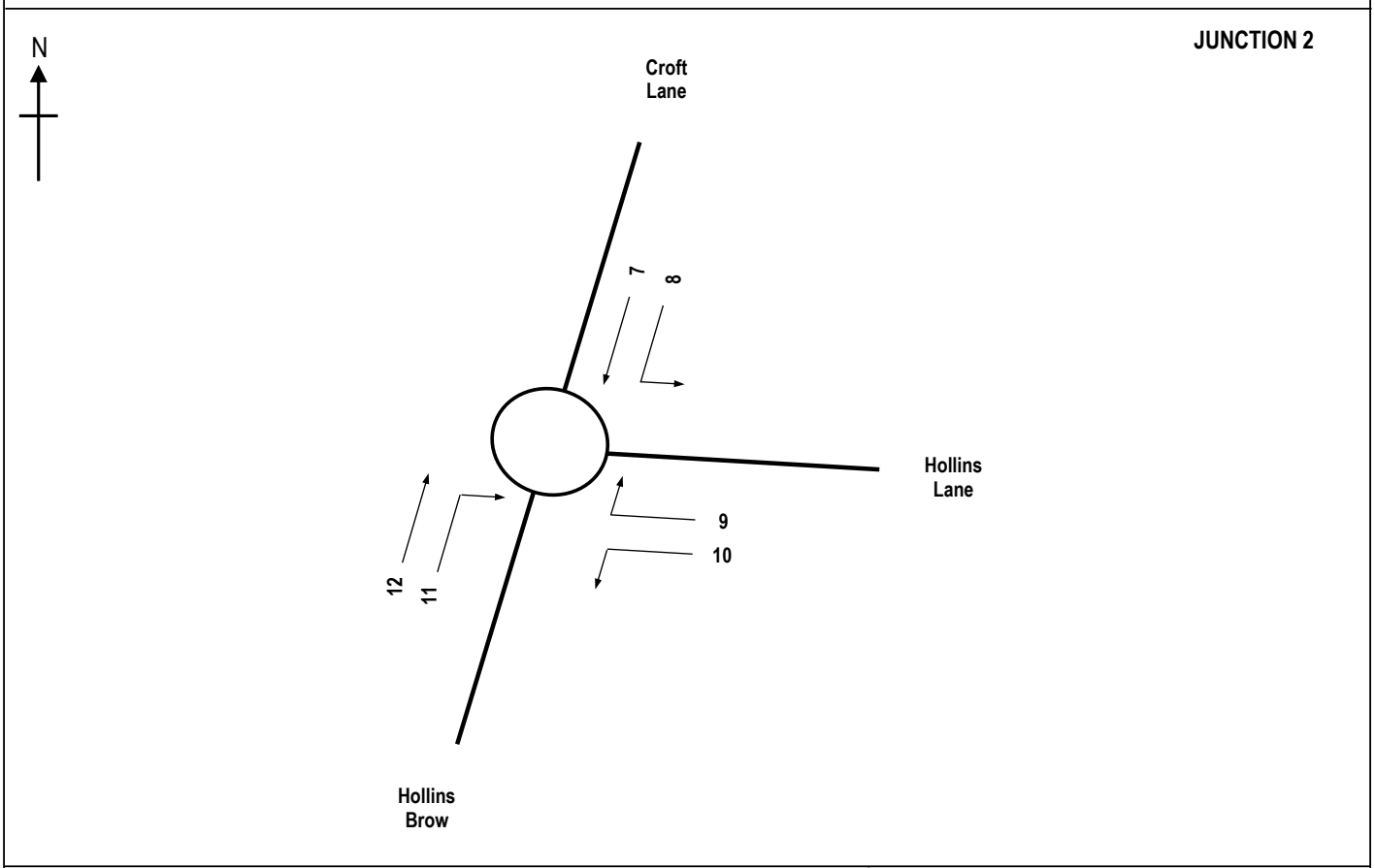
# APPENDIX 2

## Traffic Count Data

## SURVEY CONTROL

| | |
|---|---|
| **Client:** | Eddisons |
| **Client Contact:** | Tom Bentley |
| **Survey Location:** | Pilsworth |
| **Date(s) of Survey:** | Wednesday 2nd February 2022 |
| **Notes:** | |
| **On Site Supervisor:** | David Cheng |
| **Data Checking:** | David Cheng |
| **Survey Reference:** | 21.098 Pilsworth |
| **Status:** | Final |
| **Date of Issue:** | 10th February 2022 |

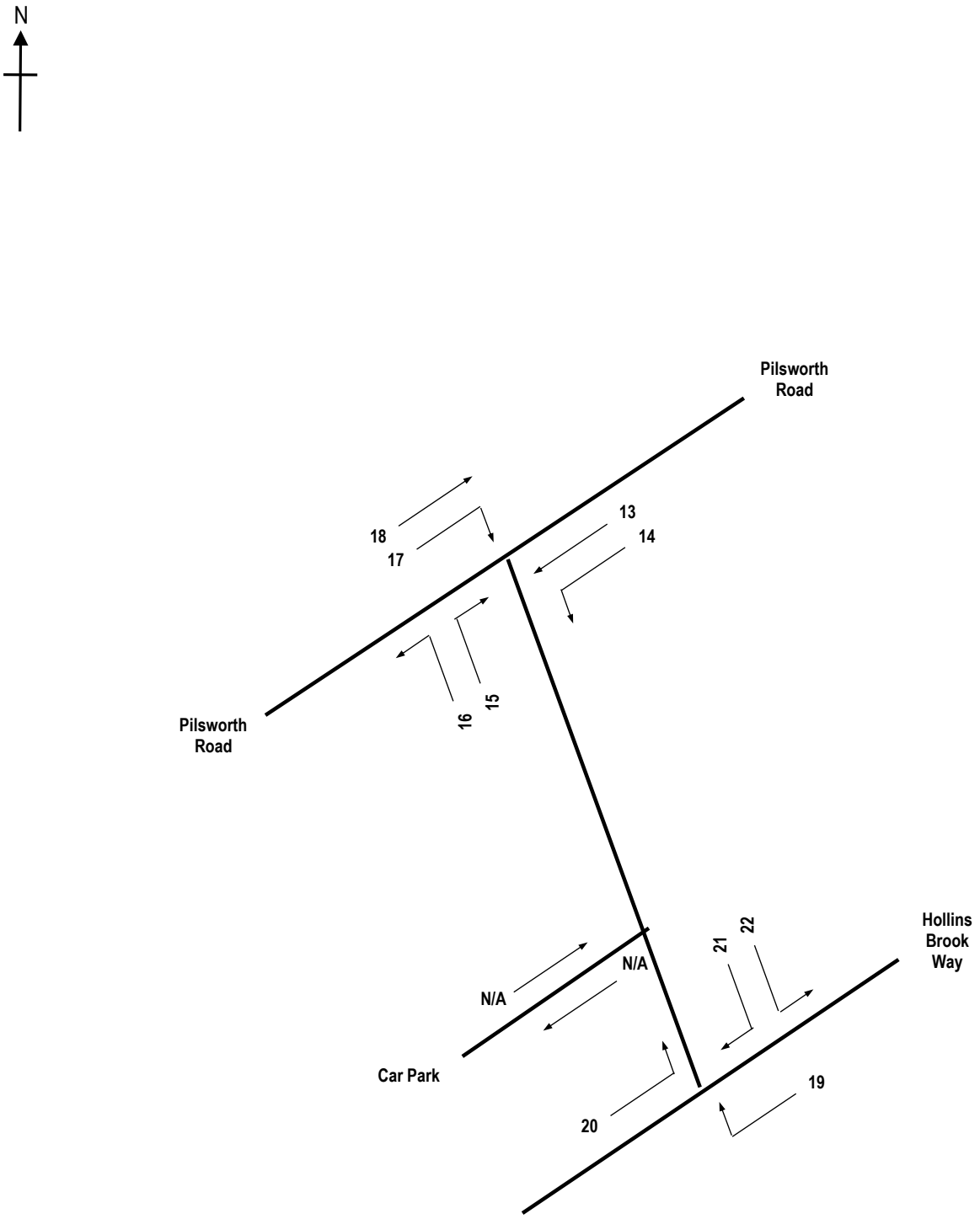



| DRAWING TITLE | | | |
|---|---|---|---|
| TRAFFIC MOVEMENT REFERENCE | | | |
| JOB TITLE | | | |
| 21.098 PILSWORTH | | | |
| DRAWN BY | DATE | SCALE | REF |
| DC | FEB 2022 | NTS | FIGURE 1 |

**signal surveys**
Traffic Counts and Car Park Surveys
Parkway House, Palatine Road, Northenden, Manchester, M22 4DB
Tel 0161 998 4226

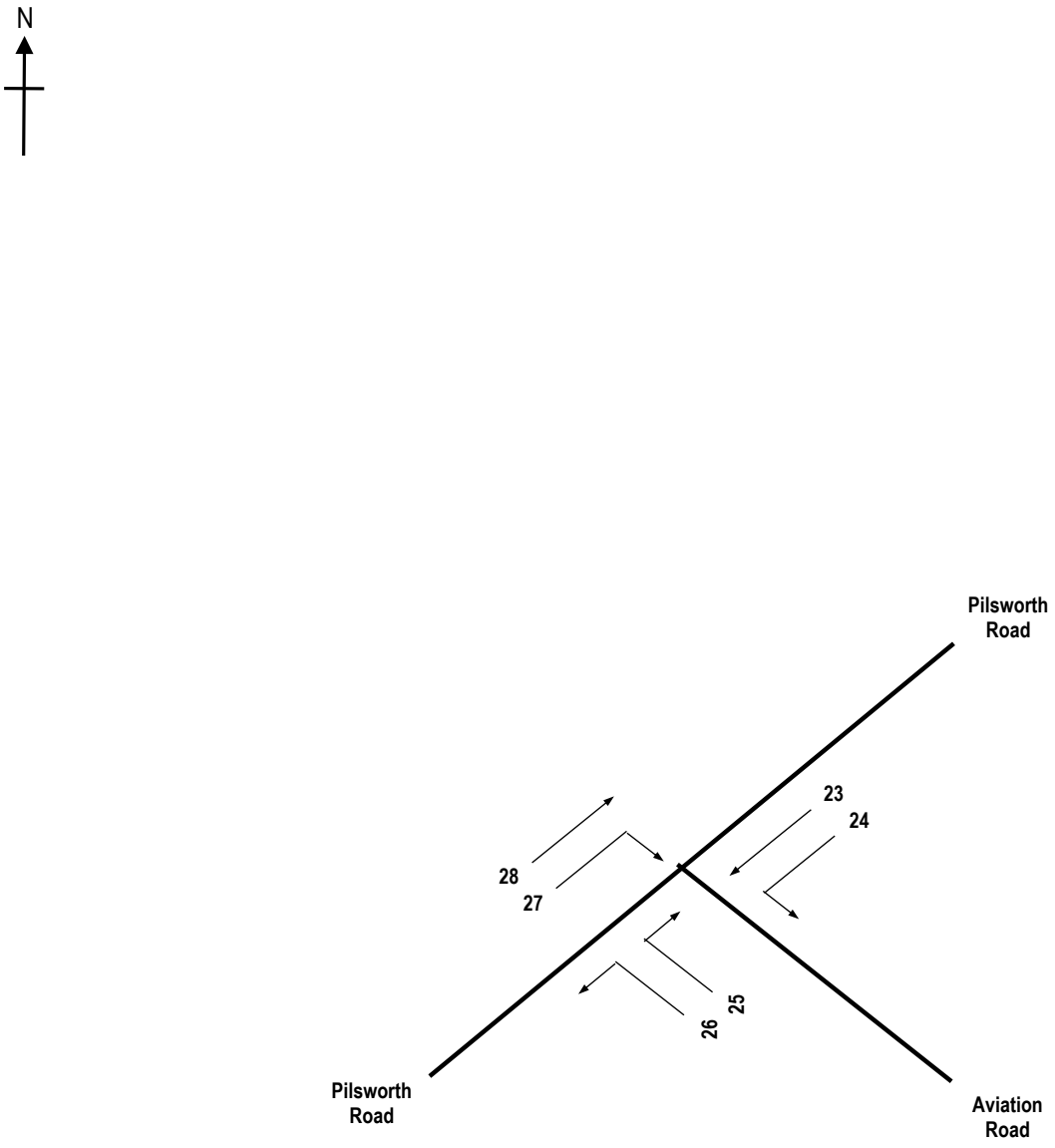
JUNCTION 3 & 4




| DRAWING TITLE | | | |
|---|---|---|---|
| TRAFFIC MOVEMENT REFERENCE | | | |
| JOB TITLE | | | |
| 21.098 PILSWORTH | | | |
| DRAWN BY | DATE | SCALE | REF |
| DC | FEB 2020 | NTS | FIGURE 2 |

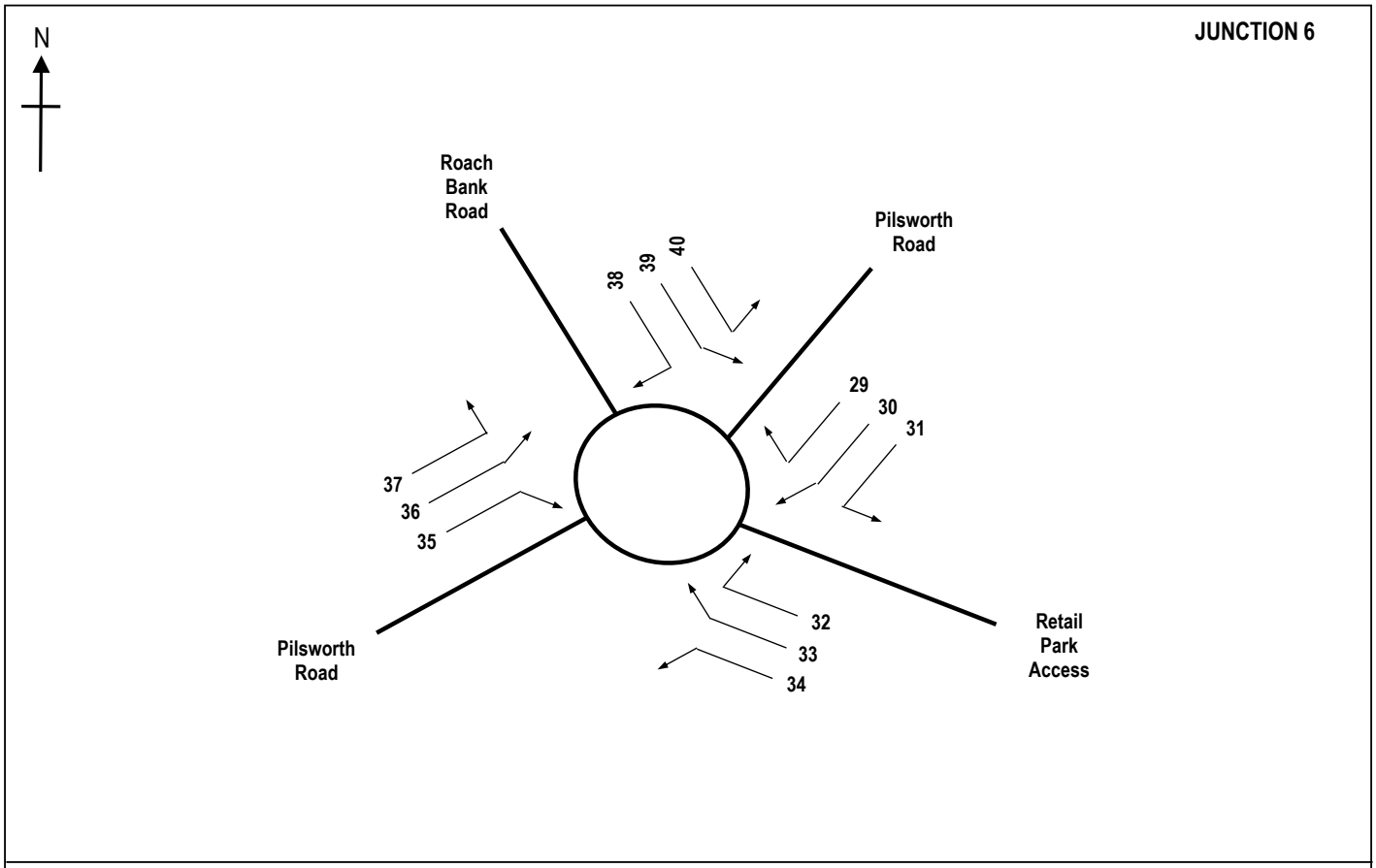

**signal surveys**
Traffic Counts and Car Park Surveys
Parkway House, Palatine Road, Northenden, Manchester, M22 4DB
Tel 0161 998 4226

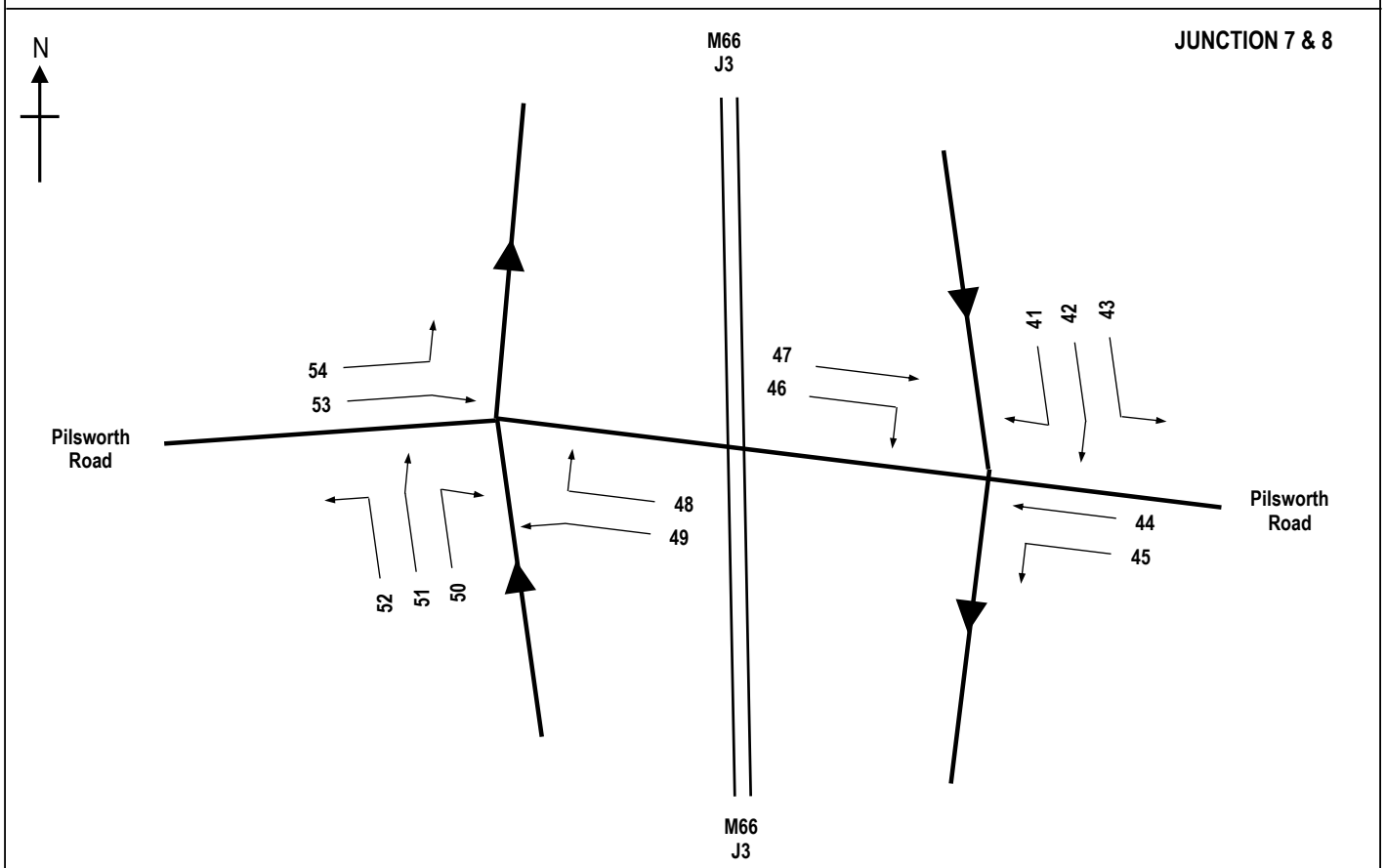
JUNCTION 5




| DRAWING TITLE | | | |
|---|---|---|---|
| TRAFFIC MOVEMENT REFERENCE | | | |
| JOB TITLE | | | |
| 21.098 PILSWORTH | | | |
| DRAWN BY | DATE | SCALE | REF |
| DC | FEB 2020 | NTS | FIGURE 3 |

**signal surveys**
Traffic Counts and Car Park Surveys
Parkway House, Palatine Road, Northenden, Manchester, M22 4DB
Tel 0161 998 4226




DRAWING TITLE

**TRAFFIC MOVEMENT REFERENCE**

JOB TITLE

**2019.114 PILSWORTH**

| DRAWN BY | DATE | SCALE | REF |
|---|---|---|---|
| RA | JUN 2019 | NTS | FIGURE 4 |

**signal surveys**
Traffic Counts and Car Park Surveys
Parkway House, Palatine Road, Northenden, Manchester, M22 4DB
Tel 0161 998 4226

| Time Beginning | A56/Hollins Brow - Wednesday 2nd February 2022 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | | 2 | | 3 | | 4 | | 5 | | 6 | |
| | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV |
| **0730** | 171 | 10 | 101 | 4 | 48 | 1 | 53 | 1 | 64 | 2 | 155 | 9 |
| **0745** | 203 | 7 | 97 | 4 | 61 | 1 | 57 | 1 | 72 | 1 | 200 | 9 |
| **0800** | 199 | 5 | 86 | 1 | 65 | 4 | 66 | 3 | 74 | 2 | 190 | 7 |
| **0815** | 192 | 7 | 86 | 6 | 55 | 3 | 64 | 4 | 57 | 2 | 160 | 4 |
| **0830** | 209 | 12 | 102 | 2 | 55 | 1 | 62 | 4 | 64 | 1 | 153 | 10 |
| **0845** | 156 | 15 | 58 | 3 | 86 | 1 | 64 | 1 | 66 | 0 | 175 | 6 |
| **0900** | 136 | 9 | 60 | 3 | 81 | 3 | 54 | 3 | 66 | 0 | 170 | 13 |
| **0915** | 145 | 11 | 61 | 3 | 52 | 7 | 52 | 1 | 42 | 0 | 142 | 12 |

| Time Beginning | A56/Hollins Brow - Wednesday 2nd February 2022 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | | 2 | | 3 | | 4 | | 5 | | 6 | |
| | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV |
| **1500** | 199 | 8 | 68 | 6 | 58 | 4 | 69 | 1 | 54 | 1 | 168 | 10 |
| **1515** | 176 | 6 | 69 | 3 | 84 | 2 | 46 | 1 | 47 | 3 | 206 | 10 |
| **1530** | 149 | 9 | 57 | 5 | 85 | 2 | 57 | 1 | 52 | 1 | 217 | 7 |
| **1545** | 174 | 6 | 74 | 5 | 92 | 0 | 54 | 0 | 60 | 1 | 172 | 17 |
| **1600** | 210 | 6 | 68 | 3 | 107 | 2 | 40 | 1 | 47 | 0 | 169 | 8 |
| **1615** | 182 | 6 | 76 | 1 | 94 | 2 | 57 | 1 | 37 | 1 | 167 | 8 |
| **1630** | 167 | 5 | 81 | 2 | 91 | 1 | 68 | 2 | 47 | 1 | 179 | 7 |
| **1645** | 178 | 9 | 55 | 1 | 99 | 1 | 68 | 1 | 54 | 1 | 181 | 6 |
| **1700** | 170 | 6 | 57 | 3 | 88 | 2 | 57 | 1 | 46 | 0 | 215 | 7 |
| **1715** | 195 | 4 | 51 | 1 | 88 | 3 | 64 | 0 | 36 | 0 | 211 | 4 |
| **1730** | 166 | 4 | 50 | 1 | 113 | 3 | 48 | 1 | 23 | 0 | 185 | 4 |
| **1745** | 150 | 5 | 49 | 1 | 78 | 1 | 70 | 0 | 59 | 0 | 227 | 3 |
| **1800** | 158 | 5 | 57 | 2 | 78 | 2 | 58 | 1 | 33 | 0 | 190 | 6 |
| **1815** | 118 | 3 | 48 | 1 | 67 | 1 | 40 | 0 | 28 | 0 | 176 | 3 |

| Time Beginning | Croft Lane/Hollins Lane/Hollins Brow - Wednesday 2nd February 2022 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 7 | | 8 | | 9 | | 10 | | 11 | | 12 | |
| | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV |
| **0730** | 90 | 1 | 42 | 0 | 71 | 2 | 20 | 1 | 14 | 3 | 145 | 3 |
| **0745** | 115 | 2 | 53 | 1 | 65 | 2 | 18 | 1 | 13 | 1 | 151 | 3 |
| **0800** | 89 | 6 | 66 | 3 | 74 | 2 | 17 | 1 | 9 | 0 | 153 | 3 |
| **0815** | 105 | 4 | 60 | 1 | 87 | 2 | 19 | 3 | 26 | 1 | 127 | 6 |
| **0830** | 95 | 4 | 78 | 1 | 91 | 1 | 21 | 1 | 38 | 0 | 109 | 4 |
| **0845** | 116 | 1 | 56 | 1 | 87 | 2 | 43 | 1 | 16 | 1 | 123 | 2 |
| **0900** | 105 | 4 | 45 | 2 | 69 | 1 | 23 | 0 | 12 | 1 | 104 | 3 |
| **0915** | 94 | 6 | 41 | 2 | 46 | 1 | 13 | 1 | 14 | 4 | 94 | 1 |

| Time Beginning | Croft Lane/Hollins Lane/Hollins Brow - Wednesday 2nd February 2022 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 7 | | 8 | | 9 | | 10 | | 11 | | 12 | |
| | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV |
| **1500** | 107 | 4 | 59 | 1 | 36 | 1 | 20 | 2 | 31 | 0 | 84 | 5 |
| **1515** | 99 | 0 | 59 | 0 | 77 | 1 | 21 | 1 | 23 | 1 | 102 | 6 |
| **1530** | 119 | 3 | 49 | 2 | 65 | 1 | 30 | 1 | 21 | 3 | 75 | 3 |
| **1545** | 121 | 1 | 72 | 1 | 54 | 1 | 20 | 0 | 17 | 1 | 123 | 5 |
| **1600** | 132 | 2 | 80 | 0 | 46 | 0 | 18 | 1 | 9 | 1 | 102 | 2 |
| **1615** | 122 | 4 | 67 | 4 | 42 | 0 | 21 | 0 | 20 | 1 | 90 | 1 |
| **1630** | 161 | 1 | 81 | 0 | 48 | 1 | 19 | 2 | 14 | 0 | 108 | 2 |
| **1645** | 140 | 1 | 107 | 1 | 47 | 2 | 14 | 0 | 19 | 1 | 100 | 2 |
| **1700** | 134 | 3 | 87 | 2 | 45 | 0 | 26 | 1 | 16 | 1 | 86 | 3 |
| **1715** | 142 | 3 | 99 | 2 | 30 | 0 | 11 | 2 | 12 | 1 | 68 | 0 |
| **1730** | 145 | 2 | 111 | 0 | 37 | 0 | 11 | 0 | 14 | 1 | 64 | 0 |
| **1745** | 128 | 2 | 56 | 0 | 35 | 2 | 12 | 0 | 12 | 1 | 87 | 1 |
| **1800** | 108 | 1 | 49 | 1 | 58 | 0 | 18 | 1 | 8 | 0 | 87 | 1 |
| **1815** | 105 | 0 | 41 | 0 | 36 | 0 | 7 | 1 | 7 | 1 | 68 | 2 |

| Time Beginning | Pilsworth Road/Hollins Brook Way - Wednesday 2nd February 2022 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 13 | | 14 | | 15 | | 16 | | 17 | | 18 | |
| | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV |
| **0730** | 124 | 1 | 42 | 0 | 3 | 0 | 3 | 0 | 14 | 0 | 203 | 4 |
| **0745** | 156 | 4 | 66 | 0 | 4 | 0 | 1 | 0 | 22 | 0 | 187 | 5 |
| **0800** | 141 | 10 | 90 | 0 | 5 | 0 | 5 | 0 | 16 | 0 | 211 | 7 |
| **0815** | 151 | 5 | 99 | 1 | 0 | 0 | 1 | 0 | 18 | 0 | 196 | 9 |
| **0830** | 147 | 3 | 77 | 0 | 1 | 1 | 4 | 0 | 13 | 0 | 176 | 9 |
| **0845** | 147 | 2 | 40 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 170 | 4 |
| **0900** | 142 | 6 | 29 | 0 | 3 | 0 | 2 | 0 | 2 | 0 | 189 | 3 |
| **0915** | 147 | 9 | 16 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 124 | 3 |

| Time Beginning | Pilsworth Road/Hollins Brook Way - Wednesday 2nd February 2022 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 13 | | 14 | | 15 | | 16 | | 17 | | 18 | |
| | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV |
| **1500** | 148 | 6 | 2 | 0 | 7 | 0 | 4 | 0 | 0 | 0 | 111 | 9 |
| **1515** | 149 | 0 | 2 | 0 | 7 | 0 | 2 | 0 | 1 | 0 | 164 | 8 |
| **1530** | 169 | 6 | 3 | 0 | 4 | 0 | 2 | 0 | 1 | 0 | 140 | 3 |
| **1545** | 151 | 5 | 5 | 0 | 11 | 0 | 3 | 0 | 2 | 0 | 160 | 5 |
| **1600** | 199 | 3 | 3 | 0 | 33 | 0 | 9 | 0 | 0 | 0 | 103 | 5 |
| **1615** | 167 | 7 | 2 | 0 | 24 | 0 | 8 | 0 | 1 | 0 | 164 | 1 |
| **1630** | 238 | 1 | 1 | 0 | 40 | 0 | 20 | 0 | 2 | 0 | 145 | 5 |
| **1645** | 213 | 3 | 3 | 0 | 26 | 0 | 11 | 0 | 1 | 0 | 136 | 5 |
| **1700** | 237 | 6 | 1 | 0 | 25 | 0 | 13 | 0 | 0 | 0 | 80 | 3 |
| **1715** | 219 | 5 | 0 | 0 | 25 | 0 | 9 | 0 | 0 | 0 | 83 | 0 |
| **1730** | 196 | 1 | 0 | 0 | 30 | 0 | 10 | 0 | 0 | 0 | 108 | 0 |
| **1745** | 152 | 1 | 0 | 0 | 29 | 0 | 10 | 0 | 0 | 0 | 117 | 2 |
| **1800** | 146 | 2 | 3 | 0 | 23 | 0 | 3 | 0 | 0 | 0 | 144 | 1 |
| **1815** | 129 | 0 | 0 | 0 | 16 | 0 | 3 | 0 | 2 | 0 | 95 | 0 |

| Time Beginning | Hollins Brook Way Accesses - Wednesday 2nd February 2022 | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | 19 | | 20 | | 21 | | 22 | |
| | LV | HV | LV | HV | LV | HV | LV | HV |
| 0730 | 0 | 0 | 4 | 0 | 3 | 0 | 51 | 0 |
| 0745 | 1 | 0 | 5 | 0 | 6 | 0 | 81 | 0 |
| 0800 | 0 | 0 | 8 | 0 | 8 | 0 | 99 | 0 |
| 0815 | 2 | 0 | 0 | 0 | 0 | 0 | 117 | 1 |
| 0830 | 4 | 1 | 3 | 0 | 4 | 0 | 90 | 0 |
| 0845 | 0 | 0 | 1 | 0 | 1 | 0 | 45 | 0 |
| 0900 | 4 | 0 | 3 | 0 | 5 | 0 | 27 | 0 |
| 0915 | 1 | 0 | 2 | 0 | 2 | 0 | 13 | 0 |

| Time Beginning | Hollins Brook Way Accesses - Wednesday 2nd February 2022 | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | 19 | | 20 | | 21 | | 22 | |
| | LV | HV | LV | HV | LV | HV | LV | HV |
| 1500 | 10 | 0 | 2 | 0 | 0 | 0 | 1 | 0 |
| 1515 | 4 | 0 | 3 | 0 | 0 | 0 | 3 | 0 |
| 1530 | 6 | 0 | 0 | 0 | 1 | 0 | 2 | 0 |
| 1545 | 14 | 0 | 2 | 0 | 2 | 0 | 6 | 0 |
| 1600 | 44 | 0 | 4 | 0 | 3 | 0 | 1 | 0 |
| 1615 | 24 | 0 | 1 | 0 | 2 | 0 | 1 | 0 |
| 1630 | 58 | 0 | 4 | 0 | 2 | 0 | 1 | 0 |
| 1645 | 30 | 0 | 4 | 0 | 2 | 0 | 2 | 0 |
| 1700 | 47 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 1715 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 | 35 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 1745 | 38 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 1800 | 25 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 1815 | 19 | 0 | 2 | 0 | 2 | 0 | 0 | 0 |

| Time Beginning | Pilsworth Road/Aviation Way - Wednesday 2nd February 2022 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 23 | | 24 | | 25 | | 26 | | 27 | | 28 | |
| | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV |
| **0730** | 166 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 3 | 0 | 203 | 4 |
| **0745** | 220 | 4 | 3 | 0 | 1 | 2 | 2 | 0 | 3 | 0 | 188 | 5 |
| **0800** | 231 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 216 | 7 |
| **0815** | 250 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 195 | 9 |
| **0830** | 224 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 177 | 10 |
| **0845** | 187 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 170 | 4 |
| **0900** | 171 | 6 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 192 | 3 |
| **0915** | 161 | 9 | 4 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 127 | 3 |

| Time Beginning | Pilsworth Road/Aviation Way - Wednesday 2nd February 2022 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 23 | | 24 | | 25 | | 26 | | 27 | | 28 | |
| | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV |
| **1500** | 147 | 6 | 2 | 0 | 5 | 0 | 3 | 0 | 0 | 0 | 118 | 9 |
| **1515** | 150 | 0 | 2 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 171 | 8 |
| **1530** | 172 | 6 | 4 | 1 | 4 | 1 | 0 | 0 | 1 | 0 | 143 | 3 |
| **1545** | 153 | 5 | 1 | 1 | 23 | 0 | 3 | 0 | 0 | 0 | 171 | 5 |
| **1600** | 198 | 3 | 1 | 1 | 18 | 0 | 4 | 0 | 2 | 0 | 134 | 5 |
| **1615** | 166 | 7 | 3 | 1 | 7 | 0 | 3 | 0 | 0 | 0 | 188 | 1 |
| **1630** | 233 | 1 | 0 | 1 | 24 | 0 | 6 | 0 | 0 | 1 | 185 | 4 |
| **1645** | 211 | 3 | 0 | 0 | 15 | 0 | 5 | 0 | 0 | 0 | 162 | 5 |
| **1700** | 233 | 6 | 0 | 1 | 24 | 0 | 5 | 0 | 0 | 0 | 105 | 3 |
| **1715** | 217 | 5 | 0 | 0 | 29 | 0 | 2 | 0 | 0 | 0 | 108 | 0 |
| **1730** | 193 | 1 | 0 | 0 | 24 | 0 | 3 | 0 | 0 | 0 | 138 | 0 |
| **1745** | 150 | 1 | 0 | 0 | 18 | 0 | 2 | 0 | 0 | 0 | 146 | 2 |
| **1800** | 149 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 167 | 1 |
| **1815** | 129 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 111 | 0 |

| Time Beginning | Pilsworth Road/Roach Bank Road - Wednesday 2nd February 2022 | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 29 | | 30 | | 31 | | 32 | | 33 | | 34 | | 35 | | 36 | | 37 | | 38 | | 39 | | 40 | | 40R | |
| | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV |
| 0730 | 19 | 1 | 168 | 4 | 40 | 0 | 25 | 0 | 7 | 1 | 15 | 0 | 26 | 0 | 164 | 5 | 11 | 0 | 6 | 5 | 2 | 1 | 23 | 1 | 0 | 0 |
| 0745 | 27 | 3 | 217 | 3 | 42 | 0 | 30 | 1 | 1 | 0 | 21 | 0 | 25 | 1 | 151 | 4 | 13 | 0 | 6 | 3 | 3 | 1 | 16 | 1 | 0 | 0 |
| 0800 | 45 | 1 | 213 | 8 | 45 | 3 | 28 | 1 | 6 | 0 | 24 | 2 | 25 | 2 | 172 | 8 | 11 | 0 | 7 | 0 | 0 | 0 | 14 | 6 | 0 | 0 |
| 0815 | 35 | 1 | 225 | 4 | 50 | 1 | 26 | 1 | 11 | 0 | 29 | 0 | 24 | 3 | 154 | 7 | 14 | 1 | 12 | 1 | 4 | 0 | 20 | 3 | 0 | 0 |
| 0830 | 40 | 2 | 210 | 5 | 52 | 0 | 19 | 1 | 12 | 0 | 19 | 0 | 24 | 1 | 134 | 6 | 19 | 0 | 10 | 0 | 6 | 0 | 22 | 5 | 0 | 0 |
| 0845 | 56 | 0 | 165 | 2 | 47 | 1 | 33 | 2 | 8 | 0 | 23 | 1 | 25 | 1 | 130 | 2 | 16 | 1 | 8 | 0 | 2 | 0 | 23 | 4 | 0 | 0 |
| 0900 | 41 | 3 | 167 | 7 | 60 | 1 | 38 | 0 | 7 | 0 | 23 | 2 | 48 | 2 | 127 | 4 | 12 | 0 | 6 | 5 | 3 | 0 | 15 | 5 | 0 | 0 |
| 0915 | 51 | 8 | 132 | 9 | 55 | 0 | 44 | 0 | 4 | 0 | 26 | 0 | 33 | 0 | 88 | 4 | 11 | 0 | 16 | 0 | 5 | 0 | 12 | 6 | 0 | 0 |

| Time Beginning | Pilsworth Road/Roach Bank Road - Wednesday 2nd February 2022 | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 29 | | 30 | | 31 | | 32 | | 33 | | 34 | | 35 | | 36 | | 37 | | 38 | | 39 | | 40 | | 40R | |
| | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV |
| 1500 | 27 | 2 | 101 | 5 | 62 | 1 | 61 | 3 | 3 | 0 | 44 | 3 | 30 | 1 | 88 | 7 | 6 | 1 | 12 | 0 | 5 | 0 | 40 | 1 | 0 | 0 |
| 1515 | 30 | 4 | 110 | 3 | 59 | 0 | 57 | 1 | 8 | 0 | 45 | 0 | 36 | 1 | 130 | 13 | 4 | 0 | 6 | 0 | 4 | 0 | 35 | 3 | 0 | 0 |
| 1530 | 32 | 3 | 114 | 4 | 60 | 1 | 70 | 0 | 3 | 0 | 55 | 2 | 36 | 0 | 103 | 4 | 11 | 0 | 11 | 0 | 3 | 0 | 30 | 3 | 0 | 0 |
| 1545 | 24 | 10 | 100 | 7 | 56 | 0 | 39 | 0 | 5 | 0 | 51 | 0 | 39 | 1 | 157 | 3 | 9 | 1 | 16 | 0 | 9 | 0 | 40 | 3 | 0 | 0 |
| 1600 | 18 | 10 | 137 | 6 | 68 | 2 | 58 | 0 | 6 | 0 | 49 | 2 | 17 | 1 | 117 | 5 | 3 | 0 | 9 | 0 | 3 | 0 | 50 | 4 | 0 | 0 |
| 1615 | 14 | 3 | 120 | 11 | 73 | 0 | 44 | 0 | 9 | 0 | 43 | 0 | 33 | 1 | 166 | 3 | 8 | 0 | 8 | 0 | 0 | 0 | 49 | 3 | 0 | 0 |
| 1630 | 14 | 5 | 167 | 0 | 64 | 1 | 59 | 1 | 3 | 0 | 51 | 1 | 30 | 0 | 165 | 4 | 8 | 0 | 19 | 0 | 4 | 0 | 51 | 0 | 0 | 0 |
| 1645 | 26 | 6 | 164 | 5 | 62 | 0 | 56 | 1 | 3 | 0 | 46 | 1 | 30 | 1 | 174 | 3 | 9 | 2 | 6 | 0 | 5 | 0 | 43 | 3 | 0 | 0 |
| 1700 | 18 | 7 | 169 | 4 | 47 | 0 | 73 | 0 | 7 | 0 | 47 | 2 | 16 | 0 | 130 | 3 | 3 | 0 | 13 | 0 | 1 | 0 | 59 | 3 | 12 | 0 |
| 1715 | 21 | 4 | 184 | 7 | 59 | 0 | 43 | 0 | 8 | 0 | 31 | 0 | 17 | 0 | 110 | 0 | 1 | 0 | 5 | 0 | 5 | 0 | 47 | 2 | 6 | 0 |
| 1730 | 38 | 4 | 131 | 1 | 54 | 0 | 43 | 0 | 6 | 0 | 37 | 0 | 30 | 0 | 148 | 1 | 5 | 0 | 13 | 0 | 3 | 0 | 45 | 2 | 0 | 0 |
| 1745 | 23 | 7 | 122 | 2 | 58 | 1 | 53 | 1 | 3 | 0 | 23 | 0 | 34 | 0 | 133 | 0 | 13 | 0 | 9 | 0 | 1 | 0 | 41 | 1 | 0 | 0 |
| 1800 | 19 | 5 | 98 | 0 | 55 | 2 | 69 | 0 | 6 | 0 | 31 | 1 | 42 | 2 | 127 | 0 | 13 | 0 | 14 | 0 | 6 | 0 | 42 | 5 | 0 | 0 |
| 1815 | 28 | 5 | 85 | 1 | 48 | 0 | 47 | 1 | 8 | 0 | 34 | 0 | 22 | 0 | 76 | 0 | 12 | 0 | 12 | 0 | 6 | 0 | 35 | 4 | 0 | 0 |

| Time Beginning | M66 J3/Pilsworth Road - Wednesday 2nd February 2022 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 41 | | 42 | | 43 | | 44 | | 45 | | 46 | | 47 | | 48 | | 49 | | 50 | | 51 | | 52 | | 53 | | 54 | |
| | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV |
| 0730 | 90 | 2 | 0 | 0 | 13 | 2 | 66 | 2 | 29 | 21 | 88 | 7 | 82 | 8 | 8 | 3 | 148 | 1 | 27 | 6 | 0 | 1 | 86 | 3 | 143 | 9 | 84 | 1 |
| 0745 | 96 | 3 | 0 | 0 | 16 | 3 | 82 | 6 | 33 | 26 | 78 | 8 | 89 | 11 | 7 | 5 | 171 | 4 | 40 | 14 | 1 | 1 | 110 | 3 | 127 | 5 | 66 | 0 |
| 0800 | 90 | 2 | 0 | 0 | 19 | 1 | 85 | 6 | 38 | 20 | 91 | 10 | 83 | 12 | 13 | 2 | 162 | 6 | 42 | 9 | 4 | 0 | 146 | 7 | 132 | 13 | 85 | 4 |
| 0815 | 105 | 2 | 1 | 0 | 14 | 2 | 72 | 2 | 34 | 9 | 73 | 9 | 76 | 18 | 7 | 3 | 170 | 1 | 43 | 18 | 5 | 0 | 144 | 4 | 106 | 9 | 96 | 2 |
| 0830 | 115 | 5 | 0 | 0 | 14 | 1 | 52 | 2 | 32 | 13 | 57 | 5 | 84 | 17 | 11 | 3 | 156 | 4 | 54 | 14 | 2 | 0 | 128 | 1 | 87 | 8 | 75 | 4 |
| 0845 | 96 | 0 | 0 | 0 | 15 | 2 | 74 | 2 | 16 | 10 | 74 | 4 | 76 | 18 | 11 | 1 | 159 | 1 | 32 | 16 | 4 | 0 | 118 | 2 | 118 | 6 | 75 | 2 |
| 0900 | 88 | 1 | 1 | 0 | 8 | 4 | 69 | 13 | 30 | 23 | 56 | 4 | 74 | 21 | 5 | 6 | 152 | 8 | 36 | 20 | 0 | 0 | 98 | 5 | 94 | 5 | 78 | 3 |
| 0915 | 78 | 3 | 1 | 0 | 4 | 2 | 65 | 6 | 15 | 21 | 57 | 6 | 75 | 25 | 7 | 4 | 136 | 5 | 38 | 23 | 1 | 1 | 99 | 11 | 94 | 8 | 56 | 2 |

| Time Beginning | M66 J3/Pilsworth Road - Wednesday 2nd February 2022 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 41 | | 42 | | 43 | | 44 | | 45 | | 46 | | 47 | | 48 | | 49 | | 50 | | 51 | | 52 | | 53 | | 54 | |
| | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV |
| 1500 | 66 | 2 | 0 | 0 | 3 | 0 | 52 | 1 | 34 | 25 | 76 | 7 | 74 | 21 | 4 | 1 | 114 | 2 | 23 | 20 | 4 | 0 | 75 | 5 | 127 | 8 | 82 | 7 |
| 1515 | 61 | 1 | 1 | 0 | 0 | 1 | 62 | 5 | 24 | 19 | 82 | 7 | 57 | 21 | 3 | 3 | 120 | 3 | 21 | 19 | 1 | 0 | 68 | 5 | 118 | 9 | 89 | 5 |
| 1530 | 71 | 1 | 0 | 0 | 2 | 0 | 57 | 3 | 37 | 22 | 67 | 4 | 83 | 27 | 5 | 1 | 123 | 3 | 28 | 24 | 2 | 0 | 91 | 5 | 122 | 7 | 94 | 2 |
| 1545 | 63 | 3 | 0 | 0 | 7 | 2 | 45 | 4 | 28 | 17 | 74 | 4 | 79 | 18 | 6 | 1 | 102 | 6 | 31 | 18 | 2 | 0 | 75 | 12 | 122 | 4 | 95 | 2 |
| 1600 | 80 | 4 | 0 | 0 | 4 | 2 | 76 | 4 | 59 | 19 | 92 | 2 | 81 | 19 | 23 | 1 | 133 | 7 | 29 | 17 | 1 | 0 | 88 | 9 | 144 | 4 | 81 | 2 |
| 1615 | 80 | 3 | 0 | 0 | 2 | 3 | 61 | 1 | 39 | 18 | 112 | 5 | 91 | 13 | 9 | 0 | 132 | 4 | 39 | 13 | 1 | 0 | 83 | 11 | 164 | 5 | 111 | 3 |
| 1630 | 86 | 1 | 1 | 0 | 4 | 2 | 70 | 3 | 53 | 10 | 117 | 2 | 94 | 21 | 16 | 1 | 140 | 3 | 38 | 20 | 1 | 0 | 101 | 3 | 173 | 3 | 107 | 1 |
| 1645 | 86 | 2 | 0 | 0 | 1 | 2 | 90 | 1 | 35 | 11 | 105 | 7 | 110 | 16 | 20 | 0 | 156 | 3 | 45 | 16 | 0 | 0 | 95 | 8 | 170 | 7 | 96 | 2 |
| 1700 | 87 | 3 | 0 | 0 | 3 | 1 | 64 | 1 | 56 | 3 | 112 | 4 | 99 | 10 | 17 | 0 | 134 | 4 | 35 | 10 | 1 | 0 | 99 | 7 | 176 | 4 | 85 | 1 |
| 1715 | 77 | 1 | 1 | 0 | 8 | 1 | 92 | 2 | 33 | 9 | 112 | 3 | 64 | 15 | 9 | 1 | 160 | 2 | 33 | 15 | 0 | 0 | 115 | 8 | 143 | 3 | 78 | 0 |
| 1730 | 67 | 1 | 0 | 0 | 4 | 1 | 66 | 1 | 32 | 7 | 101 | 3 | 100 | 20 | 10 | 1 | 123 | 1 | 38 | 19 | 1 | 0 | 85 | 4 | 163 | 4 | 82 | 1 |
| 1745 | 76 | 3 | 0 | 2 | 3 | 0 | 46 | 0 | 22 | 8 | 114 | 0 | 66 | 19 | 4 | 0 | 118 | 3 | 31 | 19 | 1 | 1 | 84 | 8 | 149 | 0 | 89 | 2 |
| 1800 | 52 | 0 | 0 | 0 | 1 | 1 | 57 | 0 | 42 | 10 | 96 | 4 | 75 | 15 | 5 | 0 | 104 | 0 | 26 | 15 | 1 | 0 | 68 | 6 | 145 | 4 | 74 | 1 |
| 1815 | 61 | 2 | 0 | 0 | 3 | 1 | 39 | 0 | 25 | 10 | 65 | 5 | 71 | 19 | 8 | 1 | 92 | 1 | 33 | 19 | 1 | 0 | 69 | 4 | 103 | 5 | 74 | 0 |

# APPENDIX 3

## TRICS Output – Nursery

Calculation Reference: AUDIT-851401-220329-0327

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : D - NURSERY
MULTI-MODAL TOTAL VEHICLES

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| 02 | SOUTH EAST | | |
| | ES | EAST SUSSEX | 1 days |
| 04 | EAST ANGLIA | | |
| | CA | CAMBRIDGESHIRE | 1 days |
| | SF | SUFFOLK | 1 days |
| 05 | EAST MIDLANDS | | |
| | LN | LINCOLNSHIRE | 1 days |
| 08 | NORTH WEST | | |
| | CH | CHESHIRE | 1 days |
| 09 | NORTH | | |
| | TW | TYNE & WEAR | 1 days |

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

Primary Filtering selection:

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

Parameter: No of Employees
Actual Range: 10 to 35 (units: )
Range Selected by User: 5 to 35 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 21/05/19

*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 | 1 days |
| Tuesday | 3 days |
| Wednesday | 1 days |
| Friday | 1 days |

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

*Selected survey types:*

| | |
|---|---|
| Manual count | 6 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 Centre | 2 |
| Suburban Area (PPS6 Out of Centre) | 3 |
| Neighbourhood Centre (PPS6 Local Centre) | 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 | 5 |
| No Sub Category | 1 |

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

Secondary Filtering selection:

*Use Class:*

| | |
|---|---|
| E(f) | 6 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 500m Range:*

All Surveys Included

*Population within 1 mile:*

| | |
|---|---|
| 15,001 to 20,000 | 3 days |
| 25,001 to 50,000 | 2 days |
| 50,001 to 100,000 | 1 days |

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

*Population within 5 miles:*

| | |
|---|---|
| 75,001 to 100,000 | 2 days |
| 125,001 to 250,000 | 2 days |
| 250,001 to 500,000 | 2 days |

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

*Car ownership within 5 miles:*

| | |
|---|---|
| 0.5 or Less | 1 days |
| 0.6 to 1.0 | 1 days |
| 1.1 to 1.5 | 3 days |
| 2.1 to 2.5 | 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 | 6 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 | 6 days |

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

*LIST OF SITES relevant to selection parameters*

1 CA-04-D-02 NURSERY CAMBRIDGESHIRE
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Employees: 17
*Survey date: TUESDAY* *18/10/16* *Survey Type: MANUAL*

2 CH-04-D-01 NURSERY CHESHIRE
CHESTER ROAD
MACCLESFIELD

Edge of Town Centre
No Sub Category
Total No of Employees: 19
*Survey date: MONDAY* *24/11/14* *Survey Type: MANUAL*

3 ES-04-D-01 NURSERY EAST SUSSEX
CONNAUGHT ROAD
BRIGHTON
HOVE
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Employees: 10
*Survey date: FRIDAY* *22/09/17* *Survey Type: MANUAL*

4 LN-04-D-01 NURSERY LINCOLNSHIRE
NEWARK ROAD
LINCOLN
SWALLOW BECK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Employees: 12
*Survey date: TUESDAY* *31/10/17* *Survey Type: MANUAL*

5 SF-04-D-03 NURSERY SUFFOLK
CAMP ROAD
LOWESTOFT

Edge of Town Centre
Residential Zone
Total No of Employees: 25
*Survey date: WEDNESDAY* *10/12/14* *Survey Type: MANUAL*

6 TW-04-D-03 NURSERY TYNE & WEAR
JUBILEE ROAD
NEWCASTLE UPON TYNE
GOSFORTH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Employees: 35
*Survey date: TUESDAY* *21/05/19* *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 04 - EDUCATION/D - NURSERY

## MULTI-MODAL TOTAL VEHICLES

### Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.42

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. EMPLOY | Trip Rate | No. Days | Ave. EMPLOY | Trip Rate | No. Days | Ave. EMPLOY | 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 | 1 | 17 | 0.000 | 1 | 17 | 0.000 | 1 | 17 | 0.000 |
| 07:00 - 08:00 | 6 | 20 | 0.220 | 6 | 20 | 0.085 | 6 | 20 | 0.305 |
| 08:00 - 09:00 | 6 | 20 | 0.568 | 6 | 20 | 0.449 | 6 | 20 | 1.017 |
| 09:00 - 10:00 | 6 | 20 | 0.178 | 6 | 20 | 0.144 | 6 | 20 | 0.322 |
| 10:00 - 11:00 | 6 | 20 | 0.025 | 6 | 20 | 0.034 | 6 | 20 | 0.059 |
| 11:00 - 12:00 | 6 | 20 | 0.059 | 6 | 20 | 0.051 | 6 | 20 | 0.110 |
| 12:00 - 13:00 | 6 | 20 | 0.178 | 6 | 20 | 0.246 | 6 | 20 | 0.424 |
| 13:00 - 14:00 | 6 | 20 | 0.161 | 6 | 20 | 0.178 | 6 | 20 | 0.339 |
| 14:00 - 15:00 | 6 | 20 | 0.025 | 6 | 20 | 0.042 | 6 | 20 | 0.067 |
| 15:00 - 16:00 | 6 | 20 | 0.102 | 6 | 20 | 0.085 | 6 | 20 | 0.187 |
| 16:00 - 17:00 | 6 | 20 | 0.195 | 6 | 20 | 0.178 | 6 | 20 | 0.373 |
| 17:00 - 18:00 | 6 | 20 | 0.466 | 6 | 20 | 0.525 | 6 | 20 | 0.991 |
| 18:00 - 19:00 | 6 | 20 | 0.042 | 6 | 20 | 0.195 | 6 | 20 | 0.237 |
| 19:00 - 20:00 | 1 | 17 | 0.000 | 1 | 17 | 0.000 | 1 | 17 | 0.000 |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 2.219 | | | 2.212 | | | 4.431 |

*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 - 35 (units: ) |
| Survey date date range: | 01/01/13 - 21/05/19 |
| Number of weekdays (Monday-Friday): | 6 |
| 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.*

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL TAXIS
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. EMPLOY | Trip Rate | No. Days | Ave. EMPLOY | Trip Rate | No. Days | Ave. EMPLOY | 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 | 1 | 17 | 0.000 | 1 | 17 | 0.000 | 1 | 17 | 0.000 |
| 07:00 - 08:00 | 6 | 20 | 0.017 | 6 | 20 | 0.017 | 6 | 20 | 0.034 |
| 08:00 - 09:00 | 6 | 20 | 0.008 | 6 | 20 | 0.008 | 6 | 20 | 0.016 |
| 09:00 - 10:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 10:00 - 11:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 11:00 - 12:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 12:00 - 13:00 | 6 | 20 | 0.008 | 6 | 20 | 0.008 | 6 | 20 | 0.016 |
| 13:00 - 14:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 14:00 - 15:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 15:00 - 16:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 16:00 - 17:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 17:00 - 18:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 18:00 - 19:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 19:00 - 20:00 | 1 | 17 | 0.000 | 1 | 17 | 0.000 | 1 | 17 | 0.000 |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.033 | | | 0.033 | | | 0.066 |

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

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL OGVS
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. EMPLOY | Trip Rate | No. Days | Ave. EMPLOY | Trip Rate | No. Days | Ave. EMPLOY | 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 | 1 | 17 | 0.000 | 1 | 17 | 0.000 | 1 | 17 | 0.000 |
| 07:00 - 08:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 08:00 - 09:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 09:00 - 10:00 | 6 | 20 | 0.008 | 6 | 20 | 0.008 | 6 | 20 | 0.016 |
| 10:00 - 11:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 11:00 - 12:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 12:00 - 13:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 13:00 - 14:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 14:00 - 15:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 15:00 - 16:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 16:00 - 17:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 17:00 - 18:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 18:00 - 19:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 19:00 - 20:00 | 1 | 17 | 0.000 | 1 | 17 | 0.000 | 1 | 17 | 0.000 |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.008 | | | 0.008 | | | 0.016 |

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

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL CYCLISTS
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. EMPLOY | Trip Rate | No. Days | Ave. EMPLOY | Trip Rate | No. Days | Ave. EMPLOY | 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 | 1 | 17 | 0.000 | 1 | 17 | 0.000 | 1 | 17 | 0.000 |
| 07:00 - 08:00 | 6 | 20 | 0.017 | 6 | 20 | 0.000 | 6 | 20 | 0.017 |
| 08:00 - 09:00 | 6 | 20 | 0.034 | 6 | 20 | 0.008 | 6 | 20 | 0.042 |
| 09:00 - 10:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 10:00 - 11:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 11:00 - 12:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 12:00 - 13:00 | 6 | 20 | 0.025 | 6 | 20 | 0.008 | 6 | 20 | 0.033 |
| 13:00 - 14:00 | 6 | 20 | 0.008 | 6 | 20 | 0.017 | 6 | 20 | 0.025 |
| 14:00 - 15:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 15:00 - 16:00 | 6 | 20 | 0.000 | 6 | 20 | 0.017 | 6 | 20 | 0.017 |
| 16:00 - 17:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 17:00 - 18:00 | 6 | 20 | 0.000 | 6 | 20 | 0.008 | 6 | 20 | 0.008 |
| 18:00 - 19:00 | 6 | 20 | 0.000 | 6 | 20 | 0.017 | 6 | 20 | 0.017 |
| 19:00 - 20:00 | 1 | 17 | 0.000 | 1 | 17 | 0.000 | 1 | 17 | 0.000 |
| 20:00 - 21:00 | 1 | 17 | 0.000 | 1 | 17 | 0.000 | 1 | 17 | 0.000 |
| 21:00 - 22:00 | 1 | 17 | 0.000 | 1 | 17 | 0.000 | 1 | 17 | 0.000 |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.084 | | | 0.075 | | | 0.159 |

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

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. EMPLOY | Trip Rate | No. Days | Ave. EMPLOY | Trip Rate | No. Days | Ave. EMPLOY | 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 | 1 | 17 | 0.000 | 1 | 17 | 0.000 | 1 | 17 | 0.000 |
| 07:00 - 08:00 | 6 | 20 | 0.322 | 6 | 20 | 0.085 | 6 | 20 | 0.407 |
| 08:00 - 09:00 | 6 | 20 | 1.076 | 6 | 20 | 0.424 | 6 | 20 | 1.500 |
| 09:00 - 10:00 | 6 | 20 | 0.271 | 6 | 20 | 0.161 | 6 | 20 | 0.432 |
| 10:00 - 11:00 | 6 | 20 | 0.042 | 6 | 20 | 0.034 | 6 | 20 | 0.076 |
| 11:00 - 12:00 | 6 | 20 | 0.076 | 6 | 20 | 0.059 | 6 | 20 | 0.135 |
| 12:00 - 13:00 | 6 | 20 | 0.229 | 6 | 20 | 0.263 | 6 | 20 | 0.492 |
| 13:00 - 14:00 | 6 | 20 | 0.212 | 6 | 20 | 0.212 | 6 | 20 | 0.424 |
| 14:00 - 15:00 | 6 | 20 | 0.042 | 6 | 20 | 0.059 | 6 | 20 | 0.101 |
| 15:00 - 16:00 | 6 | 20 | 0.119 | 6 | 20 | 0.178 | 6 | 20 | 0.297 |
| 16:00 - 17:00 | 6 | 20 | 0.229 | 6 | 20 | 0.339 | 6 | 20 | 0.568 |
| 17:00 - 18:00 | 6 | 20 | 0.517 | 6 | 20 | 0.958 | 6 | 20 | 1.475 |
| 18:00 - 19:00 | 6 | 20 | 0.034 | 6 | 20 | 0.356 | 6 | 20 | 0.390 |
| 19:00 - 20:00 | 1 | 17 | 0.000 | 1 | 17 | 0.000 | 1 | 17 | 0.000 |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 3.169 | | | 3.128 | | | 6.297 |

*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.*

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. EMPLOY | Trip Rate | No. Days | Ave. EMPLOY | Trip Rate | No. Days | Ave. EMPLOY | 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 | 1 | 17 | 0.000 | 1 | 17 | 0.000 | 1 | 17 | 0.000 |
| 07:00 - 08:00 | 6 | 20 | 0.212 | 6 | 20 | 0.008 | 6 | 20 | 0.220 |
| 08:00 - 09:00 | 6 | 20 | 0.441 | 6 | 20 | 0.161 | 6 | 20 | 0.602 |
| 09:00 - 10:00 | 6 | 20 | 0.093 | 6 | 20 | 0.025 | 6 | 20 | 0.118 |
| 10:00 - 11:00 | 6 | 20 | 0.051 | 6 | 20 | 0.042 | 6 | 20 | 0.093 |
| 11:00 - 12:00 | 6 | 20 | 0.093 | 6 | 20 | 0.169 | 6 | 20 | 0.262 |
| 12:00 - 13:00 | 6 | 20 | 0.390 | 6 | 20 | 0.339 | 6 | 20 | 0.729 |
| 13:00 - 14:00 | 6 | 20 | 0.102 | 6 | 20 | 0.203 | 6 | 20 | 0.305 |
| 14:00 - 15:00 | 6 | 20 | 0.025 | 6 | 20 | 0.017 | 6 | 20 | 0.042 |
| 15:00 - 16:00 | 6 | 20 | 0.136 | 6 | 20 | 0.110 | 6 | 20 | 0.246 |
| 16:00 - 17:00 | 6 | 20 | 0.042 | 6 | 20 | 0.254 | 6 | 20 | 0.296 |
| 17:00 - 18:00 | 6 | 20 | 0.102 | 6 | 20 | 0.203 | 6 | 20 | 0.305 |
| 18:00 - 19:00 | 6 | 20 | 0.008 | 6 | 20 | 0.169 | 6 | 20 | 0.177 |
| 19:00 - 20:00 | 1 | 17 | 0.000 | 1 | 17 | 0.000 | 1 | 17 | 0.000 |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 1.695 | | | 1.700 | | | 3.395 |

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

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. EMPLOY | Trip Rate | No. Days | Ave. EMPLOY | Trip Rate | No. Days | Ave. EMPLOY | 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 | 1 | 17 | 0.000 | 1 | 17 | 0.000 | 1 | 17 | 0.000 |
| 07:00 - 08:00 | 6 | 20 | 0.093 | 6 | 20 | 0.000 | 6 | 20 | 0.093 |
| 08:00 - 09:00 | 6 | 20 | 0.110 | 6 | 20 | 0.017 | 6 | 20 | 0.127 |
| 09:00 - 10:00 | 6 | 20 | 0.042 | 6 | 20 | 0.008 | 6 | 20 | 0.050 |
| 10:00 - 11:00 | 6 | 20 | 0.008 | 6 | 20 | 0.000 | 6 | 20 | 0.008 |
| 11:00 - 12:00 | 6 | 20 | 0.000 | 6 | 20 | 0.059 | 6 | 20 | 0.059 |
| 12:00 - 13:00 | 6 | 20 | 0.110 | 6 | 20 | 0.127 | 6 | 20 | 0.237 |
| 13:00 - 14:00 | 6 | 20 | 0.008 | 6 | 20 | 0.025 | 6 | 20 | 0.033 |
| 14:00 - 15:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 15:00 - 16:00 | 6 | 20 | 0.008 | 6 | 20 | 0.034 | 6 | 20 | 0.042 |
| 16:00 - 17:00 | 6 | 20 | 0.000 | 6 | 20 | 0.042 | 6 | 20 | 0.042 |
| 17:00 - 18:00 | 6 | 20 | 0.017 | 6 | 20 | 0.042 | 6 | 20 | 0.059 |
| 18:00 - 19:00 | 6 | 20 | 0.000 | 6 | 20 | 0.068 | 6 | 20 | 0.068 |
| 19:00 - 20:00 | 1 | 17 | 0.000 | 1 | 17 | 0.000 | 1 | 17 | 0.000 |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.396 | | | 0.422 | | | 0.818 |

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

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. EMPLOY | Trip Rate | No. Days | Ave. EMPLOY | Trip Rate | No. Days | Ave. EMPLOY | 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 | 1 | 17 | 0.000 | 1 | 17 | 0.000 | 1 | 17 | 0.000 |
| 07:00 - 08:00 | 6 | 20 | 0.025 | 6 | 20 | 0.000 | 6 | 20 | 0.025 |
| 08:00 - 09:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 09:00 - 10:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 10:00 - 11:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 11:00 - 12:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 12:00 - 13:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 13:00 - 14:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 14:00 - 15:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 15:00 - 16:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 16:00 - 17:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 17:00 - 18:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 18:00 - 19:00 | 6 | 20 | 0.000 | 6 | 20 | 0.017 | 6 | 20 | 0.017 |
| 19:00 - 20:00 | 1 | 17 | 0.000 | 1 | 17 | 0.000 | 1 | 17 | 0.000 |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.025 | | | 0.017 | | | 0.042 |

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

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.42

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. EMPLOY | Trip Rate | No. Days | Ave. EMPLOY | Trip Rate | No. Days | Ave. EMPLOY | 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 | 1 | 17 | 0.000 | 1 | 17 | 0.000 | 1 | 17 | 0.000 |
| 07:00 - 08:00 | 6 | 20 | 0.669 | 6 | 20 | 0.093 | 6 | 20 | 0.762 |
| 08:00 - 09:00 | 6 | 20 | 1.661 | 6 | 20 | 0.610 | 6 | 20 | 2.271 |
| 09:00 - 10:00 | 6 | 20 | 0.407 | 6 | 20 | 0.195 | 6 | 20 | 0.602 |
| 10:00 - 11:00 | 6 | 20 | 0.102 | 6 | 20 | 0.076 | 6 | 20 | 0.178 |
| 11:00 - 12:00 | 6 | 20 | 0.169 | 6 | 20 | 0.288 | 6 | 20 | 0.457 |
| 12:00 - 13:00 | 6 | 20 | 0.754 | 6 | 20 | 0.737 | 6 | 20 | 1.491 |
| 13:00 - 14:00 | 6 | 20 | 0.331 | 6 | 20 | 0.458 | 6 | 20 | 0.789 |
| 14:00 - 15:00 | 6 | 20 | 0.068 | 6 | 20 | 0.076 | 6 | 20 | 0.144 |
| 15:00 - 16:00 | 6 | 20 | 0.263 | 6 | 20 | 0.339 | 6 | 20 | 0.602 |
| 16:00 - 17:00 | 6 | 20 | 0.271 | 6 | 20 | 0.636 | 6 | 20 | 0.907 |
| 17:00 - 18:00 | 6 | 20 | 0.636 | 6 | 20 | 1.212 | 6 | 20 | 1.848 |
| 18:00 - 19:00 | 6 | 20 | 0.042 | 6 | 20 | 0.627 | 6 | 20 | 0.669 |
| 19:00 - 20:00 | 1 | 17 | 0.000 | 1 | 17 | 0.000 | 1 | 17 | 0.000 |
| 20:00 - 21:00 | 1 | 17 | 0.000 | 1 | 17 | 0.000 | 1 | 17 | 0.000 |
| 21:00 - 22:00 | 1 | 17 | 0.000 | 1 | 17 | 0.000 | 1 | 17 | 0.000 |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 5.373 | | | 5.347 | | | 10.720 |

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

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL CARS
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. EMPLOY | Trip Rate | No. Days | Ave. EMPLOY | Trip Rate | No. Days | Ave. EMPLOY | 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 | 1 | 17 | 0.000 | 1 | 17 | 0.000 | 1 | 17 | 0.000 |
| 07:00 - 08:00 | 6 | 20 | 0.203 | 6 | 20 | 0.068 | 6 | 20 | 0.271 |
| 08:00 - 09:00 | 6 | 20 | 0.542 | 6 | 20 | 0.424 | 6 | 20 | 0.966 |
| 09:00 - 10:00 | 6 | 20 | 0.161 | 6 | 20 | 0.127 | 6 | 20 | 0.288 |
| 10:00 - 11:00 | 6 | 20 | 0.025 | 6 | 20 | 0.034 | 6 | 20 | 0.059 |
| 11:00 - 12:00 | 6 | 20 | 0.034 | 6 | 20 | 0.034 | 6 | 20 | 0.068 |
| 12:00 - 13:00 | 6 | 20 | 0.169 | 6 | 20 | 0.237 | 6 | 20 | 0.406 |
| 13:00 - 14:00 | 6 | 20 | 0.161 | 6 | 20 | 0.178 | 6 | 20 | 0.339 |
| 14:00 - 15:00 | 6 | 20 | 0.025 | 6 | 20 | 0.042 | 6 | 20 | 0.067 |
| 15:00 - 16:00 | 6 | 20 | 0.102 | 6 | 20 | 0.085 | 6 | 20 | 0.187 |
| 16:00 - 17:00 | 6 | 20 | 0.178 | 6 | 20 | 0.161 | 6 | 20 | 0.339 |
| 17:00 - 18:00 | 6 | 20 | 0.466 | 6 | 20 | 0.517 | 6 | 20 | 0.983 |
| 18:00 - 19:00 | 6 | 20 | 0.042 | 6 | 20 | 0.195 | 6 | 20 | 0.237 |
| 19:00 - 20:00 | 1 | 17 | 0.000 | 1 | 17 | 0.000 | 1 | 17 | 0.000 |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 2.108 | | | 2.102 | | | 4.210 |

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

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL LGVS
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. EMPLOY | Trip Rate | No. Days | Ave. EMPLOY | Trip Rate | No. Days | Ave. EMPLOY | 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 | 1 | 17 | 0.000 | 1 | 17 | 0.000 | 1 | 17 | 0.000 |
| 07:00 - 08:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 08:00 - 09:00 | 6 | 20 | 0.017 | 6 | 20 | 0.017 | 6 | 20 | 0.034 |
| 09:00 - 10:00 | 6 | 20 | 0.008 | 6 | 20 | 0.008 | 6 | 20 | 0.016 |
| 10:00 - 11:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 11:00 - 12:00 | 6 | 20 | 0.025 | 6 | 20 | 0.017 | 6 | 20 | 0.042 |
| 12:00 - 13:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 13:00 - 14:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 14:00 - 15:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 15:00 - 16:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 16:00 - 17:00 | 6 | 20 | 0.017 | 6 | 20 | 0.017 | 6 | 20 | 0.034 |
| 17:00 - 18:00 | 6 | 20 | 0.000 | 6 | 20 | 0.008 | 6 | 20 | 0.008 |
| 18:00 - 19:00 | 6 | 20 | 0.000 | 6 | 20 | 0.000 | 6 | 20 | 0.000 |
| 19:00 - 20:00 | 1 | 17 | 0.000 | 1 | 17 | 0.000 | 1 | 17 | 0.000 |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.067 | | | 0.067 | | | 0.134 |

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

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

# APPENDIX 4

## TRICS Output – Office

Calculation Reference: AUDIT-851401-220329-0323

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL TOTAL VEHICLES

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| 02 | SOUTH EAST | | |
| | BD | BEDFORDSHIRE | 1 days |
| | ES | EAST SUSSEX | 1 days |
| | HF | HERTFORDSHIRE | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | | |
| | NY | NORTH YORKSHIRE | 1 days |
| | WY | WEST YORKSHIRE | 1 days |
| 08 | NORTH WEST | | |
| | GM | GREATER MANCHESTER | 1 days |
| | LC | LANCASHIRE | 1 days |
| 09 | NORTH | | |
| | TW | TYNE & WEAR | 1 days |
| 10 | WALES | | |
| | PS | POWYS | 1 days |
| | SW | SWANSEA | 1 days |
| 11 | SCOTLAND | | |
| | DU | DUNDEE CITY | 1 days |

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1230 to 5000 (units: sqm)
Range Selected by User: 1000 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 14/03/19

*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 | 2 days |
| Tuesday | 3 days |
| Thursday | 5 days |
| Friday | 1 days |

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

*Selected survey types:*

| | |
|---|---|
| Manual count | 11 days |
| Directional ATC Count | 0 days |

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

*Selected Locations:*

| | |
|---|---|
| Edge of Town Centre | 8 |
| Suburban Area (PPS6 Out of Centre) | 2 |
| 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:*

| | |
|---|---|
| Development Zone | 2 |
| Residential Zone | 2 |
| Built-Up Zone | 3 |

*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:*

| | |
|---|---|
| Not Known | 11 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®.*

*Filter by Site Operations Breakdown:*
All Surveys Included

*Population within 500m Range:*
All Surveys Included

*Population within 1 mile:*

| | |
|---|---|
| 1,001 to 5,000 | 1 days |
| 5,001 to 10,000 | 3 days |
| 15,001 to 20,000 | 1 days |
| 20,001 to 25,000 | 1 days |
| 25,001 to 50,000 | 5 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 | 1 days |
| 25,001 to 50,000 | 1 days |
| 75,001 to 100,000 | 1 days |
| 125,001 to 250,000 | 6 days |
| 500,001 or More | 2 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 | 6 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 | 1 days |
| No | 10 days |

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

*PTAL Rating:*

| | |
|---|---|
| No PTAL Present | 11 days |

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

*LIST OF SITES relevant to selection parameters*

1 BD-02-A-03 OFFICES BEDFORDSHIRE
BROMHAM ROAD
BEDFORD

Edge of Town Centre
No Sub Category
Total Gross floor area: 1469 sqm
*Survey date: MONDAY* *14/10/13* *Survey Type: MANUAL*

2 DU-02-A-01 OFFICES DUNDEE CITY
GREENMARKET
DUNDEE

Edge of Town Centre
Development Zone
Total Gross floor area: 3200 sqm
*Survey date: THURSDAY* *27/04/17* *Survey Type: MANUAL*

3 ES-02-A-12 COUNCIL OFFICES EAST SUSSEX
VICARAGE LANE
HAILSHAM

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 3640 sqm
*Survey date: THURSDAY* *26/11/15* *Survey Type: MANUAL*

4 GM-02-A-09 LEASED OFFICES GREATER MANCHESTER
NEW MOUNT STREET
MANCHESTER

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2500 sqm
*Survey date: MONDAY* *26/09/16* *Survey Type: MANUAL*

5 HF-02-A-04 OFFICES HERTFORDSHIRE
STATION WAY
ST ALBANS

Edge of Town Centre
Residential Zone
Total Gross floor area: 5000 sqm
*Survey date: THURSDAY* *02/10/14* *Survey Type: MANUAL*

6 LC-02-A-09 OFFICES LANCASHIRE
FURTHERGATE
BLACKBURN

Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Gross floor area: 2600 sqm
*Survey date: TUESDAY* *04/06/13* *Survey Type: MANUAL*

7 NY-02-A-02 DISTRICT COUNCIL OFFICES NORTH YORKSHIRE
STATION ROAD
RICHMOND

Edge of Town Centre
No Sub Category
Total Gross floor area: 1930 sqm
*Survey date: THURSDAY* *14/03/19* *Survey Type: MANUAL*

8 PS-02-A-01 COUNCIL OFFICES POWYS
SEVERN ROAD
WELSHPOOL

Edge of Town Centre
No Sub Category
Total Gross floor area: 3920 sqm
*Survey date: TUESDAY* *12/05/15* *Survey Type: MANUAL*

*LIST OF SITES relevant to selection parameters (Cont.)*

| | | | | |
|---|---|---|---|---|
| 9 | SW-02-A-02<br>KINGS ROAD<br>SWANSEA | OFFICE | | SWANSEA |
| | Edge of Town Centre<br>Development Zone | | | |
| | Total Gross floor area: | | 2225 sqm | |
| | *Survey date: THURSDAY* | | *24/10/13* | *Survey Type: MANUAL* |
| 10 | TW-02-A-08<br>BENTON PARK ROAD<br>NEWCASTLE UPON TYNE<br>LONGBENTON | HOUSING ASSOCIATION OFFICE | | TYNE & WEAR |
| | Suburban Area (PPS6 Out of Centre)<br>Residential Zone | | | |
| | Total Gross floor area: | | 4800 sqm | |
| | *Survey date: FRIDAY* | | *19/10/18* | *Survey Type: MANUAL* |
| 11 | WY-02-A-05<br>PIONEER WAY<br>CASTLEFORD<br>WHITWOOD | OFFICES | | WEST YORKSHIRE |
| | Edge of Town<br>No Sub Category | | | |
| | Total Gross floor area: | | 1230 sqm | |
| | *Survey date: TUESDAY* | | *23/05/17* | *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 02 - EMPLOYMENT/A - OFFICE

## MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.90

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 11 | 2956 | 0.584 | 11 | 2956 | 0.058 | 11 | 2956 | 0.642 |
| 08:00 - 09:00 | 11 | 2956 | 1.735 | 11 | 2956 | 0.206 | 11 | 2956 | 1.941 |
| 09:00 - 10:00 | 11 | 2956 | 0.978 | 11 | 2956 | 0.338 | 11 | 2956 | 1.316 |
| 10:00 - 11:00 | 11 | 2956 | 0.388 | 11 | 2956 | 0.354 | 11 | 2956 | 0.742 |
| 11:00 - 12:00 | 11 | 2956 | 0.268 | 11 | 2956 | 0.301 | 11 | 2956 | 0.569 |
| 12:00 - 13:00 | 11 | 2956 | 0.455 | 11 | 2956 | 0.535 | 11 | 2956 | 0.990 |
| 13:00 - 14:00 | 11 | 2956 | 0.477 | 11 | 2956 | 0.428 | 11 | 2956 | 0.905 |
| 14:00 - 15:00 | 11 | 2956 | 0.261 | 11 | 2956 | 0.381 | 11 | 2956 | 0.642 |
| 15:00 - 16:00 | 11 | 2956 | 0.228 | 11 | 2956 | 0.418 | 11 | 2956 | 0.646 |
| 16:00 - 17:00 | 11 | 2956 | 0.228 | 11 | 2956 | 0.907 | 11 | 2956 | 1.135 |
| 17:00 - 18:00 | 11 | 2956 | 0.141 | 11 | 2956 | 1.286 | 11 | 2956 | 1.427 |
| 18:00 - 19:00 | 10 | 3128 | 0.029 | 10 | 3128 | 0.403 | 10 | 3128 | 0.432 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 5.772 | | | 5.615 | | | 11.387 |

*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: | 1230 - 5000 (units: sqm) |
| Survey date date range: | 01/01/13 - 14/03/19 |
| Number of weekdays (Monday-Friday): | 11 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 1 |
| 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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 11 | 2956 | 0.000 | 11 | 2956 | 0.000 | 11 | 2956 | 0.000 |
| 08:00 - 09:00 | 11 | 2956 | 0.022 | 11 | 2956 | 0.022 | 11 | 2956 | 0.044 |
| 09:00 - 10:00 | 11 | 2956 | 0.022 | 11 | 2956 | 0.025 | 11 | 2956 | 0.047 |
| 10:00 - 11:00 | 11 | 2956 | 0.006 | 11 | 2956 | 0.006 | 11 | 2956 | 0.012 |
| 11:00 - 12:00 | 11 | 2956 | 0.000 | 11 | 2956 | 0.000 | 11 | 2956 | 0.000 |
| 12:00 - 13:00 | 11 | 2956 | 0.006 | 11 | 2956 | 0.003 | 11 | 2956 | 0.009 |
| 13:00 - 14:00 | 11 | 2956 | 0.006 | 11 | 2956 | 0.006 | 11 | 2956 | 0.012 |
| 14:00 - 15:00 | 11 | 2956 | 0.003 | 11 | 2956 | 0.006 | 11 | 2956 | 0.009 |
| 15:00 - 16:00 | 11 | 2956 | 0.006 | 11 | 2956 | 0.006 | 11 | 2956 | 0.012 |
| 16:00 - 17:00 | 11 | 2956 | 0.006 | 11 | 2956 | 0.003 | 11 | 2956 | 0.009 |
| 17:00 - 18:00 | 11 | 2956 | 0.018 | 11 | 2956 | 0.022 | 11 | 2956 | 0.040 |
| 18:00 - 19:00 | 10 | 3128 | 0.000 | 10 | 3128 | 0.000 | 10 | 3128 | 0.000 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.095 | | | 0.099 | | | 0.194 |

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 11 | 2956 | 0.003 | 11 | 2956 | 0.003 | 11 | 2956 | 0.006 |
| 08:00 - 09:00 | 11 | 2956 | 0.003 | 11 | 2956 | 0.003 | 11 | 2956 | 0.006 |
| 09:00 - 10:00 | 11 | 2956 | 0.003 | 11 | 2956 | 0.003 | 11 | 2956 | 0.006 |
| 10:00 - 11:00 | 11 | 2956 | 0.003 | 11 | 2956 | 0.003 | 11 | 2956 | 0.006 |
| 11:00 - 12:00 | 11 | 2956 | 0.003 | 11 | 2956 | 0.003 | 11 | 2956 | 0.006 |
| 12:00 - 13:00 | 11 | 2956 | 0.000 | 11 | 2956 | 0.000 | 11 | 2956 | 0.000 |
| 13:00 - 14:00 | 11 | 2956 | 0.000 | 11 | 2956 | 0.000 | 11 | 2956 | 0.000 |
| 14:00 - 15:00 | 11 | 2956 | 0.003 | 11 | 2956 | 0.003 | 11 | 2956 | 0.006 |
| 15:00 - 16:00 | 11 | 2956 | 0.003 | 11 | 2956 | 0.003 | 11 | 2956 | 0.006 |
| 16:00 - 17:00 | 11 | 2956 | 0.000 | 11 | 2956 | 0.000 | 11 | 2956 | 0.000 |
| 17:00 - 18:00 | 11 | 2956 | 0.000 | 11 | 2956 | 0.000 | 11 | 2956 | 0.000 |
| 18:00 - 19:00 | 10 | 3128 | 0.000 | 10 | 3128 | 0.000 | 10 | 3128 | 0.000 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.021 | | | 0.021 | | | 0.042 |

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 11 | 2956 | 0.012 | 11 | 2956 | 0.006 | 11 | 2956 | 0.018 |
| 08:00 - 09:00 | 11 | 2956 | 0.049 | 11 | 2956 | 0.000 | 11 | 2956 | 0.049 |
| 09:00 - 10:00 | 11 | 2956 | 0.012 | 11 | 2956 | 0.000 | 11 | 2956 | 0.012 |
| 10:00 - 11:00 | 11 | 2956 | 0.006 | 11 | 2956 | 0.000 | 11 | 2956 | 0.006 |
| 11:00 - 12:00 | 11 | 2956 | 0.000 | 11 | 2956 | 0.000 | 11 | 2956 | 0.000 |
| 12:00 - 13:00 | 11 | 2956 | 0.009 | 11 | 2956 | 0.006 | 11 | 2956 | 0.015 |
| 13:00 - 14:00 | 11 | 2956 | 0.003 | 11 | 2956 | 0.000 | 11 | 2956 | 0.003 |
| 14:00 - 15:00 | 11 | 2956 | 0.000 | 11 | 2956 | 0.000 | 11 | 2956 | 0.000 |
| 15:00 - 16:00 | 11 | 2956 | 0.000 | 11 | 2956 | 0.003 | 11 | 2956 | 0.003 |
| 16:00 - 17:00 | 11 | 2956 | 0.003 | 11 | 2956 | 0.009 | 11 | 2956 | 0.012 |
| 17:00 - 18:00 | 11 | 2956 | 0.003 | 11 | 2956 | 0.040 | 11 | 2956 | 0.043 |
| 18:00 - 19:00 | 10 | 3128 | 0.003 | 10 | 3128 | 0.022 | 10 | 3128 | 0.025 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.100 | | | 0.086 | | | 0.186 |

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 11 | 2956 | 0.637 | 11 | 2956 | 0.040 | 11 | 2956 | 0.677 |
| 08:00 - 09:00 | 11 | 2956 | 1.928 | 11 | 2956 | 0.154 | 11 | 2956 | 2.082 |
| 09:00 - 10:00 | 11 | 2956 | 1.138 | 11 | 2956 | 0.332 | 11 | 2956 | 1.470 |
| 10:00 - 11:00 | 11 | 2956 | 0.440 | 11 | 2956 | 0.409 | 11 | 2956 | 0.849 |
| 11:00 - 12:00 | 11 | 2956 | 0.323 | 11 | 2956 | 0.323 | 11 | 2956 | 0.646 |
| 12:00 - 13:00 | 11 | 2956 | 0.523 | 11 | 2956 | 0.618 | 11 | 2956 | 1.141 |
| 13:00 - 14:00 | 11 | 2956 | 0.575 | 11 | 2956 | 0.492 | 11 | 2956 | 1.067 |
| 14:00 - 15:00 | 11 | 2956 | 0.314 | 11 | 2956 | 0.461 | 11 | 2956 | 0.775 |
| 15:00 - 16:00 | 11 | 2956 | 0.234 | 11 | 2956 | 0.511 | 11 | 2956 | 0.745 |
| 16:00 - 17:00 | 11 | 2956 | 0.271 | 11 | 2956 | 1.012 | 11 | 2956 | 1.283 |
| 17:00 - 18:00 | 11 | 2956 | 0.132 | 11 | 2956 | 1.498 | 11 | 2956 | 1.630 |
| 18:00 - 19:00 | 10 | 3128 | 0.026 | 10 | 3128 | 0.473 | 10 | 3128 | 0.499 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 6.541 | | | 6.323 | | | 12.864 |

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 11 | 2956 | 0.062 | 11 | 2956 | 0.015 | 11 | 2956 | 0.077 |
| 08:00 - 09:00 | 11 | 2956 | 0.258 | 11 | 2956 | 0.031 | 11 | 2956 | 0.289 |
| 09:00 - 10:00 | 11 | 2956 | 0.378 | 11 | 2956 | 0.132 | 11 | 2956 | 0.510 |
| 10:00 - 11:00 | 11 | 2956 | 0.191 | 11 | 2956 | 0.172 | 11 | 2956 | 0.363 |
| 11:00 - 12:00 | 11 | 2956 | 0.141 | 11 | 2956 | 0.209 | 11 | 2956 | 0.350 |
| 12:00 - 13:00 | 11 | 2956 | 0.446 | 11 | 2956 | 0.843 | 11 | 2956 | 1.289 |
| 13:00 - 14:00 | 11 | 2956 | 0.778 | 11 | 2956 | 0.649 | 11 | 2956 | 1.427 |
| 14:00 - 15:00 | 11 | 2956 | 0.443 | 11 | 2956 | 0.175 | 11 | 2956 | 0.618 |
| 15:00 - 16:00 | 11 | 2956 | 0.151 | 11 | 2956 | 0.101 | 11 | 2956 | 0.252 |
| 16:00 - 17:00 | 11 | 2956 | 0.062 | 11 | 2956 | 0.166 | 11 | 2956 | 0.228 |
| 17:00 - 18:00 | 11 | 2956 | 0.086 | 11 | 2956 | 0.397 | 11 | 2956 | 0.483 |
| 18:00 - 19:00 | 10 | 3128 | 0.019 | 10 | 3128 | 0.077 | 10 | 3128 | 0.096 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 3.015 | | | 2.967 | | | 5.982 |

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 11 | 2956 | 0.009 | 11 | 2956 | 0.000 | 11 | 2956 | 0.009 |
| 08:00 - 09:00 | 11 | 2956 | 0.154 | 11 | 2956 | 0.003 | 11 | 2956 | 0.157 |
| 09:00 - 10:00 | 11 | 2956 | 0.209 | 11 | 2956 | 0.037 | 11 | 2956 | 0.246 |
| 10:00 - 11:00 | 11 | 2956 | 0.086 | 11 | 2956 | 0.031 | 11 | 2956 | 0.117 |
| 11:00 - 12:00 | 11 | 2956 | 0.037 | 11 | 2956 | 0.049 | 11 | 2956 | 0.086 |
| 12:00 - 13:00 | 11 | 2956 | 0.049 | 11 | 2956 | 0.126 | 11 | 2956 | 0.175 |
| 13:00 - 14:00 | 11 | 2956 | 0.092 | 11 | 2956 | 0.138 | 11 | 2956 | 0.230 |
| 14:00 - 15:00 | 11 | 2956 | 0.037 | 11 | 2956 | 0.068 | 11 | 2956 | 0.105 |
| 15:00 - 16:00 | 11 | 2956 | 0.049 | 11 | 2956 | 0.068 | 11 | 2956 | 0.117 |
| 16:00 - 17:00 | 11 | 2956 | 0.046 | 11 | 2956 | 0.114 | 11 | 2956 | 0.160 |
| 17:00 - 18:00 | 11 | 2956 | 0.000 | 11 | 2956 | 0.129 | 11 | 2956 | 0.129 |
| 18:00 - 19:00 | 10 | 3128 | 0.006 | 10 | 3128 | 0.045 | 10 | 3128 | 0.051 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.774 | | | 0.808 | | | 1.582 |

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 11 | 2956 | 0.006 | 11 | 2956 | 0.009 | 11 | 2956 | 0.015 |
| 08:00 - 09:00 | 11 | 2956 | 0.148 | 11 | 2956 | 0.022 | 11 | 2956 | 0.170 |
| 09:00 - 10:00 | 11 | 2956 | 0.098 | 11 | 2956 | 0.022 | 11 | 2956 | 0.120 |
| 10:00 - 11:00 | 11 | 2956 | 0.025 | 11 | 2956 | 0.034 | 11 | 2956 | 0.059 |
| 11:00 - 12:00 | 11 | 2956 | 0.025 | 11 | 2956 | 0.003 | 11 | 2956 | 0.028 |
| 12:00 - 13:00 | 11 | 2956 | 0.012 | 11 | 2956 | 0.015 | 11 | 2956 | 0.027 |
| 13:00 - 14:00 | 11 | 2956 | 0.040 | 11 | 2956 | 0.077 | 11 | 2956 | 0.117 |
| 14:00 - 15:00 | 11 | 2956 | 0.037 | 11 | 2956 | 0.022 | 11 | 2956 | 0.059 |
| 15:00 - 16:00 | 11 | 2956 | 0.031 | 11 | 2956 | 0.043 | 11 | 2956 | 0.074 |
| 16:00 - 17:00 | 11 | 2956 | 0.018 | 11 | 2956 | 0.040 | 11 | 2956 | 0.058 |
| 17:00 - 18:00 | 11 | 2956 | 0.025 | 11 | 2956 | 0.120 | 11 | 2956 | 0.145 |
| 18:00 - 19:00 | 10 | 3128 | 0.016 | 10 | 3128 | 0.070 | 10 | 3128 | 0.086 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.481 | | | 0.477 | | | 0.958 |

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.90

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 11 | 2956 | 0.726 | 11 | 2956 | 0.071 | 11 | 2956 | 0.797 |
| 08:00 - 09:00 | 11 | 2956 | 2.537 | 11 | 2956 | 0.209 | 11 | 2956 | 2.746 |
| 09:00 - 10:00 | 11 | 2956 | 1.836 | 11 | 2956 | 0.523 | 11 | 2956 | 2.359 |
| 10:00 - 11:00 | 11 | 2956 | 0.747 | 11 | 2956 | 0.646 | 11 | 2956 | 1.393 |
| 11:00 - 12:00 | 11 | 2956 | 0.529 | 11 | 2956 | 0.624 | 11 | 2956 | 1.153 |
| 12:00 - 13:00 | 11 | 2956 | 1.040 | 11 | 2956 | 1.609 | 11 | 2956 | 2.649 |
| 13:00 - 14:00 | 11 | 2956 | 1.489 | 11 | 2956 | 1.356 | 11 | 2956 | 2.845 |
| 14:00 - 15:00 | 11 | 2956 | 0.830 | 11 | 2956 | 0.726 | 11 | 2956 | 1.556 |
| 15:00 - 16:00 | 11 | 2956 | 0.464 | 11 | 2956 | 0.726 | 11 | 2956 | 1.190 |
| 16:00 - 17:00 | 11 | 2956 | 0.400 | 11 | 2956 | 1.341 | 11 | 2956 | 1.741 |
| 17:00 - 18:00 | 11 | 2956 | 0.246 | 11 | 2956 | 2.184 | 11 | 2956 | 2.430 |
| 18:00 - 19:00 | 10 | 3128 | 0.070 | 10 | 3128 | 0.687 | 10 | 3128 | 0.757 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 10.914 | | | 10.702 | | | 21.616 |

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 11 | 2956 | 0.563 | 11 | 2956 | 0.043 | 11 | 2956 | 0.606 |
| 08:00 - 09:00 | 11 | 2956 | 1.661 | 11 | 2956 | 0.163 | 11 | 2956 | 1.824 |
| 09:00 - 10:00 | 11 | 2956 | 0.892 | 11 | 2956 | 0.261 | 11 | 2956 | 1.153 |
| 10:00 - 11:00 | 11 | 2956 | 0.341 | 11 | 2956 | 0.308 | 11 | 2956 | 0.649 |
| 11:00 - 12:00 | 11 | 2956 | 0.234 | 11 | 2956 | 0.261 | 11 | 2956 | 0.495 |
| 12:00 - 13:00 | 11 | 2956 | 0.406 | 11 | 2956 | 0.489 | 11 | 2956 | 0.895 |
| 13:00 - 14:00 | 11 | 2956 | 0.446 | 11 | 2956 | 0.397 | 11 | 2956 | 0.843 |
| 14:00 - 15:00 | 11 | 2956 | 0.240 | 11 | 2956 | 0.360 | 11 | 2956 | 0.600 |
| 15:00 - 16:00 | 11 | 2956 | 0.194 | 11 | 2956 | 0.369 | 11 | 2956 | 0.563 |
| 16:00 - 17:00 | 11 | 2956 | 0.197 | 11 | 2956 | 0.883 | 11 | 2956 | 1.080 |
| 17:00 - 18:00 | 11 | 2956 | 0.111 | 11 | 2956 | 1.243 | 11 | 2956 | 1.354 |
| 18:00 - 19:00 | 10 | 3128 | 0.029 | 10 | 3128 | 0.400 | 10 | 3128 | 0.429 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 5.314 | | | 5.177 | | | 10.491 |

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 11 | 2956 | 0.015 | 11 | 2956 | 0.009 | 11 | 2956 | 0.024 |
| 08:00 - 09:00 | 11 | 2956 | 0.028 | 11 | 2956 | 0.018 | 11 | 2956 | 0.046 |
| 09:00 - 10:00 | 11 | 2956 | 0.062 | 11 | 2956 | 0.049 | 11 | 2956 | 0.111 |
| 10:00 - 11:00 | 11 | 2956 | 0.034 | 11 | 2956 | 0.037 | 11 | 2956 | 0.071 |
| 11:00 - 12:00 | 11 | 2956 | 0.028 | 11 | 2956 | 0.031 | 11 | 2956 | 0.059 |
| 12:00 - 13:00 | 11 | 2956 | 0.043 | 11 | 2956 | 0.043 | 11 | 2956 | 0.086 |
| 13:00 - 14:00 | 11 | 2956 | 0.025 | 11 | 2956 | 0.025 | 11 | 2956 | 0.050 |
| 14:00 - 15:00 | 11 | 2956 | 0.015 | 11 | 2956 | 0.012 | 11 | 2956 | 0.027 |
| 15:00 - 16:00 | 11 | 2956 | 0.025 | 11 | 2956 | 0.040 | 11 | 2956 | 0.065 |
| 16:00 - 17:00 | 11 | 2956 | 0.025 | 11 | 2956 | 0.018 | 11 | 2956 | 0.043 |
| 17:00 - 18:00 | 11 | 2956 | 0.012 | 11 | 2956 | 0.015 | 11 | 2956 | 0.027 |
| 18:00 - 19:00 | 10 | 3128 | 0.000 | 10 | 3128 | 0.000 | 10 | 3128 | 0.000 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.312 | | | 0.297 | | | 0.609 |

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL MOTOR CYCLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 11 | 2956 | 0.000 | 11 | 2956 | 0.000 | 11 | 2956 | 0.000 |
| 08:00 - 09:00 | 11 | 2956 | 0.012 | 11 | 2956 | 0.000 | 11 | 2956 | 0.012 |
| 09:00 - 10:00 | 11 | 2956 | 0.000 | 11 | 2956 | 0.000 | 11 | 2956 | 0.000 |
| 10:00 - 11:00 | 11 | 2956 | 0.003 | 11 | 2956 | 0.000 | 11 | 2956 | 0.003 |
| 11:00 - 12:00 | 11 | 2956 | 0.000 | 11 | 2956 | 0.003 | 11 | 2956 | 0.003 |
| 12:00 - 13:00 | 11 | 2956 | 0.000 | 11 | 2956 | 0.000 | 11 | 2956 | 0.000 |
| 13:00 - 14:00 | 11 | 2956 | 0.000 | 11 | 2956 | 0.000 | 11 | 2956 | 0.000 |
| 14:00 - 15:00 | 11 | 2956 | 0.000 | 11 | 2956 | 0.000 | 11 | 2956 | 0.000 |
| 15:00 - 16:00 | 11 | 2956 | 0.000 | 11 | 2956 | 0.000 | 11 | 2956 | 0.000 |
| 16:00 - 17:00 | 11 | 2956 | 0.000 | 11 | 2956 | 0.003 | 11 | 2956 | 0.003 |
| 17:00 - 18:00 | 11 | 2956 | 0.000 | 11 | 2956 | 0.003 | 11 | 2956 | 0.003 |
| 18:00 - 19:00 | 10 | 3128 | 0.000 | 10 | 3128 | 0.003 | 10 | 3128 | 0.003 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.015 | | | 0.012 | | | 0.027 |

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

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

# APPENDIX 5

## JUNCTIONS Output – Pilsworth Road/Site Access

# Junctions 9

## PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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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:** Pilsworth Road-JD Car park (Improvements 2).j9
**Path:** A:\Crofts\Projects\2561 JD Campus, JD Sports, Pilsworth\Picady\Planning Application
**Report generation date:** 19/05/2022 10:51:31

---

»2027 With Dev, AM
»2027 With Dev, PM

### Summary of junction performance

| | AM | | | | | PM | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Set ID | Queue (PCU) | Delay (s) | RFC | LOS | Set ID | Queue (PCU) | Delay (s) | RFC | LOS |
| | 2027 With Dev | | | | | | | | | |
| Stream B-AC | D9 | 0.1 | 12.73 | 0.06 | B | D10 | 0.3 | 17.64 | 0.25 | C |
| Stream C-AB | | 0.1 | 7.73 | 0.06 | A | | 0.0 | 8.98 | 0.02 | A |

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

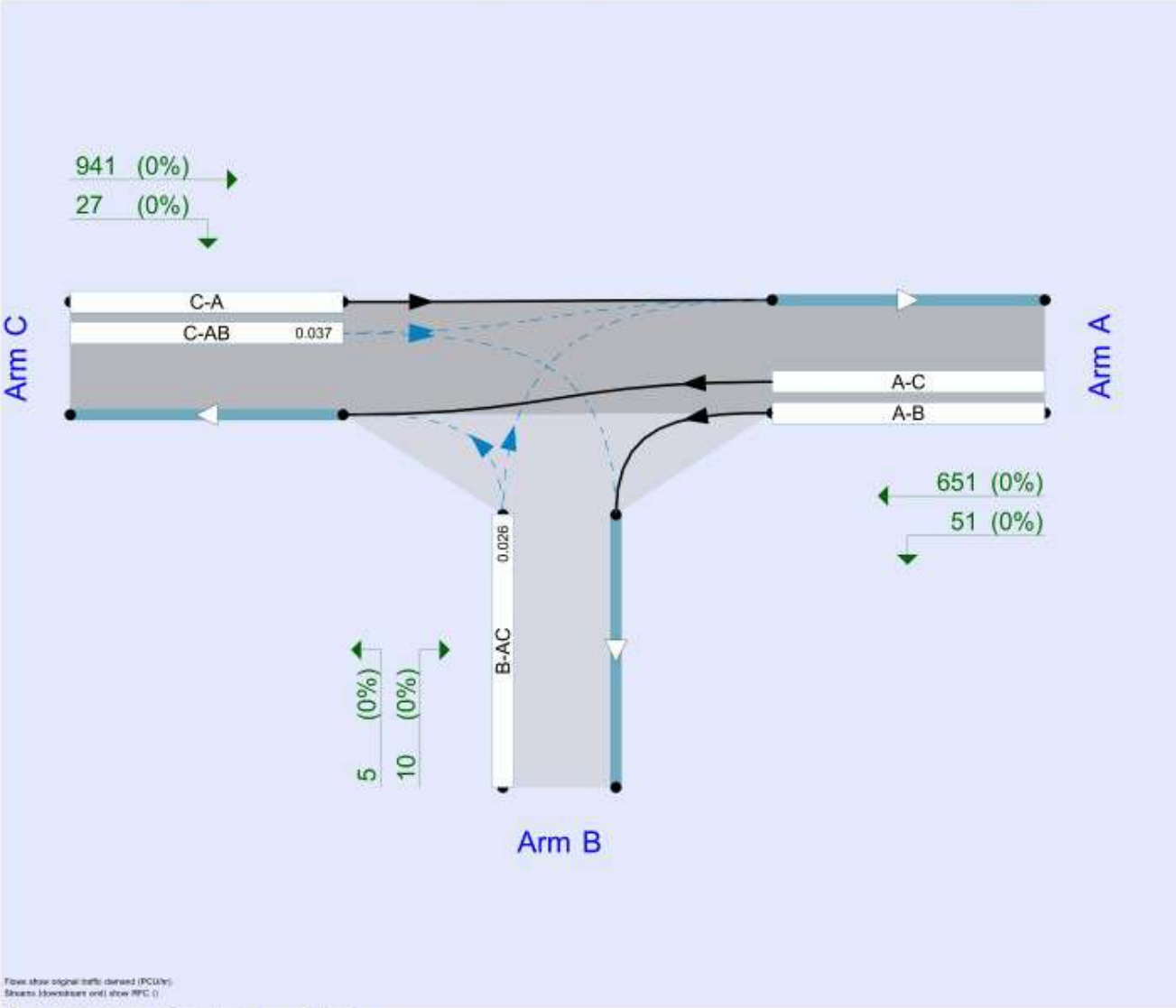
### File summary

#### File Description

| | |
|---|---|
| Title | Pilsworth Road/Site Access |
| Location | Pilsworth |
| Site number | |
| Date | 21/03/2022 |
| Version | |
| Status | TA |
| Identifier | |
| Client | JD Sports |
| Jobnumber | 2561 |
| Enumerator | EDD\Lee.Worthington |
| Description | Drawing 2561-F03-B |

### Units

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




*The junction diagram reflects the last run of Junctions.*

## Analysis Options

| Calculate Queue Percentiles | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|---|---|---|---|---|
| | | 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) |
|---|---|---|---|---|---|---|
| D9 | 2027 With Dev | AM | ONE HOUR | 07:30 | 09:00 | 15 |
| D10 | 2027 With Dev | PM | ONE HOUR | 16:00 | 17:30 | 15 |

## Analysis Set Details

| ID | Network flow scaling factor (%) |
|---|---|
| A1 | 100.000 |

# 2027 With Dev, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | | 0.24 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Arms

### Arms

| Arm | Name | Description | Arm type |
|---|---|---|---|
| A | Pilsworth Road (E) | | Major |
| B | JD Car park | | Minor |
| C | Pilsworth Road (W) | | 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 | 7.00 | | ✓ | 3.00 | 103.2 | ✓ | 2.00 |

*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 | 4.55 | 69 | 127 |

### Slope / Intercept / Capacity

#### Priority Intersection Slopes and Intercepts

| Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|---|---|---|---|---|---|
| B-A | 651 | 0.113 | 0.287 | 0.180 | 0.409 |
| B-C | 813 | 0.119 | 0.301 | - | - |
| C-B | 689 | 0.255 | 0.255 | - | - |

*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) |
|---|---|---|---|---|---|---|
| D9 | 2027 With Dev | AM | ONE HOUR | 07:30 | 09:00 | 15 |

| 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 (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A | | ✓ | 702 | 100.000 |
| B | | ✓ | 15 | 100.000 |
| C | | ✓ | 968 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 51 | 651 |
| | B | 10 | 0 | 5 |
| | C | 941 | 27 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.06 | 12.73 | 0.1 | B |
| C-AB | 0.06 | 7.73 | 0.1 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

### Main Results for each time segment

#### 07:30 - 07:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 11 | 434 | 0.026 | 11 | 0.0 | 8.520 | A |
| C-AB | 20 | 555 | 0.037 | 20 | 0.0 | 6.730 | A |
| C-A | 708 | | | 708 | | | |
| A-B | 38 | | | 38 | | | |
| A-C | 490 | | | 490 | | | |

### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 13 | 379 | 0.036 | 13 | 0.0 | 9.858 | A |
| C-AB | 24 | 530 | 0.046 | 24 | 0.0 | 7.124 | A |
| C-A | 846 | | | 846 | | | |
| A-B | 46 | | | 46 | | | |
| A-C | 585 | | | 585 | | | |

### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 17 | 299 | 0.055 | 16 | 0.1 | 12.726 | B |
| C-AB | 30 | 495 | 0.060 | 30 | 0.1 | 7.733 | A |
| C-A | 1036 | | | 1036 | | | |
| A-B | 56 | | | 56 | | | |
| A-C | 717 | | | 717 | | | |

### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 17 | 299 | 0.055 | 17 | 0.1 | 12.735 | B |
| C-AB | 30 | 495 | 0.060 | 30 | 0.1 | 7.734 | A |
| C-A | 1036 | | | 1036 | | | |
| A-B | 56 | | | 56 | | | |
| A-C | 717 | | | 717 | | | |

### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 13 | 379 | 0.036 | 14 | 0.0 | 9.866 | A |
| C-AB | 24 | 530 | 0.046 | 24 | 0.0 | 7.129 | A |
| C-A | 846 | | | 846 | | | |
| A-B | 46 | | | 46 | | | |
| A-C | 585 | | | 585 | | | |

### 08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 11 | 434 | 0.026 | 11 | 0.0 | 8.527 | A |
| C-AB | 20 | 555 | 0.037 | 20 | 0.0 | 6.737 | A |
| C-A | 708 | | | 708 | | | |
| A-B | 38 | | | 38 | | | |
| A-C | 490 | | | 490 | | | |

# 2027 With Dev, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | | 0.70 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## 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) |
|---|---|---|---|---|---|---|
| D10 | 2027 With Dev | PM | ONE HOUR | 16:00 | 17:30 | 15 |

| 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 (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A | | ✓ | 1000 | 100.000 |
| B | | ✓ | 62 | 100.000 |
| C | | ✓ | 571 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 11 | 989 |
| | B | 41 | 0 | 21 |
| | C | 565 | 6 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.25 | 17.64 | 0.3 | C |
| C-AB | 0.02 | 8.98 | 0.0 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 16:00 - 16:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 47 | 413 | 0.113 | 46 | 0.1 | 9.812 | A |
| C-AB | 5 | 497 | 0.009 | 4 | 0.0 | 7.320 | A |
| C-A | 425 | | | 425 | | | |
| A-B | 8 | | | 8 | | | |
| A-C | 745 | | | 745 | | | |

### 16:15 - 16:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 56 | 355 | 0.157 | 56 | 0.2 | 12.010 | B |
| C-AB | 5 | 459 | 0.012 | 5 | 0.0 | 7.935 | A |
| C-A | 508 | | | 508 | | | |
| A-B | 10 | | | 10 | | | |
| A-C | 889 | | | 889 | | | |

### 16:30 - 16:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 68 | 272 | 0.251 | 68 | 0.3 | 17.544 | C |
| C-AB | 7 | 408 | 0.016 | 7 | 0.0 | 8.977 | A |
| C-A | 622 | | | 622 | | | |
| A-B | 12 | | | 12 | | | |
| A-C | 1089 | | | 1089 | | | |

### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 68 | 272 | 0.251 | 68 | 0.3 | 17.638 | C |
| C-AB | 7 | 408 | 0.016 | 7 | 0.0 | 8.977 | A |
| C-A | 622 | | | 622 | | | |
| A-B | 12 | | | 12 | | | |
| A-C | 1089 | | | 1089 | | | |

17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 56 | 355 | 0.157 | 56 | 0.2 | 12.085 | B |
| C-AB | 5 | 459 | 0.012 | 5 | 0.0 | 7.936 | A |
| C-A | 508 | | | 508 | | | |
| A-B | 10 | | | 10 | | | |
| A-C | 889 | | | 889 | | | |

17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 47 | 413 | 0.113 | 47 | 0.1 | 9.852 | A |
| C-AB | 5 | 497 | 0.009 | 5 | 0.0 | 7.320 | A |
| C-A | 425 | | | 425 | | | |
| A-B | 8 | | | 8 | | | |
| A-C | 745 | | | 745 | | | |

# APPENDIX 6

## JUNCTIONS Output – Pilsworth Road/Hollins Brook Way

# Junctions 9

## PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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**Filename:** Pilsworth Road-Hollins Brook Way (Existing) AM Peak.j9
**Path:** A:\Crofts\Projects\2561 JD Campus, JD Sports, Pilsworth\Picady\Planning Application
**Report generation date:** 19/05/2022 11:11:19

---

»2022 Observed, AM
»2027 Base Flows, AM

## Summary of junction performance

| | AM | | | | |
|---|---|---|---|---|---|
| | Set ID | Queue (PCU) | Delay (s) | RFC | LOS |
| | 2022 Observed | | | | |
| Stream B-AC | D1 | 0.1 | 12.28 | 0.08 | B |
| Stream C-AB | | 0.4 | 8.16 | 0.21 | A |
| | 2027 Base Flows | | | | |
| Stream B-AC | D3 | 0.1 | 12.93 | 0.08 | B |
| Stream C-AB | | 0.4 | 8.14 | 0.21 | A |

*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.*

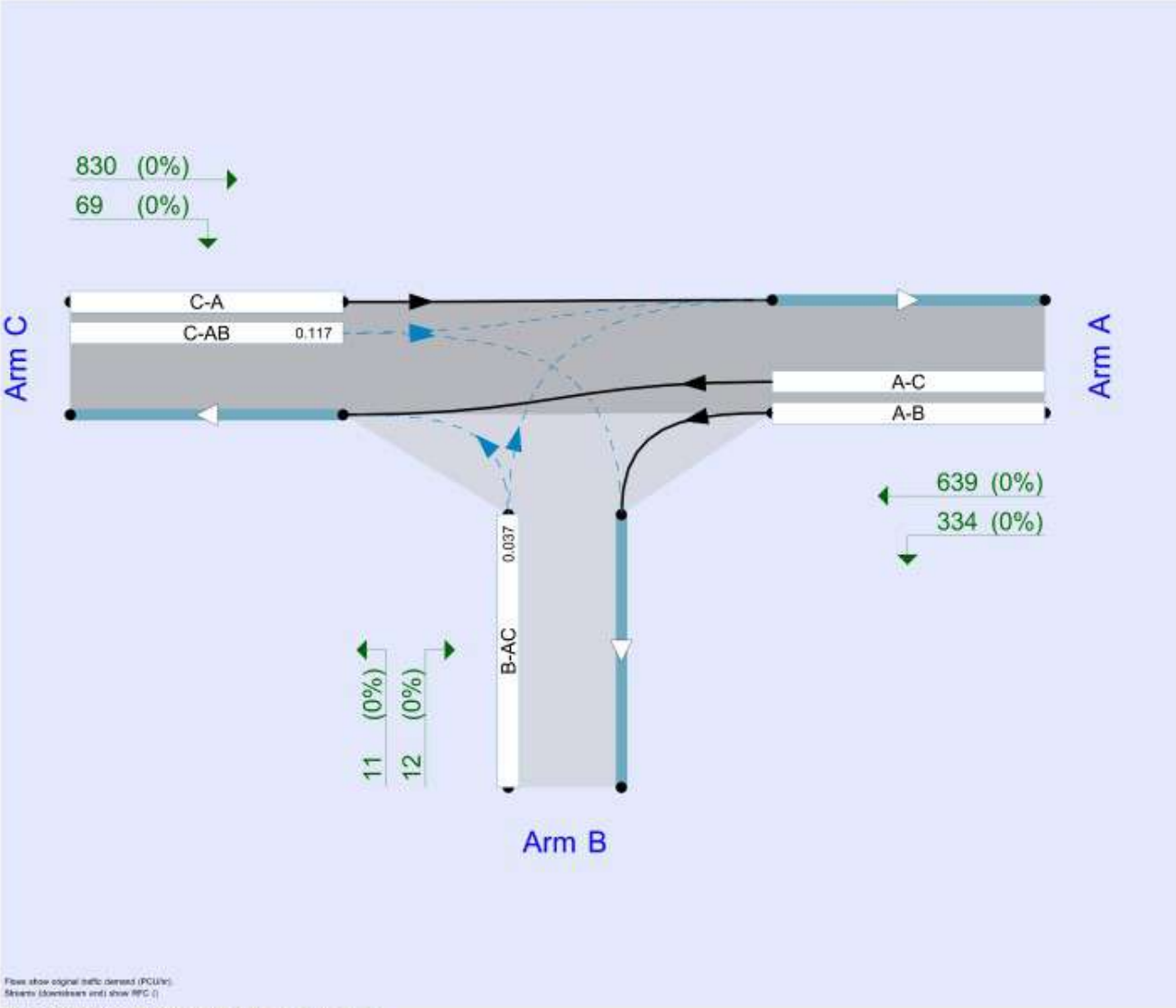
## File summary

### File Description

| | |
|---|---|
| Title | Pilsworth Road/Hollins Brook Way |
| Location | Pilsworth |
| Site number | |
| Date | 21/03/2022 |
| Version | |
| Status | TA |
| Identifier | |
| Client | JD Sports |
| Jobnumber | 2561 |
| Enumerator | EDD\Lee.Worthington |
| Description | |

## Units

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




*The junction diagram reflects the last run of Junctions.*

## Analysis Options

| Vehicle length (m) | Calculate Queue Percentiles | Calculate detailed queueing delay | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|---|---|---|---|---|---|---|
| 5.75 | | | | 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 | 2022 Observed | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |
| D3 | 2027 Base Flows | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |

## Analysis Set Details

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

# 2022 Observed, AM

## Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Vehicle Mix | | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | | 0.55 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Arms

### Arms

| Arm | Name | Description | Arm type |
|---|---|---|---|
| A | Pilsworth Road (E) | | Major |
| B | Hollins Brook Way | | Minor |
| C | Pilsworth Road (W) | | 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 | 6.88 | | | 67.2 | ✓ | 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 | 4.50 | 211 | 136 |

### Slope / Intercept / Capacity

#### Priority Intersection Slopes and Intercepts

| Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|---|---|---|---|---|---|
| B-A | 712 | 0.125 | 0.315 | 0.198 | 0.450 |
| B-C | 816 | 0.120 | 0.304 | - | - |
| C-B | 613 | 0.228 | 0.228 | - | - |

*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 | 2022 Observed | AM | ONE HOUR | 07:30 | 09:00 | 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 | ✓ | 973 | 100.000 |
| B | | ONE HOUR | ✓ | 23 | 100.000 |
| C | | ONE HOUR | ✓ | 899 | 100.000 |

# Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 334 | 639 |
| | B | 12 | 0 | 11 |
| | C | 830 | 69 | 0 |

# Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 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 | 12.28 | 0.1 | B | 21 | 32 |
| C-AB | 0.21 | 8.16 | 0.4 | A | 85 | 127 |
| C-A | | | | | 740 | 1110 |
| A-B | | | | | 306 | 460 |
| A-C | | | | | 586 | 880 |

## Main Results for each time segment

### 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 | 17 | 4 | 473 | 0.037 | 17 | 0.0 | 0.0 | 7.896 | A |
| C-AB | 60 | 15 | 518 | 0.117 | 60 | 0.0 | 0.2 | 7.843 | A |
| C-A | 616 | 154 | | | 616 | | | | |
| A-B | 251 | 63 | | | 251 | | | | |
| A-C | 481 | 120 | | | 481 | | | | |

### 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 | 21 | 5 | 411 | 0.050 | 21 | 0.0 | 0.1 | 9.223 | A |
| C-AB | 79 | 20 | 525 | 0.150 | 79 | 0.2 | 0.2 | 8.062 | A |
| C-A | 729 | 182 | | | 729 | | | | |
| A-B | 300 | 75 | | | 300 | | | | |
| A-C | 574 | 144 | | | 574 | | | | |

### 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 | 25 | 6 | 319 | 0.079 | 25 | 0.1 | 0.1 | 12.265 | B |
| C-AB | 115 | 29 | 557 | 0.206 | 114 | 0.2 | 0.4 | 8.141 | A |
| C-A | 875 | 219 | | | 875 | | | | |
| A-B | 368 | 92 | | | 368 | | | | |
| A-C | 704 | 176 | | | 704 | | | | |

### 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 | 25 | 6 | 318 | 0.080 | 25 | 0.1 | 0.1 | 12.284 | B |
| C-AB | 115 | 29 | 557 | 0.206 | 115 | 0.4 | 0.4 | 8.163 | A |
| C-A | 875 | 219 | | | 875 | | | | |
| A-B | 368 | 92 | | | 368 | | | | |
| A-C | 704 | 176 | | | 704 | | | | |

### 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 | 21 | 5 | 411 | 0.050 | 21 | 0.1 | 0.1 | 9.240 | A |
| C-AB | 79 | 20 | 525 | 0.150 | 79 | 0.4 | 0.2 | 8.097 | A |
| C-A | 729 | 182 | | | 729 | | | | |
| A-B | 300 | 75 | | | 300 | | | | |
| A-C | 574 | 144 | | | 574 | | | | |

### 08:45 - 09:00

| 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 | 17 | 4 | 473 | 0.037 | 17 | 0.1 | 0.0 | 7.909 | A |
| C-AB | 60 | 15 | 518 | 0.117 | 61 | 0.2 | 0.2 | 7.873 | A |
| C-A | 616 | 154 | | | 616 | | | | |
| A-B | 251 | 63 | | | 251 | | | | |
| A-C | 481 | 120 | | | 481 | | | | |

# 2027 Base Flows, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | | 0.55 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## 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 | 2027 Base Flows | AM | ONE HOUR | 07:30 | 09:00 | 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 | ✓ | 994 | 100.000 |
| B | | ONE HOUR | ✓ | 23 | 100.000 |
| C | | ONE HOUR | ✓ | 926 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 334 | 660 |
| | B | 12 | 0 | 11 |
| | C | 857 | 69 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 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 | 12.93 | 0.1 | B | 21 | 32 |
| C-AB | 0.21 | 8.14 | 0.4 | A | 86 | 129 |
| C-A | | | | | 764 | 1146 |
| A-B | | | | | 306 | 460 |
| A-C | | | | | 606 | 908 |

## Main Results for each time segment

### 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 | 17 | 4 | 464 | 0.037 | 17 | 0.0 | 0.0 | 8.046 | A |
| C-AB | 61 | 15 | 518 | 0.118 | 60 | 0.0 | 0.2 | 7.861 | A |
| C-A | 636 | 159 | | | 636 | | | | |
| A-B | 251 | 63 | | | 251 | | | | |
| A-C | 497 | 124 | | | 497 | | | | |

### 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 | 21 | 5 | 400 | 0.052 | 21 | 0.0 | 0.1 | 9.484 | A |
| C-AB | 80 | 20 | 526 | 0.152 | 79 | 0.2 | 0.2 | 8.069 | A |
| C-A | 753 | 188 | | | 753 | | | | |
| A-B | 300 | 75 | | | 300 | | | | |
| A-C | 593 | 148 | | | 593 | | | | |

### 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 | 25 | 6 | 304 | 0.083 | 25 | 0.1 | 0.1 | 12.905 | B |
| C-AB | 117 | 29 | 560 | 0.209 | 117 | 0.2 | 0.4 | 8.118 | A |
| C-A | 902 | 226 | | | 902 | | | | |
| A-B | 368 | 92 | | | 368 | | | | |
| A-C | 727 | 182 | | | 727 | | | | |

### 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 | 25 | 6 | 304 | 0.083 | 25 | 0.1 | 0.1 | 12.928 | B |
| C-AB | 117 | 29 | 560 | 0.209 | 117 | 0.4 | 0.4 | 8.143 | A |
| C-A | 902 | 226 | | | 902 | | | | |
| A-B | 368 | 92 | | | 368 | | | | |
| A-C | 727 | 182 | | | 727 | | | | |

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 | 21 | 5 | 400 | 0.052 | 21 | 0.1 | 0.1 | 9.502 | A |
| C-AB | 80 | 20 | 526 | 0.152 | 80 | 0.4 | 0.2 | 8.105 | A |
| C-A | 753 | 188 | | | 753 | | | | |
| A-B | 300 | 75 | | | 300 | | | | |
| A-C | 593 | 148 | | | 593 | | | | |

08:45 - 09:00

| 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 | 17 | 4 | 464 | 0.037 | 17 | 0.1 | 0.0 | 8.058 | A |
| C-AB | 61 | 15 | 518 | 0.118 | 61 | 0.2 | 0.2 | 7.891 | A |
| C-A | 636 | 159 | | | 636 | | | | |
| A-B | 251 | 63 | | | 251 | | | | |
| A-C | 497 | 124 | | | 497 | | | | |

# Junctions 9

## PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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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:** Pilsworth Road-Hollins Brook Way (Existing) PM Peak.j9
**Path:** A:\Crofts\Projects\2561 JD Campus, JD Sports, Pilsworth\Picady\Planning Application
**Report generation date:** 19/05/2022 11:26:08

---

»2022 Observed, PM
»2027 Base Flows, PM

## Summary of junction performance

| | PM | | | | |
|---|---|---|---|---|---|
| | Set ID | Queue (PCU) | Delay (s) | RFC | LOS |
| | 2022 Observed | | | | |
| Stream B-AC | D2 | 3.5 | 75.04 | 0.81 | F |
| Stream C-AB | | 0.0 | 9.24 | 0.01 | A |
| | 2027 Base Flows | | | | |
| Stream B-AC | D4 | 4.6 | 96.89 | 0.86 | F |
| Stream C-AB | | 0.0 | 9.41 | 0.01 | A |

*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.*

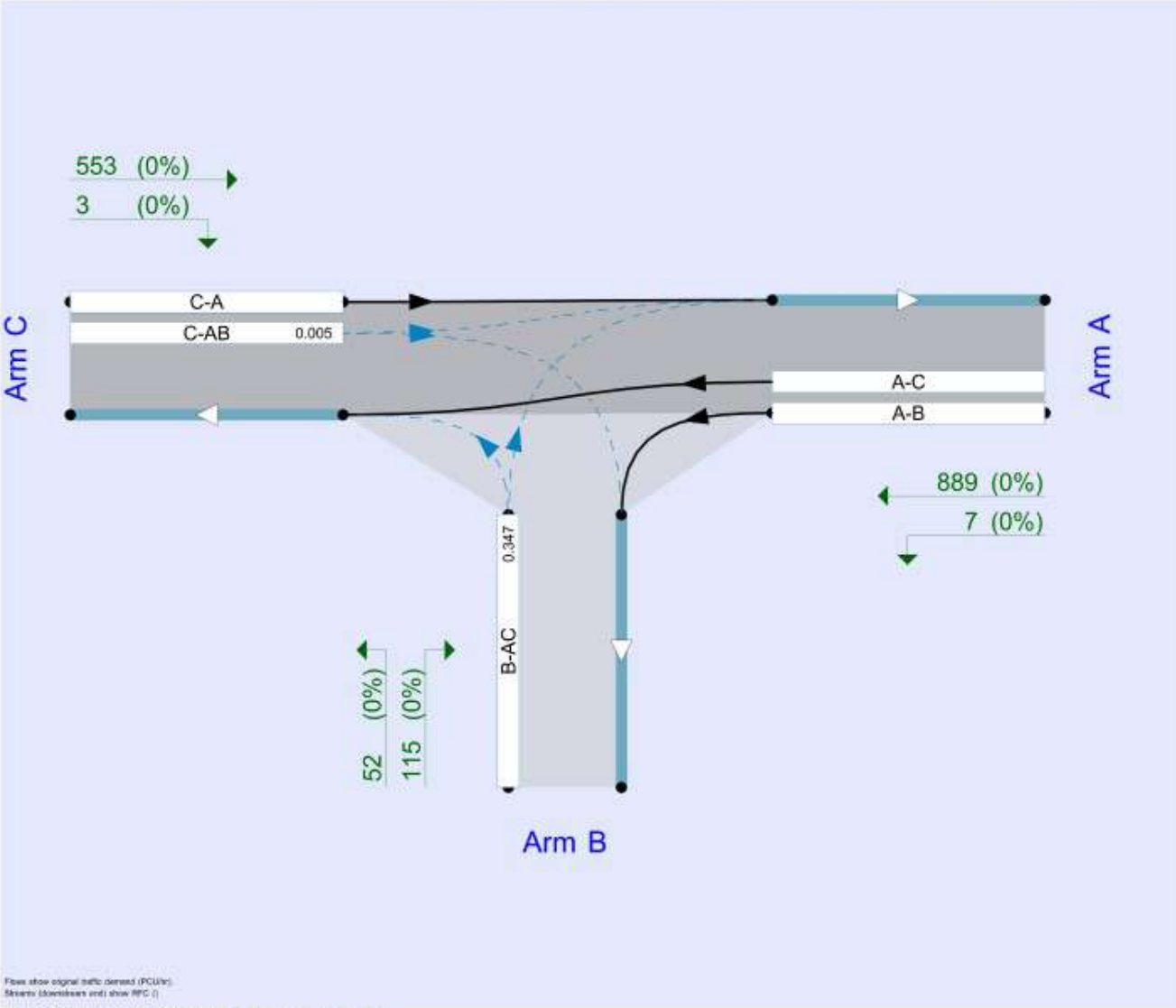
## File summary

### File Description

| | |
|---|---|
| Title | Pilsworth Road/Hollins Brook Way |
| Location | Pilsworth |
| Site number | |
| Date | 21/03/2022 |
| Version | |
| Status | TA |
| Identifier | |
| Client | JD Sports |
| Jobnumber | 2561 |
| Enumerator | EDD\Lee.Worthington |
| Description | |

## Units

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




*The junction diagram reflects the last run of Junctions.*

## Analysis Options

| Vehicle length (m) | Calculate Queue Percentiles | Calculate detailed queueing delay | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|---|---|---|---|---|---|---|
| 5.75 | | | | 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 |
|---|---|---|---|---|---|---|---|
| D2 | 2022 Observed | PM | ONE HOUR | 16:30 | 18:00 | 15 | ✓ |
| D4 | 2027 Base Flows | PM | ONE HOUR | 16:30 | 18:00 | 15 | ✓ |

## Analysis Set Details

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

# 2022 Observed, PM

## Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Vehicle Mix | | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | | 7.76 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Arms

### Arms

| Arm | Name | Description | Arm type |
|---|---|---|---|
| A | Pilsworth Road (E) | | Major |
| B | Hollins Brook Way | | Minor |
| C | Pilsworth Road (W) | | 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 | 6.88 | | | 67.2 | ✓ | 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 | 4.50 | 211 | 136 |

### Slope / Intercept / Capacity

#### Stream Intercept Adjustments

| Stream intercept adjustment | Use adjustment | Reason | Direct intercept adjustment (PCU/hr) |
|---|---|---|---|
| B-AC | ✓ | Queue Validation | -100 |

#### Priority Intersection Slopes and Intercepts

| Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|---|---|---|---|---|---|
| B-A | 712 | 0.125 | 0.315 | 0.198 | 0.450 |
| B-C | 816 | 0.120 | 0.304 | - | - |
| C-B | 613 | 0.228 | 0.228 | - | - |

*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 |
|---|---|---|---|---|---|---|---|
| D2 | 2022 Observed | PM | ONE HOUR | 16:30 | 18:00 | 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 | ✓ | 896 | 100.000 |
| B | | ONE HOUR | ✓ | 167 | 100.000 |
| C | | ONE HOUR | ✓ | 556 | 100.000 |

# Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 7 | 889 |
| | B | 115 | 0 | 52 |
| | C | 553 | 3 | 0 |

# Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 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 | 0.81 | 75.04 | 3.5 | F | 153 | 230 |
| C-AB | 0.01 | 9.24 | 0.0 | A | 3 | 4 |
| C-A | | | | | 507 | 761 |
| A-B | | | | | 6 | 10 |
| A-C | | | | | 816 | 1224 |

## Main Results for each time segment

### 16:30 - 16:45

| 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 | 126 | 31 | 363 | 0.347 | 124 | 0.0 | 0.5 | 14.931 | B |
| C-AB | 2 | 0.57 | 461 | 0.005 | 2 | 0.0 | 0.0 | 7.849 | A |
| C-A | 416 | 104 | | | 416 | | | | |
| A-B | 5 | 1 | | | 5 | | | | |
| A-C | 669 | 167 | | | 669 | | | | |

### 16:45 - 17:00

| 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 | 150 | 38 | 307 | 0.490 | 149 | 0.5 | 0.9 | 22.539 | C |
| C-AB | 3 | 0.68 | 432 | 0.006 | 3 | 0.0 | 0.0 | 8.384 | A |
| C-A | 497 | 124 | | | 497 | | | | |
| A-B | 6 | 2 | | | 6 | | | | |
| A-C | 799 | 200 | | | 799 | | | | |

### 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 | 184 | 46 | 227 | 0.810 | 175 | 0.9 | 3.1 | 61.309 | F |
| C-AB | 3 | 0.84 | 393 | 0.009 | 3 | 0.0 | 0.0 | 9.243 | A |
| C-A | 609 | 152 | | | 609 | | | | |
| A-B | 8 | 2 | | | 8 | | | | |
| A-C | 979 | 245 | | | 979 | | | | |

### 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 | 184 | 46 | 227 | 0.810 | 182 | 3.1 | 3.5 | 75.036 | F |
| C-AB | 3 | 0.84 | 393 | 0.009 | 3 | 0.0 | 0.0 | 9.245 | A |
| C-A | 609 | 152 | | | 609 | | | | |
| A-B | 8 | 2 | | | 8 | | | | |
| A-C | 979 | 245 | | | 979 | | | | |

### 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 | 150 | 38 | 307 | 0.490 | 160 | 3.5 | 1.0 | 26.091 | D |
| C-AB | 3 | 0.68 | 432 | 0.006 | 3 | 0.0 | 0.0 | 8.386 | A |
| C-A | 497 | 124 | | | 497 | | | | |
| A-B | 6 | 2 | | | 6 | | | | |
| A-C | 799 | 200 | | | 799 | | | | |

### 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 | 126 | 31 | 363 | 0.347 | 128 | 1.0 | 0.5 | 15.422 | C |
| C-AB | 2 | 0.57 | 461 | 0.005 | 2 | 0.0 | 0.0 | 7.851 | A |
| C-A | 416 | 104 | | | 416 | | | | |
| A-B | 5 | 1 | | | 5 | | | | |
| A-C | 669 | 167 | | | 669 | | | | |

# 2027 Base Flows, PM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Vehicle Mix | | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | | 9.93 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## 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 | 2027 Base Flows | PM | ONE HOUR | 16:30 | 18:00 | 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 | ✓ | 925 | 100.000 |
| B | | ONE HOUR | ✓ | 167 | 100.000 |
| C | | ONE HOUR | ✓ | 574 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 7 | 918 |
| | B | 115 | 0 | 52 |
| | C | 571 | 3 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 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 | 0.86 | 98.89 | 4.6 | F | 153 | 230 |
| C-AB | 0.01 | 9.41 | 0.0 | A | 3 | 4 |
| C-A | | | | | 524 | 786 |
| A-B | | | | | 6 | 10 |
| A-C | | | | | 842 | 1264 |

## Main Results for each time segment

### 16:30 - 16:45

| 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 | 126 | 31 | 353 | 0.356 | 124 | 0.0 | 0.5 | 15.519 | C |
| C-AB | 2 | 0.57 | 456 | 0.005 | 2 | 0.0 | 0.0 | 7.934 | A |
| C-A | 430 | 107 | | | 430 | | | | |
| A-B | 5 | 1 | | | 5 | | | | |
| A-C | 691 | 173 | | | 691 | | | | |

### 16:45 - 17:00

| 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 | 150 | 38 | 295 | 0.508 | 148 | 0.5 | 1.0 | 24.202 | C |
| C-AB | 3 | 0.68 | 426 | 0.006 | 3 | 0.0 | 0.0 | 8.499 | A |
| C-A | 513 | 128 | | | 513 | | | | |
| A-B | 6 | 2 | | | 6 | | | | |
| A-C | 825 | 206 | | | 825 | | | | |

### 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 | 184 | 46 | 213 | 0.865 | 172 | 1.0 | 3.9 | 74.708 | F |
| C-AB | 3 | 0.84 | 386 | 0.009 | 3 | 0.0 | 0.0 | 9.413 | A |
| C-A | 629 | 157 | | | 629 | | | | |
| A-B | 8 | 2 | | | 8 | | | | |
| A-C | 1011 | 253 | | | 1011 | | | | |

### 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 | 184 | 46 | 213 | 0.865 | 181 | 3.9 | 4.6 | 98.887 | F |
| C-AB | 3 | 0.84 | 386 | 0.009 | 3 | 0.0 | 0.0 | 9.413 | A |
| C-A | 629 | 157 | | | 629 | | | | |
| A-B | 8 | 2 | | | 8 | | | | |
| A-C | 1011 | 253 | | | 1011 | | | | |

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 | 150 | 38 | 295 | 0.508 | 164 | 4.6 | 1.1 | 30.037 | D |
| C-AB | 3 | 0.68 | 426 | 0.006 | 3 | 0.0 | 0.0 | 8.499 | A |
| C-A | 513 | 128 | | | 513 | | | | |
| A-B | 6 | 2 | | | 6 | | | | |
| A-C | 825 | 206 | | | 825 | | | | |

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 | 126 | 31 | 353 | 0.356 | 128 | 1.1 | 0.6 | 16.097 | C |
| C-AB | 2 | 0.57 | 456 | 0.005 | 2 | 0.0 | 0.0 | 7.935 | A |
| C-A | 430 | 107 | | | 430 | | | | |
| A-B | 5 | 1 | | | 5 | | | | |
| A-C | 691 | 173 | | | 691 | | | | |

# Junctions 9

## PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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**Filename:** Pilsworth Road-Hollins Brook Way (Improvement).j9
**Path:** A:\Crofts\Projects\2561 JD Campus, JD Sports, Pilsworth\Picady\Planning Application
**Report generation date:** 19/05/2022 11:36:29

---

»2027 With Dev, AM
»2027 With Dev, PM

## Summary of junction performance

| | AM | | | | | PM | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Set ID | Queue (PCU) | Delay (s) | RFC | LOS | Set ID | Queue (PCU) | Delay (s) | RFC | LOS |
| | 2027 With Dev | | | | | | | | | |
| Stream B-C | D7 | 0.0 | 6.95 | 0.02 | A | D8 | 0.2 | 9.72 | 0.14 | A |
| Stream B-A | | 0.1 | 23.70 | 0.09 | C | | 1.5 | 40.64 | 0.61 | E |
| Stream C-AB | | 0.3 | 11.79 | 0.21 | B | | 0.0 | 8.82 | 0.01 | A |

*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.*

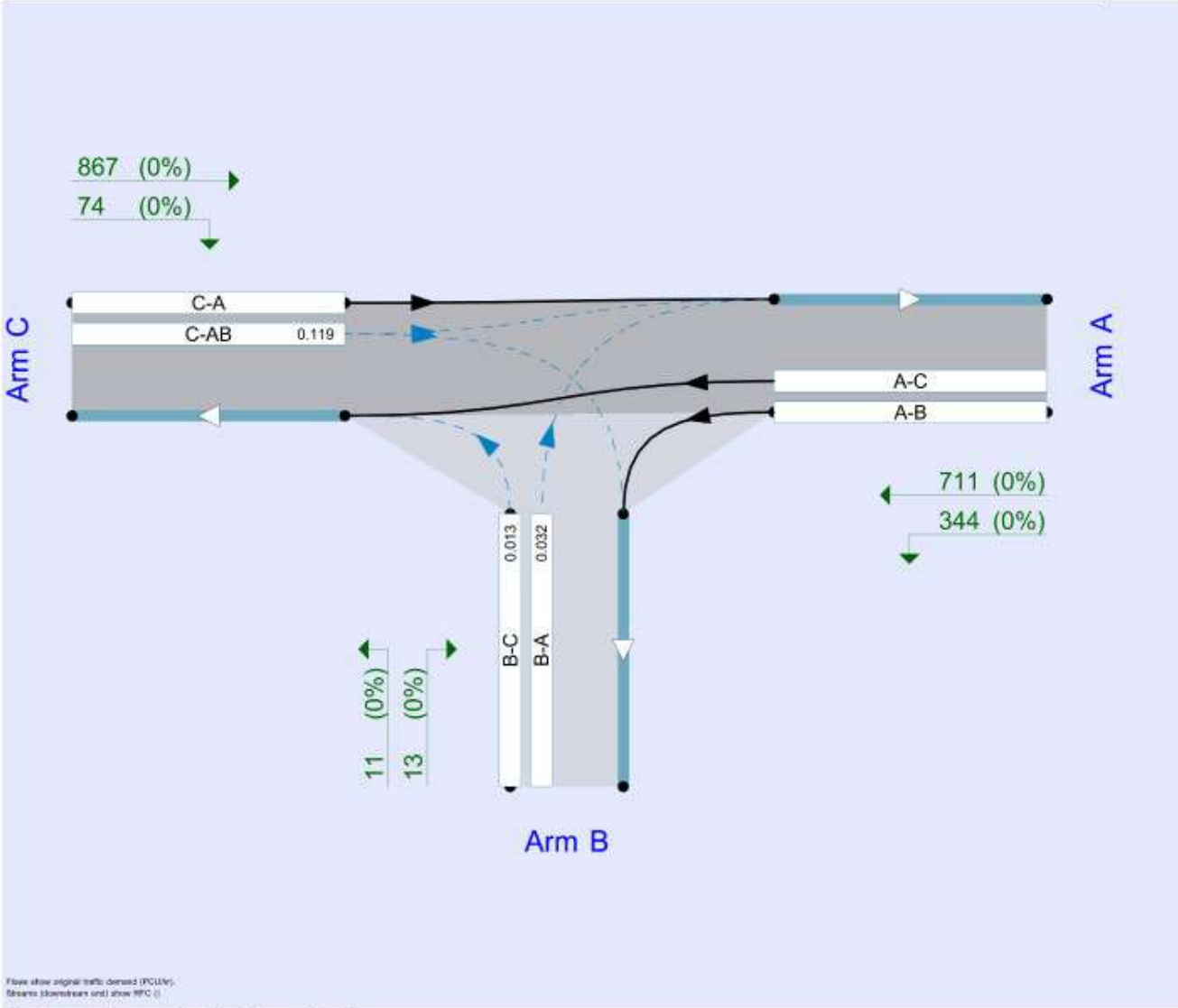
## File summary

### File Description

| | |
|---|---|
| Title | Pilsworth Road/Hollins Brook Way Improvement Scheme |
| Location | Pilsworth |
| Site number | |
| Date | 21/03/2022 |
| Version | |
| Status | (new file) |
| Identifier | |
| Client | JD |
| Jobnumber | 2561 |
| Enumerator | EDD\Lee.Worthington |
| Description | Based on Drawing 2561-F03B |

## Units

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




*The junction diagram reflects the last run of Junctions.*

## Analysis Options

| Calculate Queue Percentiles | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|---|---|---|---|---|
| | | 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) |
|---|---|---|---|---|---|---|
| D7 | 2027 With Dev | AM | ONE HOUR | 07:30 | 09:00 | 15 |
| D8 | 2027 With Dev | PM | ONE HOUR | 16:00 | 17:30 | 15 |

## Analysis Set Details

| ID | Network flow scaling factor (%) |
|---|---|
| A1 | 100.000 |

# 2027 With Dev, AM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Vehicle Mix | | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | | 0.63 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Arms

### Arms

| Arm | Name | Description | Arm type |
|---|---|---|---|
| A | Pilsworth Road (E) | | Major |
| B | Hollins Brook Way | | Minor |
| C | Pilsworth Road (W) | | 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 | 7.00 | | ✓ | 3.00 | 67.2 | ✓ | 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 (Left) (m) | Lane Width (Right) (m) | Visibility to left (m) | Visibility to right (m) |
|---|---|---|---|---|---|
| B | Two lanes | 4.70 | 3.50 | 106 | 133 |

### Slope / Intercept / Capacity

#### Priority Intersection Slopes and Intercepts

| Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|---|---|---|---|---|---|
| B-A | 609 | 0.106 | 0.268 | 0.169 | 0.383 |
| B-C | 828 | 0.121 | 0.307 | - | - |
| C-B | 666 | 0.247 | 0.247 | - | - |

*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) |
|---|---|---|---|---|---|---|
| D7 | 2027 With Dev | AM | ONE HOUR | 07:30 | 09:00 | 15 |

| 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 (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A | | ✓ | 1055 | 100.000 |
| B | | ✓ | 24 | 100.000 |
| C | | ✓ | 941 | 100.000 |

# Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 344 | 711 |
| | B | 13 | 0 | 11 |
| | C | 867 | 74 | 0 |

# Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-C | 0.02 | 6.95 | 0.0 | A |
| B-A | 0.09 | 23.70 | 0.1 | C |
| C-AB | 0.21 | 11.79 | 0.3 | B |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 07:30 - 07:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 8 | 627 | 0.013 | 8 | 0.0 | 5.816 | A |
| B-A | 10 | 306 | 0.032 | 10 | 0.0 | 12.124 | B |
| C-AB | 56 | 471 | 0.119 | 55 | 0.1 | 8.646 | A |
| C-A | 653 | | | 653 | | | |
| A-B | 259 | | | 259 | | | |
| A-C | 535 | | | 535 | | | |

### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 10 | 587 | 0.017 | 10 | 0.0 | 6.235 | A |
| B-A | 12 | 248 | 0.047 | 12 | 0.0 | 15.255 | C |
| C-AB | 67 | 435 | 0.154 | 67 | 0.2 | 9.774 | A |
| C-A | 779 | | | 779 | | | |
| A-B | 309 | | | 309 | | | |
| A-C | 639 | | | 639 | | | |

### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 12 | 530 | 0.023 | 12 | 0.0 | 6.951 | A |
| B-A | 14 | 166 | 0.086 | 14 | 0.1 | 23.628 | C |
| C-AB | 84 | 389 | 0.215 | 83 | 0.3 | 11.766 | B |
| C-A | 953 | | | 953 | | | |
| A-B | 379 | | | 379 | | | |
| A-C | 783 | | | 783 | | | |

### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 12 | 530 | 0.023 | 12 | 0.0 | 6.953 | A |
| B-A | 14 | 166 | 0.086 | 14 | 0.1 | 23.701 | C |
| C-AB | 84 | 389 | 0.215 | 83 | 0.3 | 11.791 | B |
| C-A | 953 | | | 953 | | | |
| A-B | 379 | | | 379 | | | |
| A-C | 783 | | | 783 | | | |

### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 10 | 587 | 0.017 | 10 | 0.0 | 6.237 | A |
| B-A | 12 | 247 | 0.047 | 12 | 0.1 | 15.297 | C |
| C-AB | 67 | 435 | 0.154 | 67 | 0.2 | 9.805 | A |
| C-A | 779 | | | 779 | | | |
| A-B | 309 | | | 309 | | | |
| A-C | 639 | | | 639 | | | |

08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 8 | 627 | 0.013 | 8 | 0.0 | 5.817 | A |
| B-A | 10 | 306 | 0.032 | 10 | 0.0 | 12.153 | B |
| C-AB | 56 | 471 | 0.119 | 56 | 0.1 | 8.676 | A |
| C-A | 653 | | | 653 | | | |
| A-B | 259 | | | 259 | | | |
| A-C | 535 | | | 535 | | | |

# 2027 With Dev, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | | 3.26 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## 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) |
|---|---|---|---|---|---|---|
| D8 | 2027 With Dev | PM | ONE HOUR | 16:00 | 17:30 | 15 |

| 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 (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A | | ✓ | 937 | 100.000 |
| B | | ✓ | 179 | 100.000 |
| C | | ✓ | 592 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 8 | 929 |
| | B | 123 | 0 | 56 |
| | C | 589 | 3 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-C | 0.14 | 9.72 | 0.2 | A |
| B-A | 0.61 | 40.64 | 1.5 | E |
| C-AB | 0.01 | 8.82 | 0.0 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 16:00 - 16:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 42 | 571 | 0.074 | 42 | 0.1 | 6.792 | A |
| B-A | 93 | 345 | 0.268 | 91 | 0.4 | 14.102 | B |
| C-AB | 2 | 492 | 0.005 | 2 | 0.0 | 7.349 | A |
| C-A | 443 | | | 443 | | | |
| A-B | 6 | | | 6 | | | |
| A-C | 699 | | | 699 | | | |

### 16:15 - 16:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 50 | 516 | 0.097 | 50 | 0.1 | 7.721 | A |
| B-A | 111 | 294 | 0.376 | 110 | 0.6 | 19.448 | C |
| C-AB | 3 | 458 | 0.006 | 3 | 0.0 | 7.902 | A |
| C-A | 529 | | | 529 | | | |
| A-B | 7 | | | 7 | | | |
| A-C | 835 | | | 835 | | | |

### 16:30 - 16:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 62 | 434 | 0.142 | 61 | 0.2 | 9.662 | A |
| B-A | 135 | 223 | 0.607 | 132 | 1.4 | 38.320 | E |
| C-AB | 3 | 412 | 0.008 | 3 | 0.0 | 8.818 | A |
| C-A | 649 | | | 649 | | | |
| A-B | 9 | | | 9 | | | |
| A-C | 1023 | | | 1023 | | | |

### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 62 | 432 | 0.143 | 62 | 0.2 | 9.722 | A |
| B-A | 135 | 223 | 0.607 | 135 | 1.5 | 40.645 | E |
| C-AB | 3 | 412 | 0.008 | 3 | 0.0 | 8.818 | A |
| C-A | 649 | | | 649 | | | |
| A-B | 9 | | | 9 | | | |
| A-C | 1023 | | | 1023 | | | |

**17:00 - 17:15**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 50 | 514 | 0.098 | 51 | 0.1 | 7.768 | A |
| B-A | 111 | 294 | 0.376 | 114 | 0.6 | 20.356 | C |
| C-AB | 3 | 458 | 0.006 | 3 | 0.0 | 7.904 | A |
| C-A | 529 | | | 529 | | | |
| A-B | 7 | | | 7 | | | |
| A-C | 835 | | | 835 | | | |

**17:15 - 17:30**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 42 | 570 | 0.074 | 42 | 0.1 | 6.820 | A |
| B-A | 93 | 345 | 0.268 | 94 | 0.4 | 14.371 | B |
| C-AB | 2 | 492 | 0.005 | 2 | 0.0 | 7.352 | A |
| C-A | 443 | | | 443 | | | |
| A-B | 6 | | | 6 | | | |
| A-C | 699 | | | 699 | | | |

# APPENDIX 7

## JUNCTIONS Output – Pilsworth Road/Pilsworth Way

# Junctions 9

## PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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**Filename:** Pilsworth Road-Pilsworth Way (Existing) - May 22.j9
**Path:** A:\Crofts\Projects\2561 JD Campus, JD Sports, Pilsworth\Planning Application
**Report generation date:** 17/05/2022 10:10:37

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»2022 Survyed Flows, AM
»2022 Survyed Flows, PM
»2027 Growthed Flows, AM
»2027 Growthed Flows, PM
»2027 With Development, AM
»2027 With Development, PM

### Summary of junction performance

| | AM | | | | PM | | | |
|---|---|---|---|---|---|---|---|---|
| | Queue (PCU) | Delay (s) | RFC | LOS | Queue (PCU) | Delay (s) | RFC | LOS |
| **2022 Survyed Flows** | | | | | | | | |
| Stream B-AC | 0.1 | 13.82 | 0.11 | B | 0.3 | 13.32 | 0.21 | B |
| Stream C-AB | 0.1 | 8.74 | 0.09 | A | 0.0 | 7.26 | 0.03 | A |
| **2027 Growthed Flows** | | | | | | | | |
| Stream B-AC | 0.1 | 14.37 | 0.12 | B | 0.3 | 13.96 | 0.22 | B |
| Stream C-AB | 0.1 | 8.82 | 0.09 | A | 0.0 | 7.31 | 0.03 | A |
| **2027 With Development** | | | | | | | | |
| Stream B-AC | 0.1 | 15.12 | 0.12 | C | 0.3 | 14.82 | 0.24 | B |
| Stream C-AB | 0.1 | 8.79 | 0.10 | A | 0.0 | 7.45 | 0.03 | A |

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

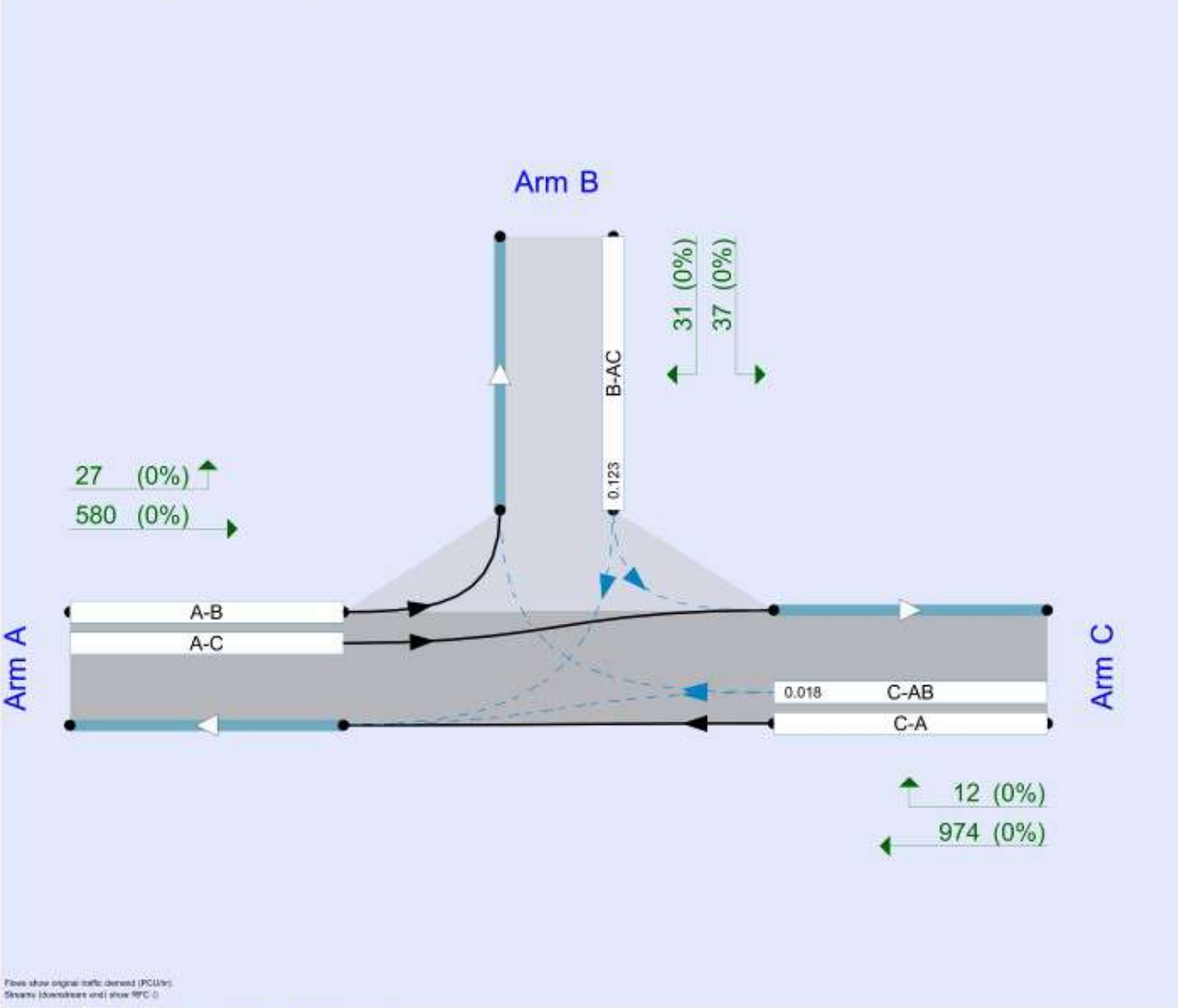
### File summary

#### File Description

| | |
|---|---|
| Title | Pilsworth Road - Pilsworth Way |
| Location | Pilsworth, Bury |
| Site number | |
| Date | 21/03/2022 |
| Version | |
| Status | (new file) |
| Identifier | |
| Client | |
| Jobnumber | 2561 |
| Enumerator | EDD |
| Description | |

## Units

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




*The junction diagram reflects the last run of Junctions.*

## Analysis Options

| Calculate Queue Percentiles | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|---|---|---|---|---|
| | | 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) |
|---|---|---|---|---|---|---|
| D1 | 2022 Survyed Flows | AM | ONE HOUR | 08:00 | 09:30 | 15 |
| D2 | 2022 Survyed Flows | PM | ONE HOUR | 17:00 | 18:30 | 15 |
| D3 | 2027 Growthed Flows | AM | ONE HOUR | 08:00 | 09:30 | 15 |
| D4 | 2027 Growthed Flows | PM | ONE HOUR | 17:00 | 18:30 | 15 |
| D5 | 2027 With Development | AM | ONE HOUR | 08:00 | 09:30 | 15 |
| D6 | 2027 With Development | PM | ONE HOUR | 17:00 | 18:30 | 15 |

## Analysis Set Details

| ID | Network flow scaling factor (%) |
|---|---|
| A1 | 100.000 |

# 2022 Survyed Flows, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | | 0.45 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Arms

### Arms

| Arm | Name | Description | Arm type |
|---|---|---|---|
| A | Pilsworth Road (W) | | Major |
| B | Pilsworth Way | | Minor |
| C | Pilsworth Road (E) | | 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 | 7.10 | | | 80.0 | ✓ | 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 | 3.60 | 28 | 27 |

### Slope / Intercept / Capacity

#### Priority Intersection Slopes and Intercepts

| Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|---|---|---|---|---|---|
| B-A | 530 | 0.092 | 0.232 | 0.146 | 0.332 |
| B-C | 679 | 0.099 | 0.251 | - | - |
| C-B | 620 | 0.229 | 0.229 | - | - |

*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) |
|---|---|---|---|---|---|---|
| D1 | 2022 Survyed Flows | AM | ONE HOUR | 08:00 | 09:30 | 15 |

| 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 (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A | | ✓ | 907 | 100.000 |
| B | | ✓ | 29 | 100.000 |
| C | | ✓ | 650 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 26 | 881 |
| | B | 11 | 0 | 18 |
| | C | 618 | 32 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.11 | 13.82 | 0.1 | B |
| C-AB | 0.09 | 8.74 | 0.1 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

### Main Results for each time segment

#### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 22 | 402 | 0.054 | 22 | 0.1 | 9.452 | A |
| C-AB | 25 | 488 | 0.052 | 25 | 0.1 | 7.777 | A |
| C-A | 464 | | | 464 | | | |
| A-B | 20 | | | 20 | | | |
| A-C | 663 | | | 663 | | | |

08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 26 | 358 | 0.073 | 26 | 0.1 | 10.852 | B |
| C-AB | 31 | 471 | 0.066 | 31 | 0.1 | 8.197 | A |
| C-A | 553 | | | 553 | | | |
| A-B | 23 | | | 23 | | | |
| A-C | 792 | | | 792 | | | |

08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 32 | 292 | 0.109 | 32 | 0.1 | 13.805 | B |
| C-AB | 41 | 453 | 0.090 | 41 | 0.1 | 8.733 | A |
| C-A | 675 | | | 675 | | | |
| A-B | 29 | | | 29 | | | |
| A-C | 970 | | | 970 | | | |

08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 32 | 292 | 0.109 | 32 | 0.1 | 13.823 | B |
| C-AB | 41 | 453 | 0.090 | 41 | 0.1 | 8.739 | A |
| C-A | 675 | | | 675 | | | |
| A-B | 29 | | | 29 | | | |
| A-C | 970 | | | 970 | | | |

09:00 - 09:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 26 | 358 | 0.073 | 26 | 0.1 | 10.871 | B |
| C-AB | 31 | 471 | 0.066 | 31 | 0.1 | 8.207 | A |
| C-A | 553 | | | 553 | | | |
| A-B | 23 | | | 23 | | | |
| A-C | 792 | | | 792 | | | |

09:15 - 09:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 22 | 402 | 0.054 | 22 | 0.1 | 9.470 | A |
| C-AB | 25 | 488 | 0.052 | 25 | 0.1 | 7.788 | A |
| C-A | 464 | | | 464 | | | |
| A-B | 20 | | | 20 | | | |
| A-C | 663 | | | 663 | | | |

# 2022 Survyed Flows, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | | 0.62 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## 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) |
|---|---|---|---|---|---|---|
| D2 | 2022 Survyed Flows | PM | ONE HOUR | 17:00 | 18:30 | 15 |

| 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 (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A | | ✓ | 547 | 100.000 |
| B | | ✓ | 66 | 100.000 |
| C | | ✓ | 941 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 26 | 521 |
| | B | 30 | 0 | 36 |
| | C | 929 | 12 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.21 | 13.32 | 0.3 | B |
| C-AB | 0.03 | 7.26 | 0.0 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 50 | 433 | 0.115 | 49 | 0.1 | 9.377 | A |
| C-AB | 9 | 538 | 0.017 | 9 | 0.0 | 6.812 | A |
| C-A | 699 | | | 699 | | | |
| A-B | 20 | | | 20 | | | |
| A-C | 392 | | | 392 | | | |

### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 59 | 396 | 0.150 | 59 | 0.2 | 10.675 | B |
| C-AB | 11 | 526 | 0.021 | 11 | 0.0 | 7.004 | A |
| C-A | 835 | | | 835 | | | |
| A-B | 23 | | | 23 | | | |
| A-C | 468 | | | 468 | | | |

### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 73 | 343 | 0.212 | 72 | 0.3 | 13.287 | B |
| C-AB | 14 | 511 | 0.027 | 14 | 0.0 | 7.255 | A |
| C-A | 1022 | | | 1022 | | | |
| A-B | 29 | | | 29 | | | |
| A-C | 574 | | | 574 | | | |

### 17:45 - 18:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 73 | 343 | 0.212 | 73 | 0.3 | 13.321 | B |
| C-AB | 14 | 511 | 0.027 | 14 | 0.0 | 7.258 | A |
| C-A | 1022 | | | 1022 | | | |
| A-B | 29 | | | 29 | | | |
| A-C | 574 | | | 574 | | | |

**18:00 - 18:15**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 59 | 396 | 0.150 | 60 | 0.2 | 10.708 | B |
| C-AB | 11 | 526 | 0.021 | 11 | 0.0 | 7.007 | A |
| C-A | 835 | | | 835 | | | |
| A-B | 23 | | | 23 | | | |
| A-C | 468 | | | 468 | | | |

**18:15 - 18:30**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 50 | 433 | 0.115 | 50 | 0.1 | 9.411 | A |
| C-AB | 9 | 538 | 0.017 | 9 | 0.0 | 6.813 | A |
| C-A | 699 | | | 699 | | | |
| A-B | 20 | | | 20 | | | |
| A-C | 392 | | | 392 | | | |

# 2027 Growthed Flows, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | | 0.46 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## 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) |
|---|---|---|---|---|---|---|
| D3 | 2027 Growthed Flows | AM | ONE HOUR | 08:00 | 09:30 | 15 |

| 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 (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A | | ✓ | 936 | 100.000 |
| B | | ✓ | 30 | 100.000 |
| C | | ✓ | 671 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 27 | 909 |
| | B | 11 | 0 | 19 |
| | C | 638 | 33 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.12 | 14.37 | 0.1 | B |
| C-AB | 0.09 | 8.82 | 0.1 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 23 | 398 | 0.057 | 22 | 0.1 | 9.580 | A |
| C-AB | 26 | 485 | 0.054 | 26 | 0.1 | 7.845 | A |
| C-A | 479 | | | 479 | | | |
| A-B | 20 | | | 20 | | | |
| A-C | 684 | | | 684 | | | |

### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 27 | 352 | 0.077 | 27 | 0.1 | 11.079 | B |
| C-AB | 32 | 468 | 0.069 | 32 | 0.1 | 8.277 | A |
| C-A | 571 | | | 571 | | | |
| A-B | 24 | | | 24 | | | |
| A-C | 817 | | | 817 | | | |

### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 33 | 284 | 0.116 | 33 | 0.1 | 14.346 | B |
| C-AB | 43 | 451 | 0.095 | 42 | 0.1 | 8.818 | A |
| C-A | 696 | | | 696 | | | |
| A-B | 30 | | | 30 | | | |
| A-C | 1001 | | | 1001 | | | |

### 08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 33 | 284 | 0.116 | 33 | 0.1 | 14.368 | B |
| C-AB | 43 | 451 | 0.095 | 43 | 0.1 | 8.824 | A |
| C-A | 696 | | | 696 | | | |
| A-B | 30 | | | 30 | | | |
| A-C | 1001 | | | 1001 | | | |

09:00 - 09:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 27 | 352 | 0.077 | 27 | 0.1 | 11.098 | B |
| C-AB | 32 | 468 | 0.069 | 33 | 0.1 | 8.288 | A |
| C-A | 571 | | | 571 | | | |
| A-B | 24 | | | 24 | | | |
| A-C | 817 | | | 817 | | | |

09:15 - 09:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 23 | 398 | 0.057 | 23 | 0.1 | 9.598 | A |
| C-AB | 26 | 485 | 0.054 | 26 | 0.1 | 7.857 | A |
| C-A | 479 | | | 479 | | | |
| A-B | 20 | | | 20 | | | |
| A-C | 684 | | | 684 | | | |

# 2027 Growthed Flows, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | | 0.65 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## 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) |
|---|---|---|---|---|---|---|
| D4 | 2027 Growthed Flows | PM | ONE HOUR | 17:00 | 18:30 | 15 |

| 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 (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A | | ✓ | 565 | 100.000 |
| B | | ✓ | 68 | 100.000 |
| C | | ✓ | 971 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 27 | 538 |
| | B | 31 | 0 | 37 |
| | C | 959 | 12 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.22 | 13.96 | 0.3 | B |
| C-AB | 0.03 | 7.31 | 0.0 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 51 | 426 | 0.120 | 51 | 0.1 | 9.569 | A |
| C-AB | 9 | 535 | 0.017 | 9 | 0.0 | 6.846 | A |
| C-A | 722 | | | 722 | | | |
| A-B | 20 | | | 20 | | | |
| A-C | 405 | | | 405 | | | |

### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 61 | 388 | 0.157 | 61 | 0.2 | 10.984 | B |
| C-AB | 11 | 523 | 0.021 | 11 | 0.0 | 7.045 | A |
| C-A | 862 | | | 862 | | | |
| A-B | 24 | | | 24 | | | |
| A-C | 484 | | | 484 | | | |

### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 75 | 333 | 0.225 | 74 | 0.3 | 13.913 | B |
| C-AB | 14 | 507 | 0.028 | 14 | 0.0 | 7.305 | A |
| C-A | 1055 | | | 1055 | | | |
| A-B | 30 | | | 30 | | | |
| A-C | 592 | | | 592 | | | |

### 17:45 - 18:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 75 | 333 | 0.225 | 75 | 0.3 | 13.957 | B |
| C-AB | 14 | 507 | 0.028 | 14 | 0.0 | 7.308 | A |
| C-A | 1055 | | | 1055 | | | |
| A-B | 30 | | | 30 | | | |
| A-C | 592 | | | 592 | | | |

18:00 - 18:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 61 | 388 | 0.157 | 62 | 0.2 | 11.026 | B |
| C-AB | 11 | 523 | 0.021 | 11 | 0.0 | 7.049 | A |
| C-A | 862 | | | 862 | | | |
| A-B | 24 | | | 24 | | | |
| A-C | 484 | | | 484 | | | |

18:15 - 18:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 51 | 426 | 0.120 | 51 | 0.1 | 9.608 | A |
| C-AB | 9 | 535 | 0.017 | 9 | 0.0 | 6.847 | A |
| C-A | 722 | | | 722 | | | |
| A-B | 20 | | | 20 | | | |
| A-C | 405 | | | 405 | | | |

# 2027 With Development, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | | 0.46 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## 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) |
|---|---|---|---|---|---|---|
| D5 | 2027 With Development | AM | ONE HOUR | 08:00 | 09:30 | 15 |

| 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 (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A | | ✓ | 951 | 100.000 |
| B | | ✓ | 30 | 100.000 |
| C | | ✓ | 723 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 27 | 924 |
| | B | 11 | 0 | 19 |
| | C | 690 | 33 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.12 | 15.12 | 0.1 | C |
| C-AB | 0.10 | 8.79 | 0.1 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 23 | 391 | 0.058 | 22 | 0.1 | 9.760 | A |
| C-AB | 26 | 485 | 0.054 | 26 | 0.1 | 7.852 | A |
| C-A | 518 | | | 518 | | | |
| A-B | 20 | | | 20 | | | |
| A-C | 696 | | | 696 | | | |

### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 27 | 343 | 0.079 | 27 | 0.1 | 11.388 | B |
| C-AB | 33 | 468 | 0.070 | 33 | 0.1 | 8.273 | A |
| C-A | 617 | | | 617 | | | |
| A-B | 24 | | | 24 | | | |
| A-C | 831 | | | 831 | | | |

### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 33 | 271 | 0.122 | 33 | 0.1 | 15.095 | C |
| C-AB | 43 | 453 | 0.095 | 43 | 0.1 | 8.782 | A |
| C-A | 753 | | | 753 | | | |
| A-B | 30 | | | 30 | | | |
| A-C | 1017 | | | 1017 | | | |

### 08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 33 | 271 | 0.122 | 33 | 0.1 | 15.124 | C |
| C-AB | 43 | 453 | 0.095 | 43 | 0.1 | 8.788 | A |
| C-A | 753 | | | 753 | | | |
| A-B | 30 | | | 30 | | | |
| A-C | 1017 | | | 1017 | | | |

09:00 - 09:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 27 | 343 | 0.079 | 27 | 0.1 | 11.414 | B |
| C-AB | 33 | 468 | 0.070 | 33 | 0.1 | 8.284 | A |
| C-A | 617 | | | 617 | | | |
| A-B | 24 | | | 24 | | | |
| A-C | 831 | | | 831 | | | |

09:15 - 09:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 23 | 391 | 0.058 | 23 | 0.1 | 9.780 | A |
| C-AB | 26 | 485 | 0.054 | 26 | 0.1 | 7.865 | A |
| C-A | 518 | | | 518 | | | |
| A-B | 20 | | | 20 | | | |
| A-C | 696 | | | 696 | | | |

# 2027 With Development, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | | 0.66 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## 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) |
|---|---|---|---|---|---|---|
| D6 | 2027 With Development | PM | ONE HOUR | 17:00 | 18:30 | 15 |

| 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 (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A | | ✓ | 607 | 100.000 |
| B | | ✓ | 68 | 100.000 |
| C | | ✓ | 986 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 27 | 580 |
| | B | 31 | 0 | 37 |
| | C | 974 | 12 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.24 | 14.82 | 0.3 | B |
| C-AB | 0.03 | 7.45 | 0.0 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 51 | 417 | 0.123 | 51 | 0.1 | 9.813 | A |
| C-AB | 9 | 529 | 0.018 | 9 | 0.0 | 6.937 | A |
| C-A | 733 | | | 733 | | | |
| A-B | 20 | | | 20 | | | |
| A-C | 437 | | | 437 | | | |

### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 61 | 377 | 0.162 | 61 | 0.2 | 11.388 | B |
| C-AB | 11 | 515 | 0.022 | 11 | 0.0 | 7.157 | A |
| C-A | 875 | | | 875 | | | |
| A-B | 24 | | | 24 | | | |
| A-C | 521 | | | 521 | | | |

### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 75 | 318 | 0.236 | 74 | 0.3 | 14.770 | B |
| C-AB | 14 | 498 | 0.028 | 14 | 0.0 | 7.448 | A |
| C-A | 1072 | | | 1072 | | | |
| A-B | 30 | | | 30 | | | |
| A-C | 639 | | | 639 | | | |

### 17:45 - 18:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 75 | 318 | 0.236 | 75 | 0.3 | 14.819 | B |
| C-AB | 14 | 498 | 0.028 | 14 | 0.0 | 7.451 | A |
| C-A | 1072 | | | 1072 | | | |
| A-B | 30 | | | 30 | | | |
| A-C | 639 | | | 639 | | | |

18:00 - 18:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 61 | 377 | 0.162 | 62 | 0.2 | 11.433 | B |
| C-AB | 11 | 515 | 0.022 | 11 | 0.0 | 7.158 | A |
| C-A | 875 | | | 875 | | | |
| A-B | 24 | | | 24 | | | |
| A-C | 521 | | | 521 | | | |

18:15 - 18:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 51 | 417 | 0.123 | 51 | 0.1 | 9.856 | A |
| C-AB | 9 | 529 | 0.018 | 9 | 0.0 | 6.940 | A |
| C-A | 733 | | | 733 | | | |
| A-B | 20 | | | 20 | | | |
| A-C | 437 | | | 437 | | | |

# APPENDIX 8

## JUNCTIONS Output – Pilsworth Road/Aviation Road

# Junctions 9

## PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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**Filename:** Pilsworth Road-Aviation Road (Existing).j9
**Path:** A:\Crofts\Projects\2561 JD Campus, JD Sports, Pilsworth\Picady\Planning Application
**Report generation date:** 13/05/2022 15:17:19

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»2022 Surveyed Flows , AM
»2022 Surveyed Flows , PM
»2027 Base Flows , AM
»2027 Base Flows , PM
»2027 With Development Flows, AM
»2027 With Development Flows, PM

### Summary of junction performance

| | AM | | | | | PM | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Set ID | Queue (PCU) | Delay (s) | RFC | LOS | Set ID | Queue (PCU) | Delay (s) | RFC | LOS |
| | 2022 Surveyed Flows | | | | | | | | | |
| Stream B-AC | D1 | 0.0 | 16.72 | 0.03 | C | D2 | 0.5 | 20.34 | 0.36 | C |
| Stream C-AB | | 0.0 | 9.74 | 0.01 | A | | 0.0 | 9.31 | 0.01 | A |
| | 2027 Base Flows | | | | | | | | | |
| Stream B-AC | D3 | 0.0 | 18.03 | 0.04 | C | D4 | 0.6 | 22.30 | 0.39 | C |
| Stream C-AB | | 0.0 | 9.93 | 0.01 | A | | 0.0 | 9.47 | 0.01 | A |
| | 2027 With Development Flows | | | | | | | | | |
| Stream B-AC | D5 | 0.0 | 20.40 | 0.04 | C | D6 | 0.7 | 24.25 | 0.41 | C |
| Stream C-AB | | 0.0 | 10.32 | 0.01 | B | | 0.0 | 9.53 | 0.01 | A |

*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.*

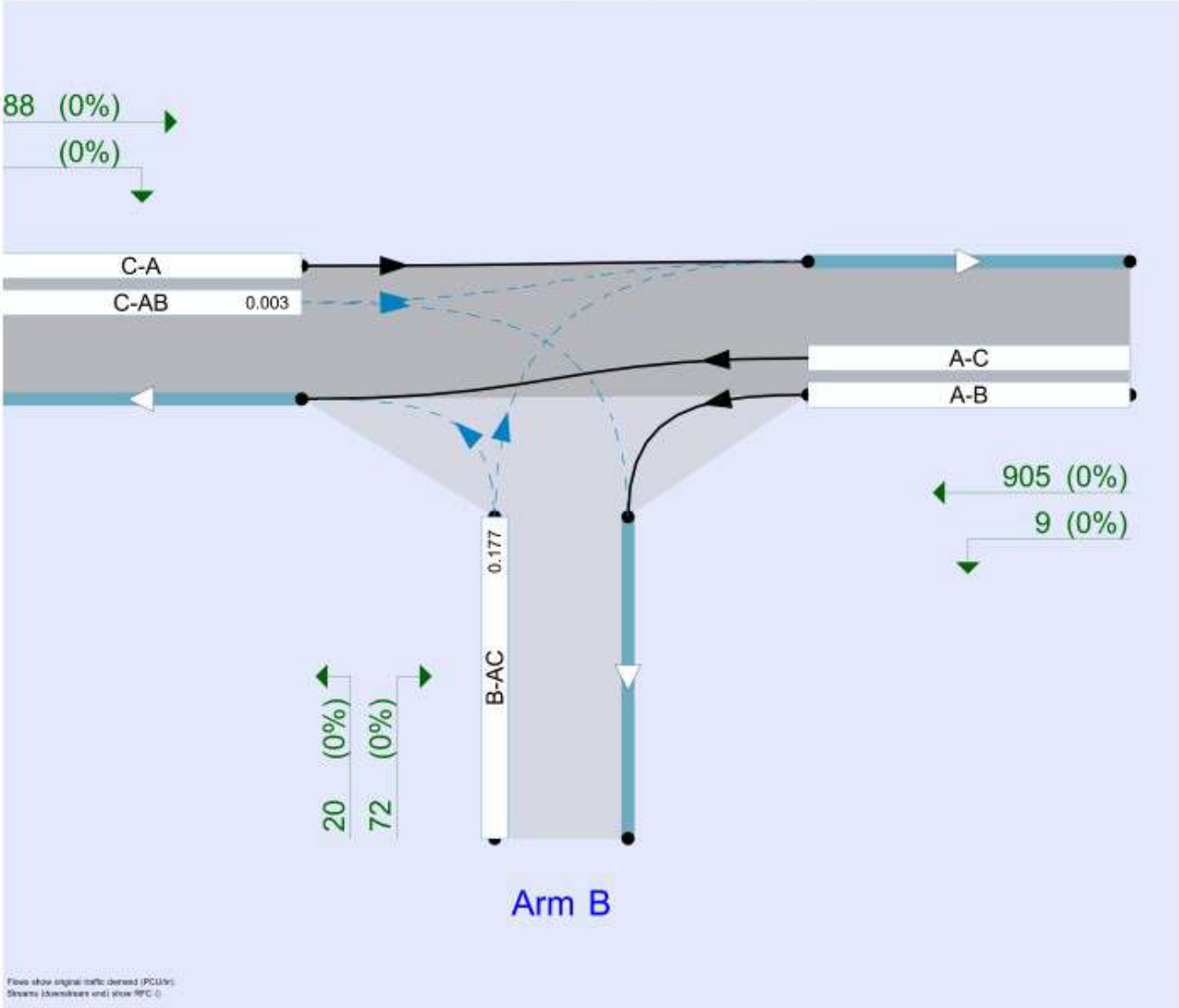
### File summary

#### File Description

| | |
|---|---|
| Title | Pilsworth Road/Aviation Road |
| Location | Pilsworth |
| Site number | |
| Date | 21/03/2022 |
| Version | |
| Status | TA |
| Identifier | |
| Client | JD Campus |
| Jobnumber | 2561 |
| Enumerator | EDD\Lee.Worthington |
| Description | |

## Units

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




*The junction diagram reflects the last run of Junctions.*

## Analysis Options

| Calculate Queue Percentiles | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|---|---|---|---|---|
| | | 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) |
|---|---|---|---|---|---|---|
| D1 | 2022 Surveyed Flows | AM | ONE HOUR | 07:30 | 09:00 | 15 |
| D2 | 2022 Surveyed Flows | PM | ONE HOUR | 16:00 | 17:30 | 15 |
| D3 | 2027 Base Flows | AM | ONE HOUR | 07:30 | 09:00 | 15 |
| D4 | 2027 Base Flows | PM | ONE HOUR | 16:00 | 17:30 | 15 |
| D5 | 2027 With Development Flows | AM | ONE HOUR | 07:30 | 09:00 | 15 |
| D6 | 2027 With Development Flows | PM | ONE HOUR | 16:00 | 17:30 | 15 |

## Analysis Set Details

| ID | Network flow scaling factor (%) |
|---|---|
| A1 | 100.000 |

# 2022 Surveyed Flows , AM

## Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Vehicle Mix | | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | | 0.09 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Arms

### Arms

| Arm | Name | Description | Arm type |
|---|---|---|---|
| A | Pilsworth Road (E) | | Major |
| B | Aviation Road | | Minor |
| C | Pilsworth Road (W) | | 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 | 7.65 | | | 31.7 | ✓ | 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 | 5.00 | 48 | 63 |

### Slope / Intercept / Capacity

#### Priority Intersection Slopes and Intercepts

| Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|---|---|---|---|---|---|
| B-A | 629 | 0.106 | 0.269 | 0.169 | 0.384 |
| B-C | 796 | 0.113 | 0.286 | - | - |
| C-B | 592 | 0.213 | 0.213 | - | - |

*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) |
|---|---|---|---|---|---|---|
| D1 | 2022 Surveyed Flows | AM | ONE HOUR | 07:30 | 09:00 | 15 |

| 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 (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A | | ✓ | 979 | 100.000 |
| B | | ✓ | 7 | 100.000 |
| C | | ✓ | 842 | 100.000 |

# Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 8 | 971 |
| | B | 5 | 0 | 2 |
| | C | 838 | 4 | 0 |

# Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.03 | 16.72 | 0.0 | C |
| C-AB | 0.01 | 9.74 | 0.0 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 07:30 - 07:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 5 | 372 | 0.014 | 5 | 0.0 | 9.820 | A |
| C-AB | 3 | 440 | 0.007 | 3 | 0.0 | 8.244 | A |
| C-A | 631 | | | 631 | | | |
| A-B | 6 | | | 6 | | | |
| A-C | 731 | | | 731 | | | |

### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 6 | 311 | 0.020 | 6 | 0.0 | 11.825 | B |
| C-AB | 4 | 412 | 0.009 | 4 | 0.0 | 8.825 | A |
| C-A | 753 | | | 753 | | | |
| A-B | 7 | | | 7 | | | |
| A-C | 873 | | | 873 | | | |

### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 8 | 223 | 0.035 | 8 | 0.0 | 16.709 | C |
| C-AB | 5 | 374 | 0.012 | 5 | 0.0 | 9.745 | A |
| C-A | 923 | | | 923 | | | |
| A-B | 9 | | | 9 | | | |
| A-C | 1069 | | | 1069 | | | |

### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 8 | 223 | 0.035 | 8 | 0.0 | 16.718 | C |
| C-AB | 5 | 374 | 0.012 | 5 | 0.0 | 9.745 | A |
| C-A | 923 | | | 923 | | | |
| A-B | 9 | | | 9 | | | |
| A-C | 1069 | | | 1069 | | | |

### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 6 | 311 | 0.020 | 6 | 0.0 | 11.829 | B |
| C-AB | 4 | 412 | 0.009 | 4 | 0.0 | 8.825 | A |
| C-A | 753 | | | 753 | | | |
| A-B | 7 | | | 7 | | | |
| A-C | 873 | | | 873 | | | |

### 08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 5 | 372 | 0.014 | 5 | 0.0 | 9.825 | A |
| C-AB | 3 | 440 | 0.007 | 3 | 0.0 | 8.246 | A |
| C-A | 631 | | | 631 | | | |
| A-B | 6 | | | 6 | | | |
| A-C | 731 | | | 731 | | | |

# 2022 Surveyed Flows , PM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Vehicle Mix | | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | | 1.11 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## 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) |
|---|---|---|---|---|---|---|
| D2 | 2022 Surveyed Flows | PM | ONE HOUR | 16:00 | 17:30 | 15 |

| 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 (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A | | ✓ | 886 | 100.000 |
| B | | ✓ | 89 | 100.000 |
| C | | ✓ | 668 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 9 | 877 |
| | B | 70 | 0 | 19 |
| | C | 666 | 2 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.36 | 20.34 | 0.5 | C |
| C-AB | 0.01 | 9.31 | 0.0 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 16:00 - 16:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 67 | 400 | 0.168 | 66 | 0.2 | 10.764 | B |
| C-AB | 2 | 452 | 0.003 | 1 | 0.0 | 7.992 | A |
| C-A | 501 | | | 501 | | | |
| A-B | 7 | | | 7 | | | |
| A-C | 660 | | | 660 | | | |

### 16:15 - 16:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 80 | 348 | 0.230 | 80 | 0.3 | 13.405 | B |
| C-AB | 2 | 425 | 0.004 | 2 | 0.0 | 8.502 | A |
| C-A | 599 | | | 599 | | | |
| A-B | 8 | | | 8 | | | |
| A-C | 788 | | | 788 | | | |

### 16:30 - 16:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 98 | 275 | 0.356 | 97 | 0.5 | 20.129 | C |
| C-AB | 2 | 389 | 0.006 | 2 | 0.0 | 9.313 | A |
| C-A | 733 | | | 733 | | | |
| A-B | 10 | | | 10 | | | |
| A-C | 966 | | | 966 | | | |

### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 98 | 275 | 0.356 | 98 | 0.5 | 20.336 | C |
| C-AB | 2 | 389 | 0.006 | 2 | 0.0 | 9.315 | A |
| C-A | 733 | | | 733 | | | |
| A-B | 10 | | | 10 | | | |
| A-C | 966 | | | 966 | | | |

**17:00 - 17:15**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 80 | 348 | 0.230 | 81 | 0.3 | 13.538 | B |
| C-AB | 2 | 425 | 0.004 | 2 | 0.0 | 8.503 | A |
| C-A | 599 | | | 599 | | | |
| A-B | 8 | | | 8 | | | |
| A-C | 788 | | | 788 | | | |

**17:15 - 17:30**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 67 | 400 | 0.168 | 67 | 0.2 | 10.849 | B |
| C-AB | 2 | 452 | 0.003 | 2 | 0.0 | 7.992 | A |
| C-A | 501 | | | 501 | | | |
| A-B | 7 | | | 7 | | | |
| A-C | 660 | | | 660 | | | |

# 2027 Base Flows , AM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Vehicle Mix | | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | | 0.09 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## 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) |
|---|---|---|---|---|---|---|
| D3 | 2027 Base Flows | AM | ONE HOUR | 07:30 | 09:00 | 15 |

| 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 (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A | | ✓ | 1010 | 100.000 |
| B | | ✓ | 7 | 100.000 |
| C | | ✓ | 869 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 8 | 1002 |
| | B | 5 | 0 | 2 |
| | C | 865 | 4 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.04 | 18.03 | 0.0 | C |
| C-AB | 0.01 | 9.93 | 0.0 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 07:30 - 07:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 5 | 362 | 0.015 | 5 | 0.0 | 10.092 | B |
| C-AB | 3 | 435 | 0.007 | 3 | 0.0 | 8.335 | A |
| C-A | 651 | | | 651 | | | |
| A-B | 6 | | | 6 | | | |
| A-C | 754 | | | 754 | | | |

### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 6 | 299 | 0.021 | 6 | 0.0 | 12.317 | B |
| C-AB | 4 | 406 | 0.009 | 4 | 0.0 | 8.948 | A |
| C-A | 778 | | | 778 | | | |
| A-B | 7 | | | 7 | | | |
| A-C | 901 | | | 901 | | | |

### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 8 | 207 | 0.037 | 8 | 0.0 | 18.023 | C |
| C-AB | 5 | 367 | 0.012 | 5 | 0.0 | 9.924 | A |
| C-A | 952 | | | 952 | | | |
| A-B | 9 | | | 9 | | | |
| A-C | 1103 | | | 1103 | | | |

### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 8 | 207 | 0.037 | 8 | 0.0 | 18.034 | C |
| C-AB | 5 | 367 | 0.012 | 5 | 0.0 | 9.926 | A |
| C-A | 952 | | | 952 | | | |
| A-B | 9 | | | 9 | | | |
| A-C | 1103 | | | 1103 | | | |

08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 6 | 299 | 0.021 | 6 | 0.0 | 12.325 | B |
| C-AB | 4 | 406 | 0.009 | 4 | 0.0 | 8.951 | A |
| C-A | 778 | | | 778 | | | |
| A-B | 7 | | | 7 | | | |
| A-C | 901 | | | 901 | | | |

08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 5 | 362 | 0.015 | 5 | 0.0 | 10.096 | B |
| C-AB | 3 | 435 | 0.007 | 3 | 0.0 | 8.337 | A |
| C-A | 651 | | | 651 | | | |
| A-B | 6 | | | 6 | | | |
| A-C | 754 | | | 754 | | | |

# 2027 Base Flows , PM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Vehicle Mix | | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | | 1.22 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## 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) |
|---|---|---|---|---|---|---|
| D4 | 2027 Base Flows | PM | ONE HOUR | 16:00 | 17:30 | 15 |

| 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 (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A | | ✓ | 914 | 100.000 |
| B | | ✓ | 92 | 100.000 |
| C | | ✓ | 690 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 9 | 905 |
| | B | 72 | 0 | 20 |
| | C | 688 | 2 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.39 | 22.30 | 0.6 | C |
| C-AB | 0.01 | 9.47 | 0.0 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 16:00 - 16:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 69 | 392 | 0.177 | 68 | 0.2 | 11.105 | B |
| C-AB | 2 | 448 | 0.003 | 1 | 0.0 | 8.071 | A |
| C-A | 518 | | | 518 | | | |
| A-B | 7 | | | 7 | | | |
| A-C | 681 | | | 681 | | | |

### 16:15 - 16:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 83 | 338 | 0.245 | 82 | 0.3 | 14.044 | B |
| C-AB | 2 | 420 | 0.004 | 2 | 0.0 | 8.608 | A |
| C-A | 618 | | | 618 | | | |
| A-B | 8 | | | 8 | | | |
| A-C | 814 | | | 814 | | | |

### 16:30 - 16:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 101 | 263 | 0.386 | 100 | 0.6 | 21.991 | C |
| C-AB | 2 | 382 | 0.006 | 2 | 0.0 | 9.469 | A |
| C-A | 757 | | | 757 | | | |
| A-B | 10 | | | 10 | | | |
| A-C | 996 | | | 996 | | | |

### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 101 | 263 | 0.386 | 101 | 0.6 | 22.299 | C |
| C-AB | 2 | 382 | 0.006 | 2 | 0.0 | 9.470 | A |
| C-A | 757 | | | 757 | | | |
| A-B | 10 | | | 10 | | | |
| A-C | 996 | | | 996 | | | |

17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 83 | 338 | 0.245 | 84 | 0.3 | 14.216 | B |
| C-AB | 2 | 420 | 0.004 | 2 | 0.0 | 8.608 | A |
| C-A | 618 | | | 618 | | | |
| A-B | 8 | | | 8 | | | |
| A-C | 814 | | | 814 | | | |

17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 69 | 392 | 0.177 | 70 | 0.2 | 11.193 | B |
| C-AB | 2 | 448 | 0.003 | 2 | 0.0 | 8.071 | A |
| C-A | 518 | | | 518 | | | |
| A-B | 7 | | | 7 | | | |
| A-C | 681 | | | 681 | | | |

# 2027 With Development Flows, AM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Vehicle Mix | | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | | 0.09 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## 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) |
|---|---|---|---|---|---|---|
| D5 | 2027 With Development Flows | AM | ONE HOUR | 07:30 | 09:00 | 15 |

| 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 (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A | | ✓ | 1072 | 100.000 |
| B | | ✓ | 7 | 100.000 |
| C | | ✓ | 880 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 8 | 1064 |
| | B | 5 | 0 | 2 |
| | C | 876 | 4 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.04 | 20.40 | 0.0 | C |
| C-AB | 0.01 | 10.32 | 0.0 | B |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 07:30 - 07:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 5 | 347 | 0.015 | 5 | 0.0 | 10.526 | B |
| C-AB | 3 | 425 | 0.007 | 3 | 0.0 | 8.528 | A |
| C-A | 659 | | | 659 | | | |
| A-B | 6 | | | 6 | | | |
| A-C | 801 | | | 801 | | | |

### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 6 | 281 | 0.022 | 6 | 0.0 | 13.121 | B |
| C-AB | 4 | 394 | 0.009 | 4 | 0.0 | 9.213 | A |
| C-A | 787 | | | 787 | | | |
| A-B | 7 | | | 7 | | | |
| A-C | 957 | | | 957 | | | |

### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 8 | 184 | 0.042 | 8 | 0.0 | 20.381 | C |
| C-AB | 5 | 353 | 0.013 | 5 | 0.0 | 10.319 | B |
| C-A | 964 | | | 964 | | | |
| A-B | 9 | | | 9 | | | |
| A-C | 1171 | | | 1171 | | | |

### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 8 | 184 | 0.042 | 8 | 0.0 | 20.400 | C |
| C-AB | 5 | 353 | 0.013 | 5 | 0.0 | 10.320 | B |
| C-A | 964 | | | 964 | | | |
| A-B | 9 | | | 9 | | | |
| A-C | 1171 | | | 1171 | | | |

08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 6 | 281 | 0.022 | 6 | 0.0 | 13.134 | B |
| C-AB | 4 | 394 | 0.009 | 4 | 0.0 | 9.216 | A |
| C-A | 787 | | | 787 | | | |
| A-B | 7 | | | 7 | | | |
| A-C | 957 | | | 957 | | | |

08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 5 | 347 | 0.015 | 5 | 0.0 | 10.533 | B |
| C-AB | 3 | 425 | 0.007 | 3 | 0.0 | 8.528 | A |
| C-A | 659 | | | 659 | | | |
| A-B | 6 | | | 6 | | | |
| A-C | 801 | | | 801 | | | |

# 2027 With Development Flows, PM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Vehicle Mix | | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | | 1.28 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## 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) |
|---|---|---|---|---|---|---|
| D6 | 2027 With Development Flows | PM | ONE HOUR | 16:00 | 17:30 | 15 |

| 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 (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A | | ✓ | 926 | 100.000 |
| B | | ✓ | 92 | 100.000 |
| C | | ✓ | 739 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 9 | 917 |
| | B | 72 | 0 | 20 |
| | C | 737 | 2 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.41 | 24.25 | 0.7 | C |
| C-AB | 0.01 | 9.53 | 0.0 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 16:00 - 16:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 69 | 383 | 0.181 | 68 | 0.2 | 11.400 | B |
| C-AB | 2 | 446 | 0.003 | 1 | 0.0 | 8.104 | A |
| C-A | 555 | | | 555 | | | |
| A-B | 7 | | | 7 | | | |
| A-C | 690 | | | 690 | | | |

### 16:15 - 16:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 83 | 328 | 0.252 | 82 | 0.3 | 14.627 | B |
| C-AB | 2 | 418 | 0.004 | 2 | 0.0 | 8.651 | A |
| C-A | 663 | | | 663 | | | |
| A-B | 8 | | | 8 | | | |
| A-C | 824 | | | 824 | | | |

### 16:30 - 16:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 101 | 250 | 0.406 | 100 | 0.7 | 23.852 | C |
| C-AB | 2 | 380 | 0.006 | 2 | 0.0 | 9.530 | A |
| C-A | 811 | | | 811 | | | |
| A-B | 10 | | | 10 | | | |
| A-C | 1010 | | | 1010 | | | |

### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 101 | 250 | 0.406 | 101 | 0.7 | 24.254 | C |
| C-AB | 2 | 380 | 0.006 | 2 | 0.0 | 9.530 | A |
| C-A | 811 | | | 811 | | | |
| A-B | 10 | | | 10 | | | |
| A-C | 1010 | | | 1010 | | | |

17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 83 | 328 | 0.252 | 84 | 0.3 | 14.835 | B |
| C-AB | 2 | 418 | 0.004 | 2 | 0.0 | 8.653 | A |
| C-A | 663 | | | 663 | | | |
| A-B | 8 | | | 8 | | | |
| A-C | 824 | | | 824 | | | |

17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 69 | 383 | 0.181 | 70 | 0.2 | 11.496 | B |
| C-AB | 2 | 446 | 0.003 | 2 | 0.0 | 8.104 | A |
| C-A | 555 | | | 555 | | | |
| A-B | 7 | | | 7 | | | |
| A-C | 690 | | | 690 | | | |

# APPENDIX 9

## JUNCTIONS Output – Pilsworth Road/Roach Bank Road/Park 66

# Junctions 9

## ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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**Filename:** Pilsworth Road - Park 66 Roundabout.j9
**Path:** A:\Crofts\Projects\2561 JD Campus, JD Sports, Pilsworth\Planning Application
**Report generation date:** 17/05/2022 10:19:27

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»2022 Surveyed Flows, AM
»2022 Surveyed Flows, PM
»2027 Growthed Flows, AM
»2027 Growthed Flows, PM
»2027 With Development, AM
»2027 With Development, PM

### Summary of junction performance

| | AM | | | | PM | | | |
|---|---|---|---|---|---|---|---|---|
| | Queue (PCU) | Delay (s) | RFC | LOS | Queue (PCU) | Delay (s) | RFC | LOS |
| **2022 Surveyed Flows** | | | | | | | | |
| Arm 1 | 0.2 | 4.29 | 0.17 | A | 0.5 | 5.79 | 0.33 | A |
| Arm 2 | 1.5 | 4.00 | 0.61 | A | 1.0 | 3.09 | 0.49 | A |
| Arm 3 | 0.2 | 2.75 | 0.17 | A | 0.4 | 2.68 | 0.27 | A |
| Arm 4 | 1.2 | 4.61 | 0.54 | A | 1.2 | 4.75 | 0.54 | A |
| **2027 Growthed Flows** | | | | | | | | |
| Arm 1 | 0.2 | 4.42 | 0.18 | A | 0.5 | 6.11 | 0.35 | A |
| Arm 2 | 1.7 | 4.23 | 0.63 | A | 1.0 | 3.20 | 0.51 | A |
| Arm 3 | 0.2 | 2.84 | 0.18 | A | 0.4 | 2.77 | 0.28 | A |
| Arm 4 | 1.3 | 4.84 | 0.56 | A | 1.3 | 5.01 | 0.56 | A |
| **2027 With Development** | | | | | | | | |
| Arm 1 | 0.2 | 4.47 | 0.18 | A | 0.6 | 6.50 | 0.36 | A |
| Arm 2 | 1.9 | 4.59 | 0.66 | A | 1.1 | 3.24 | 0.51 | A |
| Arm 3 | 0.2 | 2.98 | 0.18 | A | 0.4 | 2.79 | 0.29 | A |
| Arm 4 | 1.3 | 4.92 | 0.57 | A | 1.5 | 5.42 | 0.59 | A |

*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 | Pilsworth Road - Park 66 Roundabout |
| Location | Pilsworth, Bury |
| Site number | |
| Date | 13/05/2022 |
| Version | |
| Status | (new file) |
| Identifier | |
| Client | |
| Jobnumber | |
| Enumerator | EDD |
| 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

| Calculate Queue Percentiles | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|---|---|---|---|---|
| | | 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) |
|---|---|---|---|---|---|---|
| D1 | 2022 Surveyed Flows | AM | ONE HOUR | 08:00 | 09:30 | 15 |
| D2 | 2022 Surveyed Flows | PM | ONE HOUR | 17:00 | 18:30 | 15 |
| D3 | 2027 Growthed Flows | AM | ONE HOUR | 08:00 | 09:30 | 15 |
| D4 | 2027 Growthed Flows | PM | ONE HOUR | 17:00 | 18:30 | 15 |
| D5 | 2027 With Development | AM | ONE HOUR | 08:00 | 09:30 | 15 |
| D6 | 2027 With Development | PM | ONE HOUR | 17:00 | 18:30 | 15 |

## Analysis Set Details

| ID | Network flow scaling factor (%) |
|---|---|
| A1 | 100.000 |

# 2022 Surveyed Flows, AM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Geometry | Arm 2 - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |
| Warning | Vehicle Mix | | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | untitled | Standard Roundabout | | 1, 2, 3, 4 | 4.10 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Arms

### Arms

| Arm | Name | Description |
|---|---|---|
| 1 | Roach Bank Road | |
| 2 | Pilsworth Road East | |
| 3 | Park 66 Retail Park | |
| 4 | Pilsworth Road West | |

### Roundabout Geometry

| Arm | V - Approach road half-width (m) | E - Entry width (m) | l' - Effective flare length (m) | R - Entry radius (m) | D - Inscribed circle diameter (m) | PHI - Conflict (entry) angle (deg) | Exit only |
|---|---|---|---|---|---|---|---|
| 1 | 3.50 | 6.90 | 10.4 | 21.0 | 40.0 | 16.0 | |
| 2 | 3.72 | 8.81 | 44.0 | 29.0 | 40.0 | 10.0 | |
| 3 | 7.30 | 8.05 | 7.0 | 44.0 | 40.0 | 10.0 | |
| 4 | 3.40 | 8.85 | 22.0 | 11.0 | 40.0 | 22.5 | |

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

| Arm | Final slope | Final intercept (PCU/hr) |
|---|---|---|
| 1 | 0.646 | 1644 |
| 2 | 0.816 | 2443 |
| 3 | 0.853 | 2610 |
| 4 | 0.682 | 1924 |

*The slope and intercept shown above include any corrections and adjustments.*

## 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) |
|---|---|---|---|---|---|---|
| D1 | 2022 Surveyed Flows | AM | ONE HOUR | 08:00 | 09:30 | 15 |

| 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 (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| 1 | | ✓ | 160 | 100.000 |
| 2 | | ✓ | 1263 | 100.000 |
| 3 | | ✓ | 238 | 100.000 |
| 4 | | ✓ | 832 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0 | 102 | 15 | 43 |
| | 2 | 161 | 0 | 197 | 905 |
| | 3 | 30 | 111 | 0 | 97 |
| | 4 | 59 | 661 | 112 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0 | 0 | 0 | 0 |
| | 2 | 0 | 0 | 0 | 0 |
| | 3 | 0 | 0 | 0 | 0 |
| | 4 | 0 | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| 1 | 0.17 | 4.29 | 0.2 | A |
| 2 | 0.61 | 4.00 | 1.5 | A |
| 3 | 0.17 | 2.75 | 0.2 | A |
| 4 | 0.54 | 4.61 | 1.2 | A |

### Main Results for each time segment

#### 08:00 - 08:15

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 120 | 663 | 1215 | 0.099 | 120 | 0.1 | 3.285 | A |
| 2 | 951 | 128 | 2339 | 0.406 | 948 | 0.7 | 2.584 | A |
| 3 | 179 | 832 | 1900 | 0.094 | 179 | 0.1 | 2.091 | A |
| 4 | 626 | 227 | 1769 | 0.354 | 624 | 0.5 | 3.139 | A |

### 08:15 - 08:30

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 144 | 794 | 1131 | 0.127 | 144 | 0.1 | 3.646 | A |
| 2 | 1135 | 153 | 2319 | 0.490 | 1134 | 1.0 | 3.036 | A |
| 3 | 214 | 996 | 1761 | 0.122 | 214 | 0.1 | 2.327 | A |
| 4 | 748 | 271 | 1739 | 0.430 | 747 | 0.7 | 3.626 | A |

### 08:30 - 08:45

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 176 | 972 | 1016 | 0.173 | 176 | 0.2 | 4.285 | A |
| 2 | 1391 | 187 | 2291 | 0.607 | 1388 | 1.5 | 3.978 | A |
| 3 | 262 | 1219 | 1571 | 0.167 | 262 | 0.2 | 2.750 | A |
| 4 | 916 | 332 | 1697 | 0.540 | 914 | 1.2 | 4.588 | A |

### 08:45 - 09:00

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 176 | 973 | 1015 | 0.174 | 176 | 0.2 | 4.292 | A |
| 2 | 1391 | 187 | 2291 | 0.607 | 1391 | 1.5 | 3.999 | A |
| 3 | 262 | 1221 | 1569 | 0.167 | 262 | 0.2 | 2.754 | A |
| 4 | 916 | 333 | 1697 | 0.540 | 916 | 1.2 | 4.608 | A |

### 09:00 - 09:15

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 144 | 796 | 1129 | 0.127 | 144 | 0.1 | 3.657 | A |
| 2 | 1135 | 153 | 2318 | 0.490 | 1138 | 1.0 | 3.056 | A |
| 3 | 214 | 999 | 1758 | 0.122 | 214 | 0.1 | 2.331 | A |
| 4 | 748 | 272 | 1738 | 0.430 | 750 | 0.8 | 3.645 | A |

### 09:15 - 09:30

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 120 | 666 | 1213 | 0.099 | 121 | 0.1 | 3.294 | A |
| 2 | 951 | 128 | 2339 | 0.407 | 952 | 0.7 | 2.599 | A |
| 3 | 179 | 836 | 1897 | 0.094 | 179 | 0.1 | 2.097 | A |
| 4 | 626 | 228 | 1769 | 0.354 | 627 | 0.6 | 3.157 | A |

# 2022 Surveyed Flows, PM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Geometry | Arm 2 - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |
| Warning | Vehicle Mix | | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | untitled | Standard Roundabout | | 1, 2, 3, 4 | 3.83 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## 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) |
|---|---|---|---|---|---|---|
| D2 | 2022 Surveyed Flows | PM | ONE HOUR | 17:00 | 18:30 | 15 |

| 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 (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| 1 | | ✓ | 276 | 100.000 |
| 2 | | ✓ | 1022 | 100.000 |
| 3 | | ✓ | 453 | 100.000 |
| 4 | | ✓ | 806 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0 | 220 | 10 | 46 |
| | 2 | 114 | 0 | 248 | 660 |
| | 3 | 22 | 236 | 0 | 195 |
| | 4 | 32 | 661 | 113 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0 | 0 | 0 | 0 |
| | 2 | 0 | 0 | 0 | 0 |
| | 3 | 0 | 0 | 0 | 0 |
| | 4 | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| 1 | 0.33 | 5.79 | 0.5 | A |
| 2 | 0.49 | 3.09 | 1.0 | A |
| 3 | 0.27 | 2.68 | 0.4 | A |
| 4 | 0.54 | 4.75 | 1.2 | A |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 208 | 758 | 1154 | 0.180 | 207 | 0.2 | 3.797 | A |
| 2 | 769 | 127 | 2340 | 0.329 | 767 | 0.5 | 2.288 | A |
| 3 | 341 | 616 | 2085 | 0.164 | 340 | 0.2 | 2.062 | A |
| 4 | 607 | 279 | 1733 | 0.350 | 605 | 0.5 | 3.184 | A |

### 17:15 - 17:30

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 248 | 907 | 1058 | 0.235 | 248 | 0.3 | 4.443 | A |
| 2 | 919 | 152 | 2319 | 0.396 | 918 | 0.7 | 2.567 | A |
| 3 | 407 | 737 | 1982 | 0.205 | 407 | 0.3 | 2.285 | A |
| 4 | 725 | 334 | 1696 | 0.427 | 724 | 0.7 | 3.699 | A |

### 17:30 - 17:45

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 304 | 1110 | 926 | 0.328 | 303 | 0.5 | 5.771 | A |
| 2 | 1125 | 186 | 2292 | 0.491 | 1124 | 1.0 | 3.080 | A |
| 3 | 499 | 902 | 1841 | 0.271 | 498 | 0.4 | 2.681 | A |
| 4 | 887 | 409 | 1645 | 0.540 | 886 | 1.2 | 4.732 | A |

### 17:45 - 18:00

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 304 | 1112 | 925 | 0.328 | 304 | 0.5 | 5.793 | A |
| 2 | 1125 | 186 | 2291 | 0.491 | 1125 | 1.0 | 3.086 | A |
| 3 | 499 | 903 | 1840 | 0.271 | 499 | 0.4 | 2.683 | A |
| 4 | 887 | 410 | 1645 | 0.540 | 887 | 1.2 | 4.754 | A |

**18:00 - 18:15**

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 248 | 910 | 1056 | 0.235 | 249 | 0.3 | 4.464 | A |
| 2 | 919 | 152 | 2319 | 0.396 | 920 | 0.7 | 2.574 | A |
| 3 | 407 | 738 | 1980 | 0.206 | 408 | 0.3 | 2.289 | A |
| 4 | 725 | 335 | 1696 | 0.427 | 726 | 0.8 | 3.719 | A |

**18:15 - 18:30**

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 208 | 761 | 1152 | 0.180 | 208 | 0.2 | 3.818 | A |
| 2 | 769 | 127 | 2339 | 0.329 | 770 | 0.5 | 2.296 | A |
| 3 | 341 | 618 | 2083 | 0.164 | 341 | 0.2 | 2.068 | A |
| 4 | 607 | 280 | 1733 | 0.350 | 608 | 0.5 | 3.203 | A |

# 2027 Growthed Flows, AM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Geometry | Arm 2 - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |
| Warning | Vehicle Mix | | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | untitled | Standard Roundabout | | 1, 2, 3, 4 | 4.31 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## 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) |
|---|---|---|---|---|---|---|
| D3 | 2027 Growthed Flows | AM | ONE HOUR | 08:00 | 09:30 | 15 |

| 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 (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| 1 | | ✓ | 164 | 100.000 |
| 2 | | ✓ | 1303 | 100.000 |
| 3 | | ✓ | 246 | 100.000 |
| 4 | | ✓ | 859 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0 | 105 | 15 | 44 |
| | 2 | 166 | 0 | 203 | 934 |
| | 3 | 31 | 115 | 0 | 100 |
| | 4 | 61 | 682 | 116 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0 | 0 | 0 | 0 |
| | 2 | 0 | 0 | 0 | 0 |
| | 3 | 0 | 0 | 0 | 0 |
| | 4 | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| 1 | 0.18 | 4.42 | 0.2 | A |
| 2 | 0.63 | 4.23 | 1.7 | A |
| 3 | 0.18 | 2.84 | 0.2 | A |
| 4 | 0.56 | 4.84 | 1.3 | A |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 123 | 685 | 1201 | 0.103 | 123 | 0.1 | 3.337 | A |
| 2 | 981 | 131 | 2336 | 0.420 | 978 | 0.7 | 2.645 | A |
| 3 | 185 | 859 | 1878 | 0.099 | 185 | 0.1 | 2.126 | A |
| 4 | 647 | 234 | 1764 | 0.367 | 644 | 0.6 | 3.208 | A |

### 08:15 - 08:30

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 147 | 820 | 1114 | 0.132 | 147 | 0.2 | 3.723 | A |
| 2 | 1171 | 157 | 2315 | 0.506 | 1170 | 1.0 | 3.142 | A |
| 3 | 221 | 1027 | 1734 | 0.128 | 221 | 0.1 | 2.379 | A |
| 4 | 772 | 280 | 1733 | 0.446 | 771 | 0.8 | 3.740 | A |

### 08:30 - 08:45

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 181 | 1003 | 995 | 0.181 | 180 | 0.2 | 4.416 | A |
| 2 | 1435 | 192 | 2286 | 0.627 | 1432 | 1.7 | 4.201 | A |
| 3 | 271 | 1257 | 1538 | 0.176 | 271 | 0.2 | 2.840 | A |
| 4 | 946 | 343 | 1690 | 0.560 | 944 | 1.3 | 4.814 | A |

### 08:45 - 09:00

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 181 | 1005 | 994 | 0.182 | 181 | 0.2 | 4.424 | A |
| 2 | 1435 | 193 | 2286 | 0.628 | 1435 | 1.7 | 4.227 | A |
| 3 | 271 | 1260 | 1536 | 0.176 | 271 | 0.2 | 2.844 | A |
| 4 | 946 | 344 | 1690 | 0.560 | 946 | 1.3 | 4.839 | A |

09:00 - 09:15

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 147 | 823 | 1112 | 0.133 | 148 | 0.2 | 3.732 | A |
| 2 | 1171 | 158 | 2315 | 0.506 | 1174 | 1.0 | 3.162 | A |
| 3 | 221 | 1031 | 1731 | 0.128 | 221 | 0.1 | 2.384 | A |
| 4 | 772 | 281 | 1732 | 0.446 | 774 | 0.8 | 3.765 | A |

09:15 - 09:30

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 123 | 688 | 1199 | 0.103 | 124 | 0.1 | 3.350 | A |
| 2 | 981 | 132 | 2336 | 0.420 | 982 | 0.7 | 2.661 | A |
| 3 | 185 | 862 | 1875 | 0.099 | 185 | 0.1 | 2.132 | A |
| 4 | 647 | 235 | 1764 | 0.367 | 648 | 0.6 | 3.230 | A |

# 2027 Growthed Flows, PM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Geometry | Arm 2 - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |
| Warning | Vehicle Mix | | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | untitled | Standard Roundabout | | 1, 2, 3, 4 | 4.01 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## 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) |
|---|---|---|---|---|---|---|
| D4 | 2027 Growthed Flows | PM | ONE HOUR | 17:00 | 18:30 | 15 |

| 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 (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| 1 | | ✓ | 284 | 100.000 |
| 2 | | ✓ | 1055 | 100.000 |
| 3 | | ✓ | 468 | 100.000 |
| 4 | | ✓ | 832 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0 | 227 | 10 | 47 |
| | 2 | 118 | 0 | 256 | 681 |
| | 3 | 23 | 244 | 0 | 201 |
| | 4 | 33 | 682 | 117 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0 | 0 | 0 | 0 |
| | 2 | 0 | 0 | 0 | 0 |
| | 3 | 0 | 0 | 0 | 0 |
| | 4 | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| 1 | 0.35 | 6.11 | 0.5 | A |
| 2 | 0.51 | 3.20 | 1.0 | A |
| 3 | 0.28 | 2.77 | 0.4 | A |
| 4 | 0.56 | 5.01 | 1.3 | A |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 214 | 783 | 1138 | 0.188 | 213 | 0.2 | 3.887 | A |
| 2 | 794 | 130 | 2337 | 0.340 | 792 | 0.5 | 2.327 | A |
| 3 | 352 | 635 | 2068 | 0.170 | 352 | 0.2 | 2.095 | A |
| 4 | 626 | 289 | 1727 | 0.363 | 624 | 0.6 | 3.258 | A |

### 17:15 - 17:30

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 255 | 937 | 1038 | 0.246 | 255 | 0.3 | 4.592 | A |
| 2 | 948 | 156 | 2316 | 0.410 | 948 | 0.7 | 2.630 | A |
| 3 | 421 | 760 | 1962 | 0.214 | 420 | 0.3 | 2.335 | A |
| 4 | 748 | 346 | 1688 | 0.443 | 747 | 0.8 | 3.822 | A |

### 17:30 - 17:45

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 313 | 1146 | 903 | 0.346 | 312 | 0.5 | 6.083 | A |
| 2 | 1162 | 191 | 2287 | 0.508 | 1160 | 1.0 | 3.189 | A |
| 3 | 515 | 930 | 1817 | 0.284 | 515 | 0.4 | 2.765 | A |
| 4 | 916 | 423 | 1635 | 0.560 | 914 | 1.3 | 4.980 | A |

### 17:45 - 18:00

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 313 | 1148 | 902 | 0.347 | 313 | 0.5 | 6.110 | A |
| 2 | 1162 | 192 | 2287 | 0.508 | 1162 | 1.0 | 3.198 | A |
| 3 | 515 | 931 | 1816 | 0.284 | 515 | 0.4 | 2.767 | A |
| 4 | 916 | 424 | 1635 | 0.560 | 916 | 1.3 | 5.008 | A |

**18:00 - 18:15**

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 255 | 940 | 1037 | 0.246 | 256 | 0.3 | 4.617 | A |
| 2 | 948 | 157 | 2315 | 0.410 | 950 | 0.7 | 2.638 | A |
| 3 | 421 | 762 | 1960 | 0.215 | 421 | 0.3 | 2.340 | A |
| 4 | 748 | 347 | 1688 | 0.443 | 750 | 0.8 | 3.846 | A |

**18:15 - 18:30**

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 214 | 786 | 1136 | 0.188 | 214 | 0.2 | 3.908 | A |
| 2 | 794 | 131 | 2336 | 0.340 | 795 | 0.5 | 2.338 | A |
| 3 | 352 | 638 | 2066 | 0.171 | 353 | 0.2 | 2.100 | A |
| 4 | 626 | 290 | 1726 | 0.363 | 627 | 0.6 | 3.280 | A |

# 2027 With Development, AM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Geometry | Arm 2 - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |
| Warning | Vehicle Mix | | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | untitled | Standard Roundabout | | 1, 2, 3, 4 | 4.54 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## 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) |
|---|---|---|---|---|---|---|
| D5 | 2027 With Development | AM | ONE HOUR | 08:00 | 09:30 | 15 |

| 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 (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| 1 | | ✓ | 164 | 100.000 |
| 2 | | ✓ | 1364 | 100.000 |
| 3 | | ✓ | 246 | 100.000 |
| 4 | | ✓ | 870 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0 | 105 | 15 | 44 |
| | 2 | 166 | 0 | 203 | 995 |
| | 3 | 31 | 115 | 0 | 100 |
| | 4 | 61 | 693 | 116 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0 | 0 | 0 | 0 |
| | 2 | 0 | 0 | 0 | 0 |
| | 3 | 0 | 0 | 0 | 0 |
| | 4 | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| 1 | 0.18 | 4.47 | 0.2 | A |
| 2 | 0.66 | 4.59 | 1.9 | A |
| 3 | 0.18 | 2.98 | 0.2 | A |
| 4 | 0.57 | 4.92 | 1.3 | A |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 123 | 893 | 1196 | 0.103 | 123 | 0.1 | 3.353 | A |
| 2 | 1027 | 131 | 2336 | 0.440 | 1024 | 0.8 | 2.736 | A |
| 3 | 185 | 904 | 1839 | 0.101 | 185 | 0.1 | 2.176 | A |
| 4 | 655 | 234 | 1764 | 0.371 | 653 | 0.6 | 3.232 | A |

### 08:15 - 08:30

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 147 | 830 | 1108 | 0.133 | 147 | 0.2 | 3.748 | A |
| 2 | 1226 | 157 | 2315 | 0.530 | 1225 | 1.1 | 3.297 | A |
| 3 | 221 | 1082 | 1687 | 0.131 | 221 | 0.2 | 2.454 | A |
| 4 | 782 | 280 | 1733 | 0.451 | 781 | 0.8 | 3.779 | A |

### 08:30 - 08:45

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 181 | 1015 | 988 | 0.183 | 180 | 0.2 | 4.458 | A |
| 2 | 1502 | 192 | 2286 | 0.657 | 1499 | 1.9 | 4.552 | A |
| 3 | 271 | 1324 | 1481 | 0.183 | 271 | 0.2 | 2.974 | A |
| 4 | 958 | 343 | 1690 | 0.567 | 956 | 1.3 | 4.891 | A |

### 08:45 - 09:00

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 181 | 1017 | 988 | 0.183 | 181 | 0.2 | 4.467 | A |
| 2 | 1502 | 193 | 2286 | 0.657 | 1502 | 1.9 | 4.589 | A |
| 3 | 271 | 1327 | 1479 | 0.183 | 271 | 0.2 | 2.979 | A |
| 4 | 958 | 344 | 1690 | 0.567 | 958 | 1.3 | 4.919 | A |

09:00 - 09:15

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 147 | 833 | 1106 | 0.133 | 148 | 0.2 | 3.757 | A |
| 2 | 1226 | 158 | 2315 | 0.530 | 1229 | 1.1 | 3.325 | A |
| 3 | 221 | 1086 | 1684 | 0.131 | 221 | 0.2 | 2.463 | A |
| 4 | 782 | 281 | 1732 | 0.451 | 784 | 0.8 | 3.805 | A |

09:15 - 09:30

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 123 | 697 | 1194 | 0.103 | 124 | 0.1 | 3.364 | A |
| 2 | 1027 | 132 | 2336 | 0.440 | 1028 | 0.8 | 2.758 | A |
| 3 | 185 | 908 | 1835 | 0.101 | 185 | 0.1 | 2.181 | A |
| 4 | 655 | 235 | 1764 | 0.371 | 656 | 0.6 | 3.252 | A |

# 2027 With Development, PM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Geometry | Arm 2 - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |
| Warning | Vehicle Mix | | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | untitled | Standard Roundabout | | 1, 2, 3, 4 | 4.22 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## 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) |
|---|---|---|---|---|---|---|
| D6 | 2027 With Development | PM | ONE HOUR | 17:00 | 18:30 | 15 |

| 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 (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| 1 | | ✓ | 284 | 100.000 |
| 2 | | ✓ | 1067 | 100.000 |
| 3 | | ✓ | 468 | 100.000 |
| 4 | | ✓ | 882 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0 | 227 | 10 | 47 |
| | 2 | 118 | 0 | 256 | 693 |
| | 3 | 23 | 244 | 0 | 201 |
| | 4 | 33 | 732 | 117 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0 | 0 | 0 | 0 |
| | 2 | 0 | 0 | 0 | 0 |
| | 3 | 0 | 0 | 0 | 0 |
| | 4 | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| 1 | 0.36 | 6.50 | 0.6 | A |
| 2 | 0.51 | 3.24 | 1.1 | A |
| 3 | 0.29 | 2.79 | 0.4 | A |
| 4 | 0.59 | 5.42 | 1.5 | A |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 214 | 820 | 1114 | 0.192 | 213 | 0.2 | 3.991 | A |
| 2 | 803 | 130 | 2337 | 0.344 | 801 | 0.5 | 2.341 | A |
| 3 | 352 | 644 | 2061 | 0.171 | 352 | 0.2 | 2.105 | A |
| 4 | 664 | 289 | 1727 | 0.385 | 662 | 0.6 | 3.373 | A |

### 17:15 - 17:30

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 255 | 981 | 1010 | 0.253 | 255 | 0.3 | 4.768 | A |
| 2 | 959 | 156 | 2316 | 0.414 | 958 | 0.7 | 2.651 | A |
| 3 | 421 | 771 | 1953 | 0.215 | 420 | 0.3 | 2.349 | A |
| 4 | 793 | 346 | 1688 | 0.470 | 792 | 0.9 | 4.013 | A |

### 17:30 - 17:45

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 313 | 1201 | 868 | 0.360 | 312 | 0.6 | 6.465 | A |
| 2 | 1175 | 191 | 2287 | 0.514 | 1173 | 1.0 | 3.227 | A |
| 3 | 515 | 943 | 1805 | 0.285 | 515 | 0.4 | 2.789 | A |
| 4 | 971 | 423 | 1635 | 0.594 | 969 | 1.4 | 5.385 | A |

### 17:45 - 18:00

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 313 | 1203 | 866 | 0.361 | 313 | 0.6 | 6.503 | A |
| 2 | 1175 | 192 | 2287 | 0.514 | 1175 | 1.1 | 3.236 | A |
| 3 | 515 | 945 | 1804 | 0.286 | 515 | 0.4 | 2.791 | A |
| 4 | 971 | 424 | 1635 | 0.594 | 971 | 1.5 | 5.423 | A |

18:00 - 18:15

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 255 | 985 | 1007 | 0.253 | 256 | 0.3 | 4.798 | A |
| 2 | 959 | 157 | 2315 | 0.414 | 961 | 0.7 | 2.659 | A |
| 3 | 421 | 773 | 1951 | 0.216 | 421 | 0.3 | 2.355 | A |
| 4 | 793 | 347 | 1688 | 0.470 | 795 | 0.9 | 4.043 | A |

18:15 - 18:30

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 214 | 824 | 1111 | 0.192 | 214 | 0.2 | 4.016 | A |
| 2 | 803 | 131 | 2336 | 0.344 | 804 | 0.5 | 2.350 | A |
| 3 | 352 | 647 | 2059 | 0.171 | 353 | 0.2 | 2.111 | A |
| 4 | 664 | 290 | 1726 | 0.385 | 665 | 0.6 | 3.398 | A |

# APPENDIX 10

## LINSIG Output – Pilsworth Road/M66 Junction 3

# LinSig V1 style report

## User and Project Details

| | |
|---|---|
| **Project:** | **Proposed JD Sports Campus, Pilsworth Road** |
| **Title:** | **M66 Junction 3** |
| **Location:** | Pilsworth |
| **Additional detail:** | Based on Agreed Model for Park 66 Planning Application (Planning Ref:60998). |
| **File name:** | M66 Junction 3.lsg3x |
| **Author:** | |
| **Company:** | Eddisons |
| **Address:** | |

## Phase Input Data

| Phase Name | Phase Type | Assoc. Phase | Street Min | Cont Min |
|---|---|---|---|---|
| A | Traffic | | 7 | 7 |
| B | Traffic | | 7 | 7 |
| C | Traffic | | 7 | 7 |
| D | Ind. Arrow | B | 4 | 4 |
| E | Traffic | | 7 | 7 |
| F | Traffic | | 7 | 7 |
| G | Traffic | | 7 | 7 |
| H | Ind. Arrow | F | 4 | 4 |

## Phase Intergreens Matrix

| | | Starting Phase | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | F | G | H |
| Terminating Phase | A | | - | 6 | 4 | - | - | - | - |
| | B | - | | 6 | - | - | - | - | - |
| | C | 8 | 8 | | 8 | - | - | - | - |
| | D | 6 | - | 6 | | - | - | - | - |
| | E | - | - | - | - | | - | 6 | 4 |
| | F | - | - | - | - | - | | 6 | - |
| | G | - | - | - | - | 8 | 8 | | 8 |
| | H | - | - | - | - | 6 | - | 6 | |

## Phase Delays

| Term. Stage | Start Stage | Phase | Type | Value | Cont value |
|---|---|---|---|---|---|
| There are no Phase Delays defined | | | | | |

## Prohibited Stage Change

| From Stage | To Stage 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|
| 1 | | 4 | 6 | 6 | 6 |
| 2 | 6 | | 6 | 6 | 6 |
| 3 | 8 | 8 | | 8 | 8 |
| 4 | 8 | 8 | 6 | | 8 |
| 5 | 8 | 8 | 6 | 8 | |

## Phases in Stage

| Stage No. | Phases in Stage |
|---|---|
| 1 | A B E F |
| 2 | B D F H |
| 3 | C G |
| 4 | C E F |
| 5 | A B G |

## Give-Way Lane Input Data

| Junction: Unnamed Junction | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Lane** | **Movement** | **Max Flow when Giving Way (PCU/Hr)** | **Min Flow when Giving Way (PCU/Hr)** | **Opposing Lane** | **Opp. Lane Coeff.** | **Opp. Mvmnts.** | **Right Turn Storage (PCU)** | **Non-Blocking Storage (PCU)** | **RTF** | **Right Turn Move up (s)** | **Max Turns in Intergreen (PCU)** |
| 2/2 (Pilsworth Road West Internal) | 7/1 (Right) | 1439 | 0 | 8/1 | 1.09 | All | 3.00 | - | 0.50 | 3 | 3.00 |
| | | | | 8/2 | 1.09 | All | | | | | |
| 10/2 (Pilsworth Road East Internal) | 3/1 (Right) | 1439 | 0 | 1/1 | 1.09 | All | 3.00 | - | 0.50 | 3 | 3.00 |
| | | | | 1/2 | 1.09 | All | | | | | |

## Lane Input Data

| Junction: Unnamed Junction | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Type** | **Phases** | **Start Disp.** | **End Disp.** | **Physical Length (PCU)** | **Sat Flow Type** | **Def User Saturation Flow (PCU/Hr)** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Turns** | **Turning Radius (m)** |
| 1/1 (Pilsworth Road West) | U | A | 2 | 3 | 60.0 | Geom | - | 3.25 | 0.00 | Y | Arm 2 Ahead | Inf |
| | | | | | | | | | | | Arm 3 Left | 12.00 |
| 1/2 (Pilsworth Road West) | U | A | 2 | 3 | 14.0 | Geom | - | 3.25 | 0.00 | N | Arm 2 Ahead | Inf |
| 2/1 (Pilsworth Road West Internal) | U | F | 2 | 3 | 15.0 | Geom | - | 2.75 | 0.00 | Y | Arm 6 Ahead | Inf |
| 2/2 (Pilsworth Road West Internal) | O | F H | 2 | 3 | 15.0 | Geom | - | 2.75 | 0.00 | N | Arm 7 Right | 15.00 |
| 3/1 | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 4/1 (Northbound Offslip) | U | C | 2 | 3 | 60.0 | Geom | - | 4.00 | 0.00 | Y | Arm 5 Left | 15.00 |
| 4/2 (Northbound Offslip) | U | C | 2 | 3 | 60.0 | Geom | - | 4.00 | 0.00 | N | Arm 2 Right | 15.00 |
| | | | | | | | | | | | Arm 3 Ahead | Inf |
| 5/1 | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 6/1 | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 7/1 | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 8/1 (Pilsworth Road East) | U | E | 2 | 3 | 8.0 | Geom | - | 3.25 | 0.00 | Y | Arm 7 Left | Inf |
| 8/2 (Pilsworth Road East) | U | E | 2 | 3 | 60.0 | Geom | - | 3.25 | 0.00 | N | Arm 10 Ahead | Inf |
| 9/1 (Southbound Offslip) | U | G | 2 | 3 | 60.0 | Geom | - | 3.25 | 0.00 | Y | Arm 6 Left | 12.00 |
| | | | | | | | | | | | Arm 7 Ahead | Inf |
| 9/2 (Southbound Offslip) | U | G | 2 | 3 | 60.0 | Geom | - | 3.25 | 0.00 | N | Arm 10 Right | 15.00 |
| 10/1 (Pilsworth Road East Internal) | U | B | 2 | 3 | 15.0 | Geom | - | 2.75 | 0.00 | Y | Arm 5 Ahead | Inf |
| 10/2 (Pilsworth Road East Internal) | O | B D | 2 | 3 | 15.0 | Geom | - | 2.75 | 0.00 | N | Arm 3 Right | 15.00 |

## Lane Saturation Flows

**Scenario 1: '2022 Surveyed Flows - AM Peak'** (FG1: '2022 Surveyed Flows - AM Peak', Plan 1: 'Network Control Plan 1')

**Junction: Unnamed Junction**

| Lane | Lane Width (m) | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
|---|---|---|---|---|---|---|---|---|
| 1/1 (Pilsworth Road West) | 3.25 | 0.00 | Y | Arm 2 Ahead | Inf | 31.7 % | 1787 | 1787 |
| | | | | Arm 3 Left | 12.00 | 68.3 % | | |
| 1/2 (Pilsworth Road West) | 3.25 | 0.00 | N | Arm 2 Ahead | Inf | 100.0 % | 2080 | 2080 |
| 2/1 (Pilsworth Road West Internal) | 2.75 | 0.00 | Y | Arm 6 Ahead | Inf | 100.0 % | 1890 | 1890 |
| 2/2 (Pilsworth Road West Internal) | 2.75 | 0.00 | N | Arm 7 Right | 15.00 | 100.0 % | 1845 | 1845 |
| 3/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/1 (Northbound Offslip) | 4.00 | 0.00 | Y | Arm 5 Left | 15.00 | 100.0 % | 1832 | 1832 |
| 4/2 (Northbound Offslip) | 4.00 | 0.00 | N | Arm 2 Right | 15.00 | 95.4 % | 1967 | 1967 |
| | | | | Arm 3 Ahead | Inf | 4.6 % | | |
| 5/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 (Pilsworth Road East) | 3.25 | 0.00 | Y | Arm 7 Left | Inf | 100.0 % | 1940 | 1940 |
| 8/2 (Pilsworth Road East) | 3.25 | 0.00 | N | Arm 10 Ahead | Inf | 100.0 % | 2080 | 2080 |
| 9/1 (Southbound Offslip) | 3.25 | 0.00 | Y | Arm 6 Left | 12.00 | 98.7 % | 1727 | 1727 |
| | | | | Arm 7 Ahead | Inf | 1.3 % | | |
| 9/2 (Southbound Offslip) | 3.25 | 0.00 | N | Arm 10 Right | 15.00 | 100.0 % | 1891 | 1891 |
| 10/1 (Pilsworth Road East Internal) | 2.75 | 0.00 | Y | Arm 5 Ahead | Inf | 100.0 % | 1890 | 1890 |
| 10/2 (Pilsworth Road East Internal) | 2.75 | 0.00 | N | Arm 3 Right | 15.00 | 100.0 % | 1845 | 1845 |

**Scenario 2: '2022 Surveyed Flows - PM Peak'** (FG2: '2022 Surveyed Flows - PM Peak', Plan 1: 'Network Control Plan 1')

**Junction: Unnamed Junction**

| Lane | Lane Width (m) | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
|---|---|---|---|---|---|---|---|---|
| 1/1 (Pilsworth Road West) | 3.25 | 0.00 | Y | Arm 2 Ahead | Inf | 36.7 % | 1798 | 1798 |
| | | | | Arm 3 Left | 12.00 | 63.3 % | | |
| 1/2 (Pilsworth Road West) | 3.25 | 0.00 | N | Arm 2 Ahead | Inf | 100.0 % | 2080 | 2080 |
| 2/1 (Pilsworth Road West Internal) | 2.75 | 0.00 | Y | Arm 6 Ahead | Inf | 100.0 % | 1890 | 1890 |
| 2/2 (Pilsworth Road West Internal) | 2.75 | 0.00 | N | Arm 7 Right | 15.00 | 100.0 % | 1845 | 1845 |
| 3/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/1 (Northbound Offslip) | 4.00 | 0.00 | Y | Arm 5 Left | 15.00 | 100.0 % | 1832 | 1832 |
| 4/2 (Northbound Offslip) | 4.00 | 0.00 | N | Arm 2 Right | 15.00 | 98.9 % | 1961 | 1961 |
| | | | | Arm 3 Ahead | Inf | 1.1 % | | |
| 5/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 (Pilsworth Road East) | 3.25 | 0.00 | Y | Arm 7 Left | Inf | 100.0 % | 1940 | 1940 |
| 8/2 (Pilsworth Road East) | 3.25 | 0.00 | N | Arm 10 Ahead | Inf | 100.0 % | 2080 | 2080 |
| 9/1 (Southbound Offslip) | 3.25 | 0.00 | Y | Arm 6 Left | 12.00 | 96.3 % | 1732 | 1732 |
| | | | | Arm 7 Ahead | Inf | 3.7 % | | |
| 9/2 (Southbound Offslip) | 3.25 | 0.00 | N | Arm 10 Right | 15.00 | 100.0 % | 1891 | 1891 |
| 10/1 (Pilsworth Road East Internal) | 2.75 | 0.00 | Y | Arm 5 Ahead | Inf | 100.0 % | 1890 | 1890 |
| 10/2 (Pilsworth Road East Internal) | 2.75 | 0.00 | N | Arm 3 Right | 15.00 | 100.0 % | 1845 | 1845 |

**Scenario 3: '2027 Growthed Flows - AM Peak'** (FG3: '2027 Growthed Flows - AM Peak', Plan 1: 'Network Control Plan 1')

**Junction: Unnamed Junction**

| Lane | Lane Width (m) | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
|---|---|---|---|---|---|---|---|---|
| 1/1 (Pilsworth Road West) | 3.25 | 0.00 | Y | Arm 2 Ahead | Inf | 31.7 % | 1787 | 1787 |
| | | | | Arm 3 Left | 12.00 | 68.3 % | | |
| 1/2 (Pilsworth Road West) | 3.25 | 0.00 | N | Arm 2 Ahead | Inf | 100.0 % | 2080 | 2080 |
| 2/1 (Pilsworth Road West Internal) | 2.75 | 0.00 | Y | Arm 6 Ahead | Inf | 100.0 % | 1890 | 1890 |
| 2/2 (Pilsworth Road West Internal) | 2.75 | 0.00 | N | Arm 7 Right | 15.00 | 100.0 % | 1845 | 1845 |
| 3/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/1 (Northbound Offslip) | 4.00 | 0.00 | Y | Arm 5 Left | 15.00 | 100.0 % | 1832 | 1832 |
| 4/2 (Northbound Offslip) | 4.00 | 0.00 | N | Arm 2 Right | 15.00 | 95.5 % | 1967 | 1967 |
| | | | | Arm 3 Ahead | Inf | 4.5 % | | |
| 5/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 (Pilsworth Road East) | 3.25 | 0.00 | Y | Arm 7 Left | Inf | 100.0 % | 1940 | 1940 |
| 8/2 (Pilsworth Road East) | 3.25 | 0.00 | N | Arm 10 Ahead | Inf | 100.0 % | 2080 | 2080 |
| 9/1 (Southbound Offslip) | 3.25 | 0.00 | Y | Arm 6 Left | 12.00 | 98.8 % | 1727 | 1727 |
| | | | | Arm 7 Ahead | Inf | 1.3 % | | |
| 9/2 (Southbound Offslip) | 3.25 | 0.00 | N | Arm 10 Right | 15.00 | 100.0 % | 1891 | 1891 |
| 10/1 (Pilsworth Road East Internal) | 2.75 | 0.00 | Y | Arm 5 Ahead | Inf | 100.0 % | 1890 | 1890 |
| 10/2 (Pilsworth Road East Internal) | 2.75 | 0.00 | N | Arm 3 Right | 15.00 | 100.0 % | 1845 | 1845 |

**Scenario 4: '2027 Growthed Flows - PM Peak'** (FG4: '2027 Growthed Flows - PM Peak', Plan 1: 'Network Control Plan 1')

**Junction: Unnamed Junction**

| Lane | Lane Width (m) | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
|---|---|---|---|---|---|---|---|---|
| 1/1 (Pilsworth Road West) | 3.25 | 0.00 | Y | Arm 2 Ahead | Inf | 36.7 % | 1798 | 1798 |
| | | | | Arm 3 Left | 12.00 | 63.3 % | | |
| 1/2 (Pilsworth Road West) | 3.25 | 0.00 | N | Arm 2 Ahead | Inf | 100.0 % | 2080 | 2080 |
| 2/1 (Pilsworth Road West Internal) | 2.75 | 0.00 | Y | Arm 6 Ahead | Inf | 100.0 % | 1890 | 1890 |
| 2/2 (Pilsworth Road West Internal) | 2.75 | 0.00 | N | Arm 7 Right | 15.00 | 100.0 % | 1845 | 1845 |
| 3/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/1 (Northbound Offslip) | 4.00 | 0.00 | Y | Arm 5 Left | 15.00 | 100.0 % | 1832 | 1832 |
| 4/2 (Northbound Offslip) | 4.00 | 0.00 | N | Arm 2 Right | 15.00 | 99.0 % | 1961 | 1961 |
| | | | | Arm 3 Ahead | Inf | 1.0 % | | |
| 5/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 (Pilsworth Road East) | 3.25 | 0.00 | Y | Arm 7 Left | Inf | 100.0 % | 1940 | 1940 |
| 8/2 (Pilsworth Road East) | 3.25 | 0.00 | N | Arm 10 Ahead | Inf | 100.0 % | 2080 | 2080 |
| 9/1 (Southbound Offslip) | 3.25 | 0.00 | Y | Arm 6 Left | 12.00 | 96.4 % | 1731 | 1731 |
| | | | | Arm 7 Ahead | Inf | 3.6 % | | |
| 9/2 (Southbound Offslip) | 3.25 | 0.00 | N | Arm 10 Right | 15.00 | 100.0 % | 1891 | 1891 |
| 10/1 (Pilsworth Road East Internal) | 2.75 | 0.00 | Y | Arm 5 Ahead | Inf | 100.0 % | 1890 | 1890 |
| 10/2 (Pilsworth Road East Internal) | 2.75 | 0.00 | N | Arm 3 Right | 15.00 | 100.0 % | 1845 | 1845 |

**Scenario 5: '2027 With Development Flows - AM Peak'** (FG5: '2027 With Development Flows - AM Peak', Plan 1: 'Network Control Plan 1')

**Junction: Unnamed Junction**

| Lane | Lane Width (m) | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
|---|---|---|---|---|---|---|---|---|
| 1/1 (Pilsworth Road West) | 3.25 | 0.00 | Y | Arm 2 Ahead | Inf | 31.7 % | 1787 | 1787 |
| | | | | Arm 3 Left | 12.00 | 68.3 % | | |
| 1/2 (Pilsworth Road West) | 3.25 | 0.00 | N | Arm 2 Ahead | Inf | 100.0 % | 2080 | 2080 |
| 2/1 (Pilsworth Road West Internal) | 2.75 | 0.00 | Y | Arm 6 Ahead | Inf | 100.0 % | 1890 | 1890 |
| 2/2 (Pilsworth Road West Internal) | 2.75 | 0.00 | N | Arm 7 Right | 15.00 | 100.0 % | 1845 | 1845 |
| 3/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/1 (Northbound Offslip) | 4.00 | 0.00 | Y | Arm 5 Left | 15.00 | 100.0 % | 1832 | 1832 |
| 4/2 (Northbound Offslip) | 4.00 | 0.00 | N | Arm 2 Right | 15.00 | 95.5 % | 1967 | 1967 |
| | | | | Arm 3 Ahead | Inf | 4.5 % | | |
| 5/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 (Pilsworth Road East) | 3.25 | 0.00 | Y | Arm 7 Left | Inf | 100.0 % | 1940 | 1940 |
| 8/2 (Pilsworth Road East) | 3.25 | 0.00 | N | Arm 10 Ahead | Inf | 100.0 % | 2080 | 2080 |
| 9/1 (Southbound Offslip) | 3.25 | 0.00 | Y | Arm 6 Left | 12.00 | 98.8 % | 1727 | 1727 |
| | | | | Arm 7 Ahead | Inf | 1.3 % | | |
| 9/2 (Southbound Offslip) | 3.25 | 0.00 | N | Arm 10 Right | 15.00 | 100.0 % | 1891 | 1891 |
| 10/1 (Pilsworth Road East Internal) | 2.75 | 0.00 | Y | Arm 5 Ahead | Inf | 100.0 % | 1890 | 1890 |
| 10/2 (Pilsworth Road East Internal) | 2.75 | 0.00 | N | Arm 3 Right | 15.00 | 100.0 % | 1845 | 1845 |

**Scenario 6: '2027 With Development Flows - PM Peak'** (FG6: '2027 With Development Flows - PM Peak', Plan 1: 'Network Control Plan 1')

| **Junction: Unnamed Junction** | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (Pilsworth Road West) | 3.25 | 0.00 | Y | Arm 2 Ahead | Inf | 36.4 % | 1797 | 1797 |
| | | | | Arm 3 Left | 12.00 | 63.6 % | | |
| 1/2 (Pilsworth Road West) | 3.25 | 0.00 | N | Arm 2 Ahead | Inf | 100.0 % | 2080 | 2080 |
| 2/1 (Pilsworth Road West Internal) | 2.75 | 0.00 | Y | Arm 6 Ahead | Inf | 100.0 % | 1890 | 1890 |
| 2/2 (Pilsworth Road West Internal) | 2.75 | 0.00 | N | Arm 7 Right | 15.00 | 100.0 % | 1845 | 1845 |
| 3/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/1 (Northbound Offslip) | 4.00 | 0.00 | Y | Arm 5 Left | 15.00 | 100.0 % | 1832 | 1832 |
| 4/2 (Northbound Offslip) | 4.00 | 0.00 | N | Arm 2 Right | 15.00 | 99.0 % | 1961 | 1961 |
| | | | | Arm 3 Ahead | Inf | 1.0 % | | |
| 5/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 (Pilsworth Road East) | 3.25 | 0.00 | Y | Arm 7 Left | Inf | 100.0 % | 1940 | 1940 |
| 8/2 (Pilsworth Road East) | 3.25 | 0.00 | N | Arm 10 Ahead | Inf | 100.0 % | 2080 | 2080 |
| 9/1 (Southbound Offslip) | 3.25 | 0.00 | Y | Arm 6 Left | 12.00 | 96.4 % | 1731 | 1731 |
| | | | | Arm 7 Ahead | Inf | 3.6 % | | |
| 9/2 (Southbound Offslip) | 3.25 | 0.00 | N | Arm 10 Right | 15.00 | 100.0 % | 1891 | 1891 |
| 10/1 (Pilsworth Road East Internal) | 2.75 | 0.00 | Y | Arm 5 Ahead | Inf | 100.0 % | 1890 | 1890 |
| 10/2 (Pilsworth Road East Internal) | 2.75 | 0.00 | N | Arm 3 Right | 15.00 | 100.0 % | 1845 | 1845 |

**Scenario 7: '2027 Growthed Flows (Revised Cycle Time) - AM Peak'** (FG3: '2027 Growthed Flows - AM Peak', Plan 1: 'Network Control Plan 1')

**Junction: Unnamed Junction**

| Lane | Lane Width (m) | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
|---|---|---|---|---|---|---|---|---|
| 1/1 (Pilsworth Road West) | 3.25 | 0.00 | Y | Arm 2 Ahead | Inf | 31.7 % | 1787 | 1787 |
| | | | | Arm 3 Left | 12.00 | 68.3 % | | |
| 1/2 (Pilsworth Road West) | 3.25 | 0.00 | N | Arm 2 Ahead | Inf | 100.0 % | 2080 | 2080 |
| 2/1 (Pilsworth Road West Internal) | 2.75 | 0.00 | Y | Arm 6 Ahead | Inf | 100.0 % | 1890 | 1890 |
| 2/2 (Pilsworth Road West Internal) | 2.75 | 0.00 | N | Arm 7 Right | 15.00 | 100.0 % | 1845 | 1845 |
| 3/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/1 (Northbound Offslip) | 4.00 | 0.00 | Y | Arm 5 Left | 15.00 | 100.0 % | 1832 | 1832 |
| 4/2 (Northbound Offslip) | 4.00 | 0.00 | N | Arm 2 Right | 15.00 | 95.5 % | 1967 | 1967 |
| | | | | Arm 3 Ahead | Inf | 4.5 % | | |
| 5/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 (Pilsworth Road East) | 3.25 | 0.00 | Y | Arm 7 Left | Inf | 100.0 % | 1940 | 1940 |
| 8/2 (Pilsworth Road East) | 3.25 | 0.00 | N | Arm 10 Ahead | Inf | 100.0 % | 2080 | 2080 |
| 9/1 (Southbound Offslip) | 3.25 | 0.00 | Y | Arm 6 Left | 12.00 | 98.8 % | 1727 | 1727 |
| | | | | Arm 7 Ahead | Inf | 1.3 % | | |
| 9/2 (Southbound Offslip) | 3.25 | 0.00 | N | Arm 10 Right | 15.00 | 100.0 % | 1891 | 1891 |
| 10/1 (Pilsworth Road East Internal) | 2.75 | 0.00 | Y | Arm 5 Ahead | Inf | 100.0 % | 1890 | 1890 |
| 10/2 (Pilsworth Road East Internal) | 2.75 | 0.00 | N | Arm 3 Right | 15.00 | 100.0 % | 1845 | 1845 |

**Scenario 8: '2027 Growthed Flows (Revised Cycle Time) - PM Peak'** (FG4: '2027 Growthed Flows - PM Peak', Plan 1: 'Network Control Plan 1')

**Junction: Unnamed Junction**

| Lane | Lane Width (m) | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
|---|---|---|---|---|---|---|---|---|
| 1/1 (Pilsworth Road West) | 3.25 | 0.00 | Y | Arm 2 Ahead | Inf | 36.7 % | 1798 | 1798 |
| | | | | Arm 3 Left | 12.00 | 63.3 % | | |
| 1/2 (Pilsworth Road West) | 3.25 | 0.00 | N | Arm 2 Ahead | Inf | 100.0 % | 2080 | 2080 |
| 2/1 (Pilsworth Road West Internal) | 2.75 | 0.00 | Y | Arm 6 Ahead | Inf | 100.0 % | 1890 | 1890 |
| 2/2 (Pilsworth Road West Internal) | 2.75 | 0.00 | N | Arm 7 Right | 15.00 | 100.0 % | 1845 | 1845 |
| 3/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/1 (Northbound Offslip) | 4.00 | 0.00 | Y | Arm 5 Left | 15.00 | 100.0 % | 1832 | 1832 |
| 4/2 (Northbound Offslip) | 4.00 | 0.00 | N | Arm 2 Right | 15.00 | 99.0 % | 1961 | 1961 |
| | | | | Arm 3 Ahead | Inf | 1.0 % | | |
| 5/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 (Pilsworth Road East) | 3.25 | 0.00 | Y | Arm 7 Left | Inf | 100.0 % | 1940 | 1940 |
| 8/2 (Pilsworth Road East) | 3.25 | 0.00 | N | Arm 10 Ahead | Inf | 100.0 % | 2080 | 2080 |
| 9/1 (Southbound Offslip) | 3.25 | 0.00 | Y | Arm 6 Left | 12.00 | 96.4 % | 1731 | 1731 |
| | | | | Arm 7 Ahead | Inf | 3.6 % | | |
| 9/2 (Southbound Offslip) | 3.25 | 0.00 | N | Arm 10 Right | 15.00 | 100.0 % | 1891 | 1891 |
| 10/1 (Pilsworth Road East Internal) | 2.75 | 0.00 | Y | Arm 5 Ahead | Inf | 100.0 % | 1890 | 1890 |
| 10/2 (Pilsworth Road East Internal) | 2.75 | 0.00 | N | Arm 3 Right | 15.00 | 100.0 % | 1845 | 1845 |

**Scenario 9: '2027 With Development Flows (Revised Cycle Time) - AM Peak'** (FG5: '2027 With Development Flows - AM Peak', Plan 1: 'Network Control Plan 1')

| **Junction: Unnamed Junction** | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (Pilsworth Road West) | 3.25 | 0.00 | Y | Arm 2 Ahead | Inf | 31.7 % | 1787 | 1787 |
| | | | | Arm 3 Left | 12.00 | 68.3 % | | |
| 1/2 (Pilsworth Road West) | 3.25 | 0.00 | N | Arm 2 Ahead | Inf | 100.0 % | 2080 | 2080 |
| 2/1 (Pilsworth Road West Internal) | 2.75 | 0.00 | Y | Arm 6 Ahead | Inf | 100.0 % | 1890 | 1890 |
| 2/2 (Pilsworth Road West Internal) | 2.75 | 0.00 | N | Arm 7 Right | 15.00 | 100.0 % | 1845 | 1845 |
| 3/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/1 (Northbound Offslip) | 4.00 | 0.00 | Y | Arm 5 Left | 15.00 | 100.0 % | 1832 | 1832 |
| 4/2 (Northbound Offslip) | 4.00 | 0.00 | N | Arm 2 Right | 15.00 | 95.5 % | 1967 | 1967 |
| | | | | Arm 3 Ahead | Inf | 4.5 % | | |
| 5/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 (Pilsworth Road East) | 3.25 | 0.00 | Y | Arm 7 Left | Inf | 100.0 % | 1940 | 1940 |
| 8/2 (Pilsworth Road East) | 3.25 | 0.00 | N | Arm 10 Ahead | Inf | 100.0 % | 2080 | 2080 |
| 9/1 (Southbound Offslip) | 3.25 | 0.00 | Y | Arm 6 Left | 12.00 | 98.8 % | 1727 | 1727 |
| | | | | Arm 7 Ahead | Inf | 1.3 % | | |
| 9/2 (Southbound Offslip) | 3.25 | 0.00 | N | Arm 10 Right | 15.00 | 100.0 % | 1891 | 1891 |
| 10/1 (Pilsworth Road East Internal) | 2.75 | 0.00 | Y | Arm 5 Ahead | Inf | 100.0 % | 1890 | 1890 |
| 10/2 (Pilsworth Road East Internal) | 2.75 | 0.00 | N | Arm 3 Right | 15.00 | 100.0 % | 1845 | 1845 |

**Scenario 10: '2027 With Development Flows (Revised Cycle Time) - PM Peak'** (FG6: '2027 With Development Flows - PM Peak', Plan 1: 'Network Control Plan 1')

**Junction: Unnamed Junction**

| Lane | Lane Width (m) | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
|---|---|---|---|---|---|---|---|---|
| 1/1 (Pilsworth Road West) | 3.25 | 0.00 | Y | Arm 2 Ahead | Inf | 36.4 % | 1797 | 1797 |
| | | | | Arm 3 Left | 12.00 | 63.6 % | | |
| 1/2 (Pilsworth Road West) | 3.25 | 0.00 | N | Arm 2 Ahead | Inf | 100.0 % | 2080 | 2080 |
| 2/1 (Pilsworth Road West Internal) | 2.75 | 0.00 | Y | Arm 6 Ahead | Inf | 100.0 % | 1890 | 1890 |
| 2/2 (Pilsworth Road West Internal) | 2.75 | 0.00 | N | Arm 7 Right | 15.00 | 100.0 % | 1845 | 1845 |
| 3/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/1 (Northbound Offslip) | 4.00 | 0.00 | Y | Arm 5 Left | 15.00 | 100.0 % | 1832 | 1832 |
| 4/2 (Northbound Offslip) | 4.00 | 0.00 | N | Arm 2 Right | 15.00 | 99.0 % | 1961 | 1961 |
| | | | | Arm 3 Ahead | Inf | 1.0 % | | |
| 5/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 (Pilsworth Road East) | 3.25 | 0.00 | Y | Arm 7 Left | Inf | 100.0 % | 1940 | 1940 |
| 8/2 (Pilsworth Road East) | 3.25 | 0.00 | N | Arm 10 Ahead | Inf | 100.0 % | 2080 | 2080 |
| 9/1 (Southbound Offslip) | 3.25 | 0.00 | Y | Arm 6 Left | 12.00 | 96.4 % | 1731 | 1731 |
| | | | | Arm 7 Ahead | Inf | 3.6 % | | |
| 9/2 (Southbound Offslip) | 3.25 | 0.00 | N | Arm 10 Right | 15.00 | 100.0 % | 1891 | 1891 |
| 10/1 (Pilsworth Road East Internal) | 2.75 | 0.00 | Y | Arm 5 Ahead | Inf | 100.0 % | 1890 | 1890 |
| 10/2 (Pilsworth Road East Internal) | 2.75 | 0.00 | N | Arm 3 Right | 15.00 | 100.0 % | 1845 | 1845 |

## Traffic Flow Groups

| Flow Group | Start Time | End Time | Duration | Formula |
|---|---|---|---|---|
| 1: '2022 Surveyed Flows - AM Peak' | 08:00 | 09:00 | 01:00 | |
| 2: '2022 Surveyed Flows - PM Peak' | 17:00 | 18:00 | 01:00 | |
| 3: '2027 Growthed Flows - AM Peak' | 08:00 | 09:00 | 01:00 | |
| 4: '2027 Growthed Flows - PM Peak' | 17:00 | 18:00 | 01:00 | |
| 5: '2027 With Development Flows - AM Peak' | 08:00 | 09:00 | 01:00 | |
| 6: '2027 With Development Flows - PM Peak' | 17:00 | 18:00 | 01:00 | |

## Traffic Flows, Desired

### FG1: '2022 Surveyed Flows - AM Peak'
**Desired Flow :**

| | | Destination | | | | |
|---|---|---|---|---|---|---|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 430 | 1 | 77 | 508 |
| | B | 342 | 0 | 363 | 159 | 864 |
| | C | 14 | 558 | 0 | 289 | 861 |
| | D | 64 | 259 | 273 | 0 | 596 |
| | Tot. | 420 | 1247 | 637 | 525 | 2829 |

### FG2: '2022 Surveyed Flows - PM Peak'
**Desired Flow :**

| | | Destination | | | | |
|---|---|---|---|---|---|---|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 357 | 1 | 26 | 384 |
| | B | 413 | 0 | 482 | 239 | 1134 |
| | C | 3 | 436 | 0 | 275 | 714 |
| | D | 64 | 233 | 267 | 0 | 564 |
| | Tot. | 480 | 1026 | 750 | 540 | 2796 |

### FG3: '2027 Growthed Flows - AM Peak'
**Desired Flow :**

| | | Destination | | | | |
|---|---|---|---|---|---|---|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 444 | 1 | 79 | 524 |
| | B | 353 | 0 | 375 | 164 | 892 |
| | C | 14 | 576 | 0 | 298 | 888 |
| | D | 66 | 267 | 282 | 0 | 615 |
| | Tot. | 433 | 1287 | 658 | 541 | 2919 |

### FG4: '2027 Growthed Flows - PM Peak'
**Desired Flow :**

| | | Destination | | | | |
|---|---|---|---|---|---|---|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 369 | 1 | 27 | 397 |
| | B | 426 | 0 | 498 | 247 | 1171 |
| | C | 3 | 450 | 0 | 284 | 737 |
| | D | 66 | 241 | 276 | 0 | 583 |
| | Tot. | 495 | 1060 | 775 | 558 | 2888 |

**FG5: '2027 With Development Flows - AM Peak'**
**Desired Flow :**

| | | Destination | | | | |
|---|---|---|---|---|---|---|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 462 | 1 | 79 | 542 |
| | B | 356 | 0 | 381 | 165 | 902 |
| | C | 14 | 613 | 0 | 298 | 925 |
| | D | 66 | 273 | 282 | 0 | 621 |
| | Tot. | 436 | 1348 | 664 | 542 | 2990 |

**FG6: '2027 With Development Flows - PM Peak'**
**Desired Flow :**

| | | Destination | | | | |
|---|---|---|---|---|---|---|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 372 | 1 | 27 | 400 |
| | B | 441 | 0 | 528 | 252 | 1221 |
| | C | 3 | 457 | 0 | 284 | 744 |
| | D | 66 | 242 | 276 | 0 | 584 |
| | Tot. | 510 | 1071 | 805 | 563 | 2949 |

## Stage Timings

**Scenario 1: '2022 Surveyed Flows - AM Peak'** (FG1: '2022 Surveyed Flows - AM Peak', Plan 1: 'Network Control Plan 1')

| **Stage** | **1** | **2** | **3** | **4** | **5** |
|---|---|---|---|---|---|
| **Duration** | 7 | 4 | 7 | 7 | 5 |
| **Change Point** | 0 | 15 | 23 | 36 | 51 |

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **91.0%** |
| **Unnamed Junction** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **91.0%** |
| 1/1+1/2 | Pilsworth Road West Ahead Left | U | N/A | N/A | A | | 1 | 20 | - | 864 | 1787:2080 | 586+425 | 85.4 : 85.4% |
| 2/1 | Pilsworth Road West Internal Ahead | U | N/A | N/A | F | | 2 | 22 | - | 448 | 1890 | 709 | 63.2% |
| 2/2 | Pilsworth Road West Internal Right | O | N/A | N/A | F | H | 2 | 22 | 4 | 363 | 1845 | 539 | 67.3% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 420 | Inf | Inf | 0.0% |
| 4/1 | Northbound Offslip Left | U | N/A | N/A | C | | 1 | 22 | - | 558 | 1832 | 658 | 84.8% |
| 4/2 | Northbound Offslip Right Ahead | U | N/A | N/A | C | | 1 | 22 | - | 303 | 1967 | 707 | 42.9% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 1247 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | | - | - | - | 525 | Inf | Inf | 0.0% |
| 7/1 | | U | N/A | N/A | - | | - | - | - | 637 | Inf | Inf | 0.0% |
| 8/2+8/1 | Pilsworth Road East Left Ahead | U | N/A | N/A | E | | 2 | 14 | - | 596 | 2080:1940 | 520+485 | 62.1 : 56.3% |
| 9/1 | Southbound Offslip Left Ahead | U | N/A | N/A | G | | 2 | 14 | - | 78 | 1727 | 432 | 18.1% |
| 9/2 | Southbound Offslip Right | U | N/A | N/A | G | | 2 | 14 | - | 430 | 1891 | 473 | 91.0% |
| 10/1 | Pilsworth Road East Internal Ahead | U | N/A | N/A | B | | 1 | 28 | - | 689 | 1890 | 856 | 80.5% |
| 10/2 | Pilsworth Road East Internal Right | O | N/A | N/A | B | D | 1 | 28 | 4 | 64 | 1845 | 371 | 17.3% |

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | **-** | **-** | **81** | **205** | **141** | **17.2** | **14.9** | **0.5** | **32.6** | **-** | **-** | **-** | **-** |
| **Unnamed Junction** | **-** | **-** | **81** | **205** | **141** | **17.2** | **14.9** | **0.5** | **32.6** | **-** | **-** | **-** | **-** |
| 1/1+1/2 | 864 | 864 | - | - | - | 4.6 | 2.8 | - | 7.4 (4.4+3.0) | 30.8 (31.9:29.3) | 8.2 | 2.8 | 11.0 |
| 2/1 | 448 | 448 | - | - | - | 1.1 | 0.9 | - | 2.0 | 15.7 | 4.7 | 0.9 | 5.6 |
| 2/2 | 363 | 363 | 50 | 173 | 140 | 0.9 | 1.0 | 0.3 | 2.3 | 22.7 | 6.4 | 1.0 | 7.4 |
| 3/1 | 420 | 420 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 558 | 558 | - | - | - | 2.9 | 2.6 | - | 5.6 | 35.9 | 9.0 | 2.6 | 11.6 |
| 4/2 | 303 | 303 | - | - | - | 1.3 | 0.4 | - | 1.7 | 20.0 | 4.0 | 0.4 | 4.4 |
| 5/1 | 1247 | 1247 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 525 | 525 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 637 | 637 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/2+8/1 | 596 | 596 | - | - | - | 1.8 | 0.7 | - | 2.5 (1.4+1.2) | 15.3 (15.4:15.2) | 3.0 | 0.7 | 3.7 |
| 9/1 | 78 | 78 | - | - | - | 0.2 | 0.1 | - | 0.3 | 14.8 | 0.6 | 0.1 | 0.7 |
| 9/2 | 430 | 430 | - | - | - | 1.5 | 4.2 | - | 5.7 | 47.5 | 4.3 | 4.2 | 8.5 |
| 10/1 | 689 | 689 | - | - | - | 2.9 | 2.0 | - | 4.9 | 25.5 | 11.7 | 2.0 | 13.7 |
| 10/2 | 64 | 64 | 31 | 32 | 1 | 0.1 | 0.1 | 0.2 | 0.4 | 20.5 | 0.6 | 0.1 | 0.7 |

C1 PRC for Signalled Lanes (%): -1.1 Total Delay for Signalled Lanes (pcuHr): 32.64 Cycle Time (s): 64
PRC Over All Lanes (%): -1.1 Total Delay Over All Lanes(pcuHr): 32.64

## Stage Timings

**Scenario 2: '2022 Surveyed Flows - PM Peak'** (FG2: '2022 Surveyed Flows - PM Peak', Plan 1: 'Network Control Plan 1')

| Stage | 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|
| **Duration** | 7 | 4 | 7 | 7 | 5 |
| **Change Point** | 0 | 15 | 23 | 36 | 51 |

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **110.5%** |
| **Unnamed Junction** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **110.5%** |
| 1/1+1/2 | Pilsworth Road West Ahead Left | U | N/A | N/A | A | | 1 | 20 | - | 1134 | 1798:2080 | 590+436 | 110.5 : 110.5% |
| 2/1 | Pilsworth Road West Internal Ahead | U | N/A | N/A | F | | 2 | 22 | - | 514 | 1890 | 709 | 69.3% |
| 2/2 | Pilsworth Road West Internal Right | O | N/A | N/A | F | H | 2 | 22 | 4 | 482 | 1845 | 539 | 89.4% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 480 | Inf | Inf | 0.0% |
| 4/1 | Northbound Offslip Left | U | N/A | N/A | C | | 1 | 22 | - | 436 | 1832 | 658 | 66.2% |
| 4/2 | Northbound Offslip Right Ahead | U | N/A | N/A | C | | 1 | 22 | - | 278 | 1961 | 705 | 39.4% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 1026 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | | - | - | - | 540 | Inf | Inf | 0.0% |
| 7/1 | | U | N/A | N/A | - | | - | - | - | 750 | Inf | Inf | 0.0% |
| 8/2+8/1 | Pilsworth Road East Left Ahead | U | N/A | N/A | E | | 2 | 14 | - | 564 | 2080:1940 | 520+485 | 57.1 : 55.1% |
| 9/1 | Southbound Offslip Left Ahead | U | N/A | N/A | G | | 2 | 14 | - | 27 | 1732 | 433 | 6.2% |
| 9/2 | Southbound Offslip Right | U | N/A | N/A | G | | 2 | 14 | - | 357 | 1891 | 473 | 75.5% |
| 10/1 | Pilsworth Road East Internal Ahead | U | N/A | N/A | B | | 1 | 28 | - | 590 | 1890 | 856 | 68.9% |
| 10/2 | Pilsworth Road East Internal Right | O | N/A | N/A | B | D | 1 | 28 | 4 | 64 | 1845 | 255 | 25.1% |

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | **-** | **-** | **90** | **236** | **220** | **20.0** | **68.3** | **0.7** | **89.1** | **-** | **-** | **-** | **-** |
| **Unnamed Junction** | **-** | **-** | **90** | **236** | **220** | **20.0** | **68.3** | **0.7** | **89.1** | **-** | **-** | **-** | **-** |
| 1/1+1/2 | 1134 | 1072 | - | - | - | 8.5 | 58.8 | - | 67.3 (39.8+27.5) | 213.5 (219.6:205.4) | 12.7 | 58.8 | 71.5 |
| 2/1 | 491 | 491 | - | - | - | 1.0 | 1.1 | - | 2.1 | 15.7 | 4.5 | 1.1 | 5.6 |
| 2/2 | 482 | 482 | 90 | 173 | 219 | 2.0 | 3.7 | 0.5 | 6.2 | 46.5 | 8.5 | 3.7 | 12.3 |
| 3/1 | 441 | 441 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 436 | 436 | - | - | - | 2.1 | 1.0 | - | 3.1 | 25.3 | 6.4 | 1.0 | 7.4 |
| 4/2 | 278 | 278 | - | - | - | 1.2 | 0.3 | - | 1.5 | 19.5 | 3.6 | 0.3 | 4.0 |
| 5/1 | 1026 | 1026 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 517 | 517 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 750 | 750 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/2+8/1 | 564 | 564 | - | - | - | 1.7 | 0.6 | - | 2.3 (1.2+1.1) | 14.9 (14.9:14.8) | 2.6 | 0.6 | 3.3 |
| 9/1 | 27 | 27 | - | - | - | 0.1 | 0.0 | - | 0.1 | 14.1 | 0.2 | 0.0 | 0.2 |
| 9/2 | 357 | 357 | - | - | - | 1.1 | 1.5 | - | 2.6 | 26.6 | 3.4 | 1.5 | 4.9 |
| 10/1 | 590 | 590 | - | - | - | 2.3 | 1.1 | - | 3.4 | 20.7 | 8.7 | 1.1 | 9.8 |
| 10/2 | 64 | 64 | 0 | 63 | 1 | 0.1 | 0.2 | 0.2 | 0.5 | 25.7 | 0.6 | 0.2 | 0.8 |

C1 PRC for Signalled Lanes (%): -22.8 Total Delay for Signalled Lanes (pcuHr): 89.11 Cycle Time (s): 64
PRC Over All Lanes (%): -22.8 Total Delay Over All Lanes(pcuHr): 89.11

## Stage Timings

**Scenario 3: '2027 Growthed Flows - AM Peak'** (FG3: '2027 Growthed Flows - AM Peak', Plan 1: 'Network Control Plan 1')

| Stage | 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|
| **Duration** | 7 | 4 | 7 | 7 | 5 |
| **Change Point** | 0 | 15 | 23 | 36 | 51 |

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **93.9%** |
| **Unnamed Junction** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **93.9%** |
| 1/1+1/2 | Pilsworth Road West Ahead Left | U | N/A | N/A | A | | 1 | 20 | - | 892 | 1787:2080 | 586+425 | 88.2 : 88.2% |
| 2/1 | Pilsworth Road West Internal Ahead | U | N/A | N/A | F | | 2 | 22 | - | 462 | 1890 | 709 | 65.2% |
| 2/2 | Pilsworth Road West Internal Right | O | N/A | N/A | F | H | 2 | 22 | 4 | 375 | 1845 | 539 | 69.5% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 433 | Inf | Inf | 0.0% |
| 4/1 | Northbound Offslip Left | U | N/A | N/A | C | | 1 | 22 | - | 576 | 1832 | 658 | 87.5% |
| 4/2 | Northbound Offslip Right Ahead | U | N/A | N/A | C | | 1 | 22 | - | 312 | 1967 | 707 | 44.1% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 1287 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | | - | - | - | 541 | Inf | Inf | 0.0% |
| 7/1 | | U | N/A | N/A | - | | - | - | - | 658 | Inf | Inf | 0.0% |
| 8/2+8/1 | Pilsworth Road East Left Ahead | U | N/A | N/A | E | | 2 | 14 | - | 615 | 2080:1940 | 520+485 | 64.0 : 58.1% |
| 9/1 | Southbound Offslip Left Ahead | U | N/A | N/A | G | | 2 | 14 | - | 80 | 1727 | 432 | 18.5% |
| 9/2 | Southbound Offslip Right | U | N/A | N/A | G | | 2 | 14 | - | 444 | 1891 | 473 | 93.9% |
| 10/1 | Pilsworth Road East Internal Ahead | U | N/A | N/A | B | | 1 | 28 | - | 711 | 1890 | 856 | 83.0% |
| 10/2 | Pilsworth Road East Internal Right | O | N/A | N/A | B | D | 1 | 28 | 4 | 66 | 1845 | 342 | 19.3% |

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | **-** | **-** | **74** | **216** | **151** | **18.1** | **18.2** | **0.6** | **36.8** | **-** | **-** | **-** | **-** |
| **Unnamed Junction** | **-** | **-** | **74** | **216** | **151** | **18.1** | **18.2** | **0.6** | **36.8** | **-** | **-** | **-** | **-** |
| 1/1+1/2 | 892 | 892 | - | - | - | 4.8 | 3.5 | - | 8.3 (5.0+3.3) | 33.4 (34.5:31.8) | 8.6 | 3.5 | 12.1 |
| 2/1 | 462 | 462 | - | - | - | 1.2 | 0.9 | - | 2.1 | 16.5 | 4.9 | 0.9 | 5.8 |
| 2/2 | 375 | 375 | 52 | 173 | 150 | 1.0 | 1.1 | 0.4 | 2.5 | 23.7 | 6.6 | 1.1 | 7.8 |
| 3/1 | 433 | 433 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 576 | 576 | - | - | - | 3.1 | 3.2 | - | 6.3 | 39.4 | 9.4 | 3.2 | 12.7 |
| 4/2 | 312 | 312 | - | - | - | 1.4 | 0.4 | - | 1.7 | 20.2 | 4.2 | 0.4 | 4.6 |
| 5/1 | 1287 | 1287 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 541 | 541 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 658 | 658 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/2+8/1 | 615 | 615 | - | - | - | 1.9 | 0.8 | - | 2.7 (1.4+1.2) | 15.5 (15.6:15.4) | 3.1 | 0.8 | 3.8 |
| 9/1 | 80 | 80 | - | - | - | 0.2 | 0.1 | - | 0.3 | 14.9 | 0.6 | 0.1 | 0.8 |
| 9/2 | 444 | 444 | - | - | - | 1.6 | 5.6 | - | 7.2 | 58.0 | 4.4 | 5.6 | 10.0 |
| 10/1 | 711 | 711 | - | - | - | 3.0 | 2.4 | - | 5.3 | 26.9 | 12.3 | 2.4 | 14.6 |
| 10/2 | 66 | 66 | 22 | 43 | 1 | 0.1 | 0.1 | 0.2 | 0.4 | 21.7 | 0.7 | 0.1 | 0.8 |

C1 PRC for Signalled Lanes (%): -4.4 Total Delay for Signalled Lanes (pcuHr): 36.78 Cycle Time (s): 64
PRC Over All Lanes (%): -4.4 Total Delay Over All Lanes(pcuHr): 36.78

## Stage Timings

**Scenario 4: '2027 Growthed Flows - PM Peak'** (FG4: '2027 Growthed Flows - PM Peak', Plan 1: 'Network Control Plan 1')

| Stage | 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|
| **Duration** | 7 | 4 | 7 | 7 | 5 |
| **Change Point** | 0 | 15 | 23 | 36 | 51 |

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **114.1%** |
| **Unnamed Junction** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **114.1%** |
| 1/1+1/2 | Pilsworth Road West Ahead Left | U | N/A | N/A | A | | 1 | 20 | - | 1171 | 1798:2080 | 590+437 | 114.1 : 114.1% |
| 2/1 | Pilsworth Road West Internal Ahead | U | N/A | N/A | F | | 2 | 22 | - | 531 | 1890 | 709 | 70.6% |
| 2/2 | Pilsworth Road West Internal Right | O | N/A | N/A | F | H | 2 | 22 | 4 | 498 | 1845 | 539 | 90.9% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 495 | Inf | Inf | 0.0% |
| 4/1 | Northbound Offslip Left | U | N/A | N/A | C | | 1 | 22 | - | 450 | 1832 | 658 | 68.4% |
| 4/2 | Northbound Offslip Right Ahead | U | N/A | N/A | C | | 1 | 22 | - | 287 | 1961 | 705 | 40.7% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 1060 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | | - | - | - | 558 | Inf | Inf | 0.0% |
| 7/1 | | U | N/A | N/A | - | | - | - | - | 775 | Inf | Inf | 0.0% |
| 8/2+8/1 | Pilsworth Road East Left Ahead | U | N/A | N/A | E | | 2 | 14 | - | 583 | 2080:1940 | 520+485 | 59.0 : 56.9% |
| 9/1 | Southbound Offslip Left Ahead | U | N/A | N/A | G | | 2 | 14 | - | 28 | 1731 | 433 | 6.5% |
| 9/2 | Southbound Offslip Right | U | N/A | N/A | G | | 2 | 14 | - | 369 | 1891 | 473 | 78.1% |
| 10/1 | Pilsworth Road East Internal Ahead | U | N/A | N/A | B | | 1 | 28 | - | 610 | 1890 | 856 | 71.2% |
| 10/2 | Pilsworth Road East Internal Right | O | N/A | N/A | B | D | 1 | 28 | 4 | 66 | 1845 | 255 | 25.9% |

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | **-** | **-** | **88** | **238** | **230** | **21.6** | **86.8** | **0.7** | **109.1** | **-** | **-** | **-** | **-** |
| **Unnamed Junction** | **-** | **-** | **88** | **238** | **230** | **21.6** | **86.8** | **0.7** | **109.1** | **-** | **-** | **-** | **-** |
| 1/1+1/2 | 1171 | 1080 | - | - | - | 9.5 | 76.1 | - | 85.6 (50.5+35.1) | 263.2 (270.3:253.7) | 17.6 | 76.1 | 93.7 |
| 2/1 | 501 | 501 | - | - | - | 1.1 | 1.2 | - | 2.3 | 16.6 | 4.7 | 1.2 | 5.8 |
| 2/2 | 490 | 490 | 88 | 173 | 229 | 2.1 | 4.2 | 0.5 | 6.9 | 50.3 | 8.7 | 4.2 | 12.9 |
| 3/1 | 442 | 442 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 450 | 450 | - | - | - | 2.2 | 1.1 | - | 3.2 | 26.0 | 6.7 | 1.1 | 7.8 |
| 4/2 | 287 | 287 | - | - | - | 1.2 | 0.3 | - | 1.6 | 19.7 | 3.8 | 0.3 | 4.2 |
| 5/1 | 1060 | 1060 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 528 | 528 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 767 | 767 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/2+8/1 | 583 | 583 | - | - | - | 1.8 | 0.7 | - | 2.4 (1.3+1.2) | 15.1 (15.1:15.1) | 2.7 | 0.7 | 3.4 |
| 9/1 | 28 | 28 | - | - | - | 0.1 | 0.0 | - | 0.1 | 14.1 | 0.2 | 0.0 | 0.3 |
| 9/2 | 369 | 369 | - | - | - | 1.2 | 1.7 | - | 2.9 | 28.3 | 3.5 | 1.7 | 5.2 |
| 10/1 | 610 | 610 | - | - | - | 2.4 | 1.2 | - | 3.6 | 21.4 | 9.0 | 1.2 | 10.2 |
| 10/2 | 66 | 66 | 0 | 65 | 1 | 0.1 | 0.2 | 0.2 | 0.5 | 25.8 | 0.7 | 0.2 | 0.8 |

C1 PRC for Signalled Lanes (%): -26.7 Total Delay for Signalled Lanes (pcuHr): 109.15 Cycle Time (s): 64
PRC Over All Lanes (%): -26.7 Total Delay Over All Lanes(pcuHr): 109.15

## Stage Timings

**Scenario 5: '2027 With Development Flows - AM Peak'** (FG5: '2027 With Development Flows - AM Peak', Plan 1: 'Network Control Plan 1')

| Stage | 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|
| **Duration** | 7 | 4 | 7 | 7 | 5 |
| **Change Point** | 0 | 15 | 23 | 36 | 51 |

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **97.7%** |
| **Unnamed Junction** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **97.7%** |
| 1/1+1/2 | Pilsworth Road West Ahead Left | U | N/A | N/A | A | | 1 | 20 | - | 902 | 1787:2080 | 586+429 | 88.9 : 88.9% |
| 2/1 | Pilsworth Road West Internal Ahead | U | N/A | N/A | F | | 2 | 22 | - | 463 | 1890 | 709 | 65.3% |
| 2/2 | Pilsworth Road West Internal Right | O | N/A | N/A | F | H | 2 | 22 | 4 | 381 | 1845 | 539 | 70.6% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 436 | Inf | Inf | 0.0% |
| 4/1 | Northbound Offslip Left | U | N/A | N/A | C | | 1 | 22 | - | 613 | 1832 | 658 | 93.1% |
| 4/2 | Northbound Offslip Right Ahead | U | N/A | N/A | C | | 1 | 22 | - | 312 | 1967 | 707 | 44.1% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 1348 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | | - | - | - | 542 | Inf | Inf | 0.0% |
| 7/1 | | U | N/A | N/A | - | | - | - | - | 664 | Inf | Inf | 0.0% |
| 8/2+8/1 | Pilsworth Road East Left Ahead | U | N/A | N/A | E | | 2 | 14 | - | 621 | 2080:1940 | 520+485 | 65.2 : 58.1% |
| 9/1 | Southbound Offslip Left Ahead | U | N/A | N/A | G | | 2 | 14 | - | 80 | 1727 | 432 | 18.5% |
| 9/2 | Southbound Offslip Right | U | N/A | N/A | G | | 2 | 14 | - | 462 | 1891 | 473 | 97.7% |
| 10/1 | Pilsworth Road East Internal Ahead | U | N/A | N/A | B | | 1 | 28 | - | 735 | 1890 | 856 | 85.8% |
| 10/2 | Pilsworth Road East Internal Right | O | N/A | N/A | B | D | 1 | 28 | 4 | 66 | 1845 | 342 | 19.3% |

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | **-** | **-** | **79** | **217** | **151** | **18.7** | **24.0** | **0.6** | **43.3** | **-** | **-** | **-** | **-** |
| **Unnamed Junction** | **-** | **-** | **79** | **217** | **151** | **18.7** | **24.0** | **0.6** | **43.3** | **-** | **-** | **-** | **-** |
| 1/1+1/2 | 902 | 902 | - | - | - | 4.8 | 3.7 | - | 8.6 (5.1+3.5) | 34.2 (35.3:32.6) | 8.7 | 3.7 | 12.4 |
| 2/1 | 463 | 463 | - | - | - | 1.2 | 0.9 | - | 2.1 | 16.5 | 4.9 | 0.9 | 5.8 |
| 2/2 | 381 | 381 | 58 | 173 | 150 | 1.0 | 1.2 | 0.4 | 2.6 | 24.6 | 6.8 | 1.2 | 7.9 |
| 3/1 | 436 | 436 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 613 | 613 | - | - | - | 3.4 | 5.4 | - | 8.8 | 51.7 | 10.4 | 5.4 | 15.8 |
| 4/2 | 312 | 312 | - | - | - | 1.4 | 0.4 | - | 1.7 | 20.2 | 4.2 | 0.4 | 4.6 |
| 5/1 | 1348 | 1348 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 542 | 542 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 664 | 664 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/2+8/1 | 621 | 621 | - | - | - | 1.9 | 0.8 | - | 2.7 (1.5+1.2) | 15.6 (15.7:15.5) | 3.1 | 0.8 | 3.9 |
| 9/1 | 80 | 80 | - | - | - | 0.2 | 0.1 | - | 0.3 | 14.9 | 0.6 | 0.1 | 0.8 |
| 9/2 | 462 | 462 | - | - | - | 1.7 | 8.4 | - | 10.1 | 79.0 | 4.6 | 8.4 | 13.0 |
| 10/1 | 735 | 735 | - | - | - | 3.0 | 2.9 | - | 5.9 | 29.1 | 12.8 | 2.9 | 15.7 |
| 10/2 | 66 | 66 | 21 | 44 | 1 | 0.1 | 0.1 | 0.2 | 0.4 | 21.7 | 0.7 | 0.1 | 0.8 |

C1 PRC for Signalled Lanes (%): -8.6 Total Delay for Signalled Lanes (pcuHr): 43.34 Cycle Time (s): 64
PRC Over All Lanes (%): -8.6 Total Delay Over All Lanes(pcuHr): 43.34

## Stage Timings

**Scenario 6: '2027 With Development Flows - PM Peak'** (FG6: '2027 With Development Flows - PM Peak', Plan 1: 'Network Control Plan 1')

| Stage | 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|
| **Duration** | 7 | 4 | 7 | 7 | 5 |
| **Change Point** | 0 | 15 | 23 | 36 | 51 |

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **117.5%** |
| **Unnamed Junction** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **117.5%** |
| 1/1+1/2 | Pilsworth Road West Ahead Left | U | N/A | N/A | A | | 1 | 20 | - | 1221 | 1797:2080 | 590+449 | 117.5 : 117.5% |
| 2/1 | Pilsworth Road West Internal Ahead | U | N/A | N/A | F | | 2 | 22 | - | 536 | 1890 | 709 | 70.3% |
| 2/2 | Pilsworth Road West Internal Right | O | N/A | N/A | F | H | 2 | 22 | 4 | 528 | 1845 | 539 | 90.6% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 510 | Inf | Inf | 0.0% |
| 4/1 | Northbound Offslip Left | U | N/A | N/A | C | | 1 | 22 | - | 457 | 1832 | 658 | 69.4% |
| 4/2 | Northbound Offslip Right Ahead | U | N/A | N/A | C | | 1 | 22 | - | 287 | 1961 | 705 | 40.7% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 1071 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | | - | - | - | 563 | Inf | Inf | 0.0% |
| 7/1 | | U | N/A | N/A | - | | - | - | - | 805 | Inf | Inf | 0.0% |
| 8/2+8/1 | Pilsworth Road East Left Ahead | U | N/A | N/A | E | | 2 | 14 | - | 584 | 2080:1940 | 520+485 | 59.2 : 56.9% |
| 9/1 | Southbound Offslip Left Ahead | U | N/A | N/A | G | | 2 | 14 | - | 28 | 1731 | 433 | 6.5% |
| 9/2 | Southbound Offslip Right | U | N/A | N/A | G | | 2 | 14 | - | 372 | 1891 | 473 | 78.7% |
| 10/1 | Pilsworth Road East Internal Ahead | U | N/A | N/A | B | | 1 | 28 | - | 614 | 1890 | 856 | 71.7% |
| 10/2 | Pilsworth Road East Internal Right | O | N/A | N/A | B | D | 1 | 28 | 4 | 66 | 1845 | 255 | 25.9% |

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | **-** | **-** | **88** | **238** | **229** | **23.2** | **105.0** | **0.7** | **128.9** | **-** | **-** | **-** | **-** |
| **Unnamed Junction** | **-** | **-** | **88** | **238** | **229** | **23.2** | **105.0** | **0.7** | **128.9** | **-** | **-** | **-** | **-** |
| 1/1+1/2 | 1221 | 1078 | - | - | - | 11.0 | 94.3 | - | 105.3 (61.1+44.1) | 310.4 (317.6:301.0) | 19.4 | 94.3 | 113.7 |
| 2/1 | 498 | 498 | - | - | - | 1.1 | 1.2 | - | 2.3 | 16.5 | 4.7 | 1.2 | 5.8 |
| 2/2 | 489 | 489 | 88 | 173 | 228 | 2.1 | 4.2 | 0.5 | 6.8 | 49.9 | 8.7 | 4.2 | 12.8 |
| 3/1 | 444 | 444 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 457 | 457 | - | - | - | 2.2 | 1.1 | - | 3.3 | 26.3 | 6.9 | 1.1 | 8.0 |
| 4/2 | 287 | 287 | - | - | - | 1.2 | 0.3 | - | 1.6 | 19.7 | 3.8 | 0.3 | 4.2 |
| 5/1 | 1071 | 1071 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 525 | 525 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 766 | 766 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/2+8/1 | 584 | 584 | - | - | - | 1.8 | 0.7 | - | 2.5 (1.3+1.2) | 15.1 (15.1:15.1) | 2.7 | 0.7 | 3.4 |
| 9/1 | 28 | 28 | - | - | - | 0.1 | 0.0 | - | 0.1 | 14.1 | 0.2 | 0.0 | 0.3 |
| 9/2 | 372 | 372 | - | - | - | 1.2 | 1.8 | - | 3.0 | 28.8 | 3.5 | 1.8 | 5.3 |
| 10/1 | 614 | 614 | - | - | - | 2.4 | 1.3 | - | 3.7 | 21.6 | 9.0 | 1.3 | 10.3 |
| 10/2 | 66 | 66 | 0 | 65 | 1 | 0.1 | 0.2 | 0.2 | 0.5 | 25.8 | 0.7 | 0.2 | 0.8 |

C1 PRC for Signalled Lanes (%): -30.6 Total Delay for Signalled Lanes (pcuHr): 128.94 Cycle Time (s): 64
PRC Over All Lanes (%): -30.6 Total Delay Over All Lanes(pcuHr): 128.94

## Stage Timings

**Scenario 7: '2027 Growthed Flows (Revised Cycle Time) - AM Peak'** (FG3: '2027 Growthed Flows - AM Peak', Plan 1: 'Network Control Plan 1')

| Stage | 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|
| **Duration** | 9 | 4 | 10 | 9 | 8 |
| **Change Point** | 0 | 17 | 25 | 41 | 58 |

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **83.1%** |
| **Unnamed Junction** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **83.1%** |
| 1/1+1/2 | Pilsworth Road West Ahead Left | U | N/A | N/A | A | | 1 | 25 | - | 892 | 1787:2080 | 628+455 | 82.3 : 82.3% |
| 2/1 | Pilsworth Road West Internal Ahead | U | N/A | N/A | F | | 2 | 26 | - | 462 | 1890 | 715 | 64.6% |
| 2/2 | Pilsworth Road West Internal Right | O | N/A | N/A | F | H | 2 | 26 | 4 | 375 | 1845 | 494 | 75.9% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 433 | Inf | Inf | 0.0% |
| 4/1 | Northbound Offslip Left | U | N/A | N/A | C | | 1 | 27 | - | 576 | 1832 | 693 | 83.1% |
| 4/2 | Northbound Offslip Right Ahead | U | N/A | N/A | C | | 1 | 27 | - | 312 | 1967 | 744 | 41.9% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 1287 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | | - | - | - | 541 | Inf | Inf | 0.0% |
| 7/1 | | U | N/A | N/A | - | | - | - | - | 658 | Inf | Inf | 0.0% |
| 8/2+8/1 | Pilsworth Road East Left Ahead | U | N/A | N/A | E | | 2 | 18 | - | 615 | 2080:1940 | 562+508 | 59.2 : 55.5% |
| 9/1 | Southbound Offslip Left Ahead | U | N/A | N/A | G | | 2 | 20 | - | 80 | 1727 | 513 | 15.6% |
| 9/2 | Southbound Offslip Right | U | N/A | N/A | G | | 2 | 20 | - | 444 | 1891 | 562 | 79.0% |
| 10/1 | Pilsworth Road East Internal Ahead | U | N/A | N/A | B | | 1 | 33 | - | 711 | 1890 | 868 | 81.9% |
| 10/2 | Pilsworth Road East Internal Right | O | N/A | N/A | B | D | 1 | 33 | 4 | 66 | 1845 | 333 | 19.8% |

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | **-** | **-** | **117** | **177** | **147** | **20.2** | **12.4** | **0.7** | **33.3** | **-** | **-** | **-** | **-** |
| **Unnamed Junction** | **-** | **-** | **117** | **177** | **147** | **20.2** | **12.4** | **0.7** | **33.3** | **-** | **-** | **-** | **-** |
| 1/1+1/2 | 892 | 892 | - | - | - | 5.1 | 2.3 | - | 7.4 (4.5+2.9) | 29.9 (31.1:28.2) | 9.6 | 2.3 | 11.9 |
| 2/1 | 462 | 462 | - | - | - | 1.4 | 0.9 | - | 2.3 | 17.8 | 5.7 | 0.9 | 6.6 |
| 2/2 | 375 | 375 | 79 | 150 | 146 | 1.5 | 1.5 | 0.5 | 3.5 | 33.4 | 7.7 | 1.5 | 9.2 |
| 3/1 | 433 | 433 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 576 | 576 | - | - | - | 3.3 | 2.4 | - | 5.7 | 35.6 | 10.7 | 2.4 | 13.1 |
| 4/2 | 312 | 312 | - | - | - | 1.5 | 0.4 | - | 1.8 | 21.2 | 4.7 | 0.4 | 5.0 |
| 5/1 | 1287 | 1287 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 541 | 541 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 658 | 658 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/2+8/1 | 615 | 615 | - | - | - | 2.0 | 0.7 | - | 2.7 (1.5+1.2) | 15.8 (15.9:15.7) | 3.3 | 0.7 | 4.0 |
| 9/1 | 80 | 80 | - | - | - | 0.2 | 0.1 | - | 0.3 | 14.0 | 0.7 | 0.1 | 0.8 |
| 9/2 | 444 | 444 | - | - | - | 1.5 | 1.8 | - | 3.3 | 27.0 | 4.8 | 1.8 | 6.6 |
| 10/1 | 711 | 711 | - | - | - | 3.6 | 2.2 | - | 5.8 | 29.2 | 14.2 | 2.2 | 16.4 |
| 10/2 | 66 | 66 | 38 | 27 | 1 | 0.1 | 0.1 | 0.2 | 0.4 | 24.3 | 0.8 | 0.1 | 0.9 |

C1 PRC for Signalled Lanes (%): 8.3 Total Delay for Signalled Lanes (pcuHr): 33.27 Cycle Time (s): 74
PRC Over All Lanes (%): 8.3 Total Delay Over All Lanes(pcuHr): 33.27

## Stage Timings

**Scenario 8: '2027 Growthed Flows (Revised Cycle Time) - PM Peak'** (FG4: '2027 Growthed Flows - PM Peak', Plan 1: 'Network Control Plan 1')

| Stage | 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|
| **Duration** | 15 | 4 | 7 | 7 | 7 |
| **Change Point** | 0 | 23 | 31 | 44 | 59 |

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **92.8%** |
| **Unnamed Junction** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **92.8%** |
| 1/1+1/2 | Pilsworth Road West Ahead Left | U | N/A | N/A | A | | 1 | 30 | - | 1171 | 1798:2080 | 726+537 | 92.8 : 92.8% |
| 2/1 | Pilsworth Road West Internal Ahead | U | N/A | N/A | F | | 2 | 30 | - | 531 | 1890 | 817 | 65.0% |
| 2/2 | Pilsworth Road West Internal Right | O | N/A | N/A | F | H | 2 | 30 | 4 | 498 | 1845 | 572 | 87.1% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 495 | Inf | Inf | 0.0% |
| 4/1 | Northbound Offslip Left | U | N/A | N/A | C | | 1 | 22 | - | 450 | 1832 | 569 | 79.0% |
| 4/2 | Northbound Offslip Right Ahead | U | N/A | N/A | C | | 1 | 22 | - | 287 | 1961 | 609 | 47.1% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 1060 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | | - | - | - | 558 | Inf | Inf | 0.0% |
| 7/1 | | U | N/A | N/A | - | | - | - | - | 775 | Inf | Inf | 0.0% |
| 8/2+8/1 | Pilsworth Road East Left Ahead | U | N/A | N/A | E | | 2 | 22 | - | 583 | 2080:1940 | 643+578 | 47.8 : 47.8% |
| 9/1 | Southbound Offslip Left Ahead | U | N/A | N/A | G | | 2 | 16 | - | 28 | 1731 | 421 | 6.6% |
| 9/2 | Southbound Offslip Right | U | N/A | N/A | G | | 2 | 16 | - | 369 | 1891 | 460 | 80.2% |
| 10/1 | Pilsworth Road East Internal Ahead | U | N/A | N/A | B | | 1 | 38 | - | 610 | 1890 | 996 | 61.2% |
| 10/2 | Pilsworth Road East Internal Right | O | N/A | N/A | B | D | 1 | 38 | 4 | 66 | 1845 | 307 | 21.5% |

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | **-** | **-** | **174** | **204** | **186** | **20.0** | **15.4** | **1.0** | **36.4** | **-** | **-** | **-** | **-** |
| **Unnamed Junction** | **-** | **-** | **174** | **204** | **186** | **20.0** | **15.4** | **1.0** | **36.4** | **-** | **-** | **-** | **-** |
| 1/1+1/2 | 1171 | 1171 | - | - | - | 6.0 | 5.7 | - | 11.7 (7.0+4.7) | 36.0 (37.5:33.9) | 12.7 | 5.7 | 18.4 |
| 2/1 | 531 | 531 | - | - | - | 1.5 | 0.9 | - | 2.4 | 16.3 | 5.4 | 0.9 | 6.3 |
| 2/2 | 498 | 498 | 163 | 150 | 186 | 2.2 | 3.1 | 0.7 | 6.1 | 43.8 | 10.2 | 3.1 | 13.3 |
| 3/1 | 495 | 495 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 450 | 450 | - | - | - | 2.9 | 1.8 | - | 4.7 | 37.9 | 8.4 | 1.8 | 10.2 |
| 4/2 | 287 | 287 | - | - | - | 1.6 | 0.4 | - | 2.1 | 26.2 | 4.7 | 0.4 | 5.1 |
| 5/1 | 1060 | 1060 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 558 | 558 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 775 | 775 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/2+8/1 | 583 | 583 | - | - | - | 1.6 | 0.5 | - | 2.1 (1.1+1.0) | 12.9 (12.9:12.8) | 2.7 | 0.5 | 3.2 |
| 9/1 | 28 | 28 | - | - | - | 0.1 | 0.0 | - | 0.1 | 16.4 | 0.3 | 0.0 | 0.3 |
| 9/2 | 369 | 369 | - | - | - | 1.6 | 1.9 | - | 3.5 | 34.2 | 4.5 | 1.9 | 6.5 |
| 10/1 | 610 | 610 | - | - | - | 2.4 | 0.8 | - | 3.2 | 18.6 | 10.0 | 0.8 | 10.8 |
| 10/2 | 66 | 66 | 11 | 54 | 1 | 0.1 | 0.1 | 0.3 | 0.5 | 28.8 | 0.7 | 0.1 | 0.8 |

C1 PRC for Signalled Lanes (%): -3.1 Total Delay for Signalled Lanes (pcuHr): 36.40 Cycle Time (s): 74
PRC Over All Lanes (%): -3.1 Total Delay Over All Lanes(pcuHr): 36.40

## Stage Timings

**Scenario 9: '2027 With Development Flows (Revised Cycle Time) - AM Peak'** (FG5: '2027 With Development Flows - AM Peak', Plan 1: 'Network Control Plan 1')

| Stage | 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|
| **Duration** | 9 | 4 | 11 | 9 | 7 |
| **Change Point** | 0 | 17 | 25 | 42 | 59 |

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **87.2%** |
| **Unnamed Junction** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **87.2%** |
| 1/1+1/2 | Pilsworth Road West Ahead Left | U | N/A | N/A | A | | 1 | 24 | - | 902 | 1787:2080 | 604+441 | 86.3 : 86.3% |
| 2/1 | Pilsworth Road West Internal Ahead | U | N/A | N/A | F | | 2 | 26 | - | 463 | 1890 | 715 | 64.7% |
| 2/2 | Pilsworth Road West Internal Right | O | N/A | N/A | F | H | 2 | 26 | 4 | 381 | 1845 | 496 | 76.8% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 436 | Inf | Inf | 0.0% |
| 4/1 | Northbound Offslip Left | U | N/A | N/A | C | | 1 | 28 | - | 613 | 1832 | 718 | 85.4% |
| 4/2 | Northbound Offslip Right Ahead | U | N/A | N/A | C | | 1 | 28 | - | 312 | 1967 | 771 | 40.5% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 1348 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | | - | - | - | 542 | Inf | Inf | 0.0% |
| 7/1 | | U | N/A | N/A | - | | - | - | - | 664 | Inf | Inf | 0.0% |
| 8/2+8/1 | Pilsworth Road East Left Ahead | U | N/A | N/A | E | | 2 | 18 | - | 621 | 2080:1940 | 562+485 | 60.3 : 58.2% |
| 9/1 | Southbound Offslip Left Ahead | U | N/A | N/A | G | | 2 | 20 | - | 80 | 1727 | 513 | 15.6% |
| 9/2 | Southbound Offslip Right | U | N/A | N/A | G | | 2 | 20 | - | 462 | 1891 | 562 | 82.2% |
| 10/1 | Pilsworth Road East Internal Ahead | U | N/A | N/A | B | | 1 | 32 | - | 735 | 1890 | 843 | 87.2% |
| 10/2 | Pilsworth Road East Internal Right | O | N/A | N/A | B | D | 1 | 32 | 4 | 66 | 1845 | 323 | 20.4% |

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | **-** | **-** | **113** | **187** | **147** | **21.1** | **15.0** | **0.7** | **36.9** | **-** | **-** | **-** | **-** |
| **Unnamed Junction** | **-** | **-** | **113** | **187** | **147** | **21.1** | **15.0** | **0.7** | **36.9** | **-** | **-** | **-** | **-** |
| 1/1+1/2 | 902 | 902 | - | - | - | 5.4 | 3.0 | - | 8.4 (5.1+3.4) | 33.7 (35.0:31.9) | 10.0 | 3.0 | 13.0 |
| 2/1 | 463 | 463 | - | - | - | 1.4 | 0.9 | - | 2.3 | 17.9 | 5.7 | 0.9 | 6.6 |
| 2/2 | 381 | 381 | 85 | 150 | 146 | 1.4 | 1.6 | 0.5 | 3.5 | 33.4 | 7.8 | 1.6 | 9.4 |
| 3/1 | 436 | 436 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 613 | 613 | - | - | - | 3.5 | 2.8 | - | 6.3 | 36.9 | 11.4 | 2.8 | 14.2 |
| 4/2 | 312 | 312 | - | - | - | 1.4 | 0.3 | - | 1.7 | 20.2 | 4.6 | 0.3 | 4.9 |
| 5/1 | 1348 | 1348 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 542 | 542 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 664 | 664 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/2+8/1 | 621 | 621 | - | - | - | 2.1 | 0.7 | - | 2.8 (1.5+1.3) | 16.3 (16.4:16.1) | 3.6 | 0.7 | 4.3 |
| 9/1 | 80 | 80 | - | - | - | 0.2 | 0.1 | - | 0.3 | 14.0 | 0.7 | 0.1 | 0.8 |
| 9/2 | 462 | 462 | - | - | - | 1.6 | 2.2 | - | 3.8 | 29.6 | 5.0 | 2.2 | 7.2 |
| 10/1 | 735 | 735 | - | - | - | 4.0 | 3.2 | - | 7.2 | 35.2 | 14.9 | 3.2 | 18.1 |
| 10/2 | 66 | 66 | 28 | 38 | 1 | 0.1 | 0.1 | 0.2 | 0.5 | 25.3 | 0.8 | 0.1 | 0.9 |

C1 PRC for Signalled Lanes (%): 3.2 Total Delay for Signalled Lanes (pcuHr): 36.87 Cycle Time (s): 74
PRC Over All Lanes (%): 3.2 Total Delay Over All Lanes(pcuHr): 36.87

## Stage Timings

**Scenario 10: '2027 With Development Flows (Revised Cycle Time) - PM Peak'** (FG6: '2027 With Development Flows - PM Peak', Plan 1: 'Network Control Plan 1')

| Stage | 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|
| **Duration** | 16 | 4 | 7 | 7 | 6 |
| **Change Point** | 0 | 24 | 32 | 45 | 60 |

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **95.6%** |
| **Unnamed Junction** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **95.6%** |
| 1/1+1/2 | Pilsworth Road West Ahead Left | U | N/A | N/A | A | | 1 | 30 | - | 1221 | 1797:2080 | 725+552 | 95.6 : 95.6% |
| 2/1 | Pilsworth Road West Internal Ahead | U | N/A | N/A | F | | 2 | 31 | - | 536 | 1890 | 843 | 63.6% |
| 2/2 | Pilsworth Road West Internal Right | O | N/A | N/A | F | H | 2 | 31 | 4 | 528 | 1845 | 582 | 90.7% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 510 | Inf | Inf | 0.0% |
| 4/1 | Northbound Offslip Left | U | N/A | N/A | C | | 1 | 22 | - | 457 | 1832 | 569 | 80.3% |
| 4/2 | Northbound Offslip Right Ahead | U | N/A | N/A | C | | 1 | 22 | - | 287 | 1961 | 609 | 47.1% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 1071 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | | - | - | - | 563 | Inf | Inf | 0.0% |
| 7/1 | | U | N/A | N/A | - | | - | - | - | 805 | Inf | Inf | 0.0% |
| 8/2+8/1 | Pilsworth Road East Left Ahead | U | N/A | N/A | E | | 2 | 23 | - | 584 | 2080:1940 | 657+589 | 46.9 : 46.9% |
| 9/1 | Southbound Offslip Left Ahead | U | N/A | N/A | G | | 2 | 15 | - | 28 | 1731 | 398 | 7.0% |
| 9/2 | Southbound Offslip Right | U | N/A | N/A | G | | 2 | 15 | - | 372 | 1891 | 434 | 85.6% |
| 10/1 | Pilsworth Road East Internal Ahead | U | N/A | N/A | B | | 1 | 38 | - | 614 | 1890 | 996 | 61.6% |
| 10/2 | Pilsworth Road East Internal Right | O | N/A | N/A | B | D | 1 | 38 | 4 | 66 | 1845 | 301 | 21.9% |

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | **-** | **-** | **179** | **209** | **206** | **20.6** | **20.0** | **1.1** | **41.7** | **-** | **-** | **-** | **-** |
| **Unnamed Junction** | **-** | **-** | **179** | **209** | **206** | **20.6** | **20.0** | **1.1** | **41.7** | **-** | **-** | **-** | **-** |
| 1/1+1/2 | 1221 | 1221 | - | - | - | 6.4 | 8.4 | - | 14.7 (8.7+6.1) | 43.4 (45.0:41.4) | 13.3 | 8.4 | 21.6 |
| 2/1 | 536 | 536 | - | - | - | 1.4 | 0.9 | - | 2.3 | 15.3 | 5.4 | 0.9 | 6.3 |
| 2/2 | 528 | 528 | 173 | 150 | 205 | 2.4 | 4.2 | 0.8 | 7.4 | 50.4 | 10.8 | 4.2 | 15.0 |
| 3/1 | 510 | 510 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 457 | 457 | - | - | - | 3.0 | 2.0 | - | 4.9 | 38.9 | 8.5 | 2.0 | 10.5 |
| 4/2 | 287 | 287 | - | - | - | 1.6 | 0.4 | - | 2.1 | 26.2 | 4.7 | 0.4 | 5.1 |
| 5/1 | 1071 | 1071 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 563 | 563 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 805 | 805 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/2+8/1 | 584 | 584 | - | - | - | 1.6 | 0.4 | - | 2.0 (1.1+0.9) | 12.4 (12.4:12.4) | 2.7 | 0.4 | 3.2 |
| 9/1 | 28 | 28 | - | - | - | 0.1 | 0.0 | - | 0.1 | 17.2 | 0.3 | 0.0 | 0.3 |
| 9/2 | 372 | 372 | - | - | - | 1.7 | 2.7 | - | 4.4 | 42.8 | 4.6 | 2.7 | 7.4 |
| 10/1 | 614 | 614 | - | - | - | 2.4 | 0.8 | - | 3.2 | 18.7 | 10.6 | 0.8 | 11.4 |
| 10/2 | 66 | 66 | 6 | 60 | 1 | 0.1 | 0.1 | 0.3 | 0.5 | 29.7 | 0.7 | 0.1 | 0.8 |

C1 PRC for Signalled Lanes (%): -6.2 Total Delay for Signalled Lanes (pcuHr): 41.73 Cycle Time (s): 74
PRC Over All Lanes (%): -6.2 Total Delay Over All Lanes(pcuHr): 41.73

# APPENDIX 11

## JUNCTIONS Output – Croft Lane/Hollins Lane/Hollins Brow

# Junctions 9

## ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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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:** Hollins Brow - Hollins Lane - Croft Lane - Mini Rdbt.j9
**Path:** A:\Crofts\Projects\2561 JD Campus, JD Sports, Pilsworth\Planning Application
**Report generation date:** 17/05/2022 10:29:53

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»2022 Surveyed Flows, AM
»2022 Surveyed Flows, PM
»2027 Growthed Flows, AM
»2027 Growthed Flows, PM
»2027 With Development, AM
»2027 With Development, PM

### Summary of junction performance

| | AM | | | | PM | | | |
|---|---|---|---|---|---|---|---|---|
| | Queue (PCU) | Delay (s) | RFC | LOS | Queue (PCU) | Delay (s) | RFC | LOS |
| **2022 Surveyed Flows** | | | | | | | | |
| Arm 1 | 6.3 | 31.07 | 0.88 | D | 75.7 | 277.65 | 1.14 | F |
| Arm 2 | 16.2 | 127.62 | 1.01 | F | 2.6 | 33.09 | 0.74 | D |
| Arm 3 | 4.8 | 24.88 | 0.84 | C | 1.2 | 8.00 | 0.54 | A |
| **2027 Growthed Flows** | | | | | | | | |
| Arm 1 | 8.1 | 38.83 | 0.91 | E | 94.2 | 363.92 | 1.18 | F |
| Arm 2 | 24.2 | 176.40 | 1.07 | F | 3.0 | 36.25 | 0.76 | E |
| Arm 3 | 5.7 | 29.03 | 0.87 | D | 1.2 | 8.40 | 0.56 | A |
| **2027 With Development** | | | | | | | | |
| Arm 1 | 8.5 | 40.69 | 0.91 | E | 109.9 | 436.46 | 1.21 | F |
| Arm 2 | 26.7 | 191.76 | 1.08 | F | 3.1 | 38.06 | 0.77 | E |
| Arm 3 | 7.6 | 37.10 | 0.90 | E | 1.3 | 8.52 | 0.56 | A |

*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 | Hollins Brow - Hollins Lane - Croft Lane |
| Location | Pilsworth |
| Site number | |
| Date | 17/05/2022 |
| Version | |
| Status | (new file) |
| Identifier | |
| Client | |
| Jobnumber | 2561 |
| Enumerator | EDD |
| 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

| Mini-roundabout model | Calculate Queue Percentiles | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|---|---|---|---|---|---|
| JUNCTIONS 9 | | | 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) |
|---|---|---|---|---|---|---|
| D1 | 2022 Surveyed Flows | AM | ONE HOUR | 08:00 | 09:30 | 15 |
| D2 | 2022 Surveyed Flows | PM | ONE HOUR | 17:00 | 18:30 | 15 |
| D3 | 2027 Growthed Flows | AM | ONE HOUR | 08:00 | 09:30 | 15 |
| D4 | 2027 Growthed Flows | PM | ONE HOUR | 17:00 | 18:30 | 15 |
| D5 | 2027 With Development | AM | ONE HOUR | 08:00 | 09:30 | 15 |
| D6 | 2027 With Development | PM | ONE HOUR | 17:00 | 18:30 | 15 |

## Analysis Set Details

| ID | Network flow scaling factor (%) |
|---|---|
| A1 | 100.000 |

# 2022 Surveyed Flows, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | untitled | Mini-roundabout | | 1, 2, 3 | 51.39 | F |

### Junction Network Options

| Driving side | Lighting | Road surface | In London |
|---|---|---|---|
| Left | Normal/unknown | Normal/unknown | |

## Arms

### Arms

| Arm | Name | Description |
|---|---|---|
| 1 | Croft Lane | |
| 2 | Hollins Lane | |
| 3 | Hollins Brow | |

### Mini Roundabout Geometry

| Arm | Approach road half-width (m) | Minimum approach road half-width (m) | Entry width (m) | Effective flare length (m) | Distance to next arm (m) | Entry corner kerb line distance (m) | Gradient over 50m (%) | Kerbed central island |
|---|---|---|---|---|---|---|---|---|
| 1 | 4.00 | 4.00 | 4.60 | 1.3 | 13.00 | 8.00 | 0.0 | |
| 2 | 3.80 | 3.80 | 3.80 | 0.0 | 14.50 | 9.00 | 0.0 | |
| 3 | 4.00 | 4.00 | 4.00 | 0.0 | 20.00 | 18.00 | 0.0 | |

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

| Arm | Final slope | Final intercept (PCU/hr) |
|---|---|---|
| 1 | 0.638 | 948 |
| 2 | 0.622 | 751 |
| 3 | 0.740 | 1126 |

*The slope and intercept shown above include any corrections and adjustments.*

## 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) |
|---|---|---|---|---|---|---|
| D1 | 2022 Surveyed Flows | AM | ONE HOUR | 08:00 | 09:30 | 15 |

| 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 (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| 1 | | ✓ | 705 | 100.000 |
| 2 | | ✓ | 418 | 100.000 |
| 3 | | ✓ | 662 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | 1 | 2 | 3 |
| From | 1 | 0 | 269 | 436 |
| | 2 | 331 | 0 | 87 |
| | 3 | 572 | 90 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | 1 | 2 | 3 |
| From | 1 | 0 | 0 | 0 |
| | 2 | 0 | 0 | 0 |
| | 3 | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| 1 | 0.88 | 31.07 | 6.3 | D |
| 2 | 1.01 | 127.62 | 16.2 | F |
| 3 | 0.84 | 24.88 | 4.8 | C |

### Main Results for each time segment

#### 08:00 - 08:15

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 531 | 67 | 905 | 0.586 | 525 | 1.4 | 9.345 | A |
| 2 | 315 | 325 | 549 | 0.573 | 310 | 1.3 | 14.715 | B |
| 3 | 498 | 245 | 944 | 0.528 | 494 | 1.1 | 7.921 | A |

#### 08:15 - 08:30

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 634 | 81 | 897 | 0.707 | 630 | 2.3 | 13.315 | B |
| 2 | 376 | 390 | 509 | 0.738 | 371 | 2.6 | 25.089 | D |
| 3 | 595 | 294 | 908 | 0.655 | 592 | 1.8 | 11.313 | B |

08:30 - 08:45

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 776 | 98 | 886 | 0.876 | 762 | 5.7 | 26.586 | D |
| 2 | 460 | 472 | 458 | 1.004 | 427 | 10.9 | 76.354 | F |
| 3 | 729 | 338 | 876 | 0.832 | 719 | 4.4 | 21.670 | C |

08:45 - 09:00

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 776 | 99 | 885 | 0.877 | 774 | 6.3 | 31.070 | D |
| 2 | 460 | 479 | 454 | 1.014 | 439 | 16.2 | 127.622 | F |
| 3 | 729 | 348 | 868 | 0.839 | 727 | 4.8 | 24.882 | C |

09:00 - 09:15

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 634 | 82 | 896 | 0.708 | 649 | 2.5 | 15.386 | C |
| 2 | 376 | 401 | 502 | 0.749 | 427 | 3.5 | 62.353 | F |
| 3 | 595 | 338 | 876 | 0.680 | 605 | 2.2 | 13.796 | B |

09:15 - 09:30

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 531 | 68 | 904 | 0.587 | 535 | 1.5 | 9.859 | A |
| 2 | 315 | 331 | 546 | 0.577 | 323 | 1.4 | 16.709 | C |
| 3 | 498 | 256 | 936 | 0.532 | 503 | 1.2 | 8.378 | A |

# 2022 Surveyed Flows, PM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Mini-roundabout | | Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 83% of the total flow for the roundabout for one or more time segments] |

## Junction Network

### Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | untitled | Mini-roundabout | | 1, 2, 3 | 161.52 | F |

### Junction Network Options

| Driving side | Lighting | Road surface | In London |
|---|---|---|---|
| Left | Normal/unknown | Normal/unknown | |

## 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) |
|---|---|---|---|---|---|---|
| D2 | 2022 Surveyed Flows | PM | ONE HOUR | 17:00 | 18:30 | 15 |

| 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 (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| 1 | | ✓ | 931 | 100.000 |
| 2 | | ✓ | 274 | 100.000 |
| 3 | | ✓ | 475 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | 1 | 2 | 3 |
| From | 1 | 0 | 356 | 575 |
| | 2 | 188 | 0 | 86 |
| | 3 | 400 | 75 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | 1 | 2 | 3 |
| From | 1 | 0 | 0 | 0 |
| | 2 | 0 | 0 | 0 |
| | 3 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| 1 | 1.14 | 277.65 | 75.7 | F |
| 2 | 0.74 | 33.09 | 2.6 | D |
| 3 | 0.54 | 8.00 | 1.2 | A |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 701 | 56 | 912 | 0.768 | 689 | 3.1 | 15.353 | C |
| 2 | 206 | 425 | 487 | 0.424 | 203 | 0.7 | 12.576 | B |
| 3 | 358 | 140 | 1022 | 0.350 | 355 | 0.5 | 5.381 | A |

### 17:15 - 17:30

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 837 | 67 | 905 | 0.925 | 817 | 8.2 | 34.386 | D |
| 2 | 246 | 504 | 438 | 0.563 | 244 | 1.2 | 18.400 | C |
| 3 | 427 | 168 | 1002 | 0.426 | 426 | 0.7 | 6.247 | A |

### 17:30 - 17:45

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 1025 | 82 | 896 | 1.145 | 886 | 42.9 | 117.431 | F |
| 2 | 302 | 547 | 411 | 0.734 | 297 | 2.5 | 30.221 | D |
| 3 | 523 | 204 | 975 | 0.536 | 521 | 1.1 | 7.908 | A |

### 17:45 - 18:00

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 1025 | 83 | 895 | 1.145 | 894 | 75.7 | 248.408 | F |
| 2 | 302 | 552 | 408 | 0.739 | 301 | 2.6 | 33.088 | D |
| 3 | 523 | 207 | 973 | 0.538 | 523 | 1.2 | 7.999 | A |

### 18:00 - 18:15

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 837 | 68 | 905 | 0.925 | 893 | 61.7 | 277.653 | F |
| 2 | 246 | 552 | 408 | 0.603 | 250 | 1.6 | 23.349 | C |
| 3 | 427 | 172 | 998 | 0.428 | 429 | 0.8 | 6.334 | A |

### 18:15 - 18:30

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 701 | 57 | 912 | 0.769 | 897 | 12.6 | 154.845 | F |
| 2 | 206 | 554 | 407 | 0.507 | 208 | 1.1 | 18.345 | C |
| 3 | 358 | 143 | 1020 | 0.351 | 358 | 0.5 | 5.452 | A |

# 2027 Growthed Flows, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | untitled | Mini-roundabout | | 1, 2, 3 | 67.45 | F |

### Junction Network Options

| Driving side | Lighting | Road surface | In London |
|---|---|---|---|
| Left | Normal/unknown | Normal/unknown | |

## 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) |
|---|---|---|---|---|---|---|
| D3 | 2027 Growthed Flows | AM | ONE HOUR | 08:00 | 09:30 | 15 |

| 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 (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| 1 | | ✓ | 728 | 100.000 |
| 2 | | ✓ | 432 | 100.000 |
| 3 | | ✓ | 683 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | 1 | 2 | 3 |
| From | 1 | 0 | 278 | 450 |
| | 2 | 342 | 0 | 90 |
| | 3 | 590 | 93 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | 1 | 2 | 3 |
| From | 1 | 0 | 0 | 0 |
| | 2 | 0 | 0 | 0 |
| | 3 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| 1 | 0.91 | 38.83 | 8.1 | E |
| 2 | 1.07 | 176.40 | 24.2 | F |
| 3 | 0.87 | 29.03 | 5.7 | D |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 548 | 69 | 904 | 0.606 | 542 | 1.5 | 9.799 | A |
| 2 | 325 | 335 | 543 | 0.599 | 320 | 1.4 | 15.737 | C |
| 3 | 514 | 253 | 938 | 0.548 | 509 | 1.2 | 8.303 | A |

### 08:15 - 08:30

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 654 | 83 | 895 | 0.731 | 650 | 2.6 | 14.441 | B |
| 2 | 388 | 402 | 501 | 0.774 | 382 | 3.0 | 28.658 | D |
| 3 | 614 | 302 | 902 | 0.681 | 611 | 2.0 | 12.210 | B |

### 08:30 - 08:45

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 802 | 101 | 884 | 0.907 | 783 | 7.1 | 31.278 | D |
| 2 | 476 | 484 | 450 | 1.056 | 429 | 14.7 | 95.409 | F |
| 3 | 752 | 340 | 874 | 0.860 | 740 | 5.2 | 24.675 | C |

### 08:45 - 09:00

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 802 | 102 | 883 | 0.908 | 798 | 8.1 | 38.832 | E |
| 2 | 476 | 493 | 445 | 1.069 | 438 | 24.2 | 176.403 | F |
| 3 | 752 | 347 | 869 | 0.865 | 750 | 5.7 | 29.029 | D |

### 09:00 - 09:15

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 654 | 85 | 894 | 0.732 | 675 | 2.9 | 17.824 | C |
| 2 | 388 | 417 | 492 | 0.790 | 464 | 5.2 | 117.601 | F |
| 3 | 614 | 368 | 854 | 0.719 | 626 | 2.7 | 16.565 | C |

### 09:15 - 09:30

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 548 | 71 | 903 | 0.607 | 553 | 1.6 | 10.449 | B |
| 2 | 325 | 342 | 539 | 0.604 | 340 | 1.6 | 19.255 | C |
| 3 | 514 | 269 | 927 | 0.555 | 520 | 1.3 | 8.972 | A |

# 2027 Growthed Flows, PM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Mini-roundabout | | Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 83% of the total flow for the roundabout for one or more time segments] |

## Junction Network

### Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | untitled | Mini-roundabout | | 1, 2, 3 | 209.98 | F |

### Junction Network Options

| Driving side | Lighting | Road surface | In London |
|---|---|---|---|
| Left | Normal/unknown | Normal/unknown | |

## 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) |
|---|---|---|---|---|---|---|
| D4 | 2027 Growthed Flows | PM | ONE HOUR | 17:00 | 18:30 | 15 |

| 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 (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| 1 | | ✓ | 961 | 100.000 |
| 2 | | ✓ | 283 | 100.000 |
| 3 | | ✓ | 490 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | 1 | 2 | 3 |
| From | 1 | 0 | 367 | 594 |
| | 2 | 194 | 0 | 89 |
| | 3 | 413 | 77 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | 1 | 2 | 3 |
| From | 1 | 0 | 0 | 0 |
| | 2 | 0 | 0 | 0 |
| | 3 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| 1 | 1.18 | 363.92 | 94.2 | F |
| 2 | 0.76 | 36.25 | 3.0 | E |
| 3 | 0.56 | 8.40 | 1.2 | A |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 723 | 58 | 911 | 0.794 | 709 | 3.5 | 16.832 | C |
| 2 | 213 | 439 | 479 | 0.445 | 210 | 0.8 | 13.248 | B |
| 3 | 369 | 144 | 1019 | 0.362 | 367 | 0.6 | 5.499 | A |

### 17:15 - 17:30

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 864 | 69 | 904 | 0.956 | 836 | 10.5 | 41.364 | E |
| 2 | 254 | 517 | 430 | 0.592 | 252 | 1.4 | 19.946 | C |
| 3 | 440 | 173 | 998 | 0.441 | 440 | 0.8 | 6.439 | A |

### 17:30 - 17:45

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 1058 | 84 | 894 | 1.183 | 888 | 53.0 | 141.586 | F |
| 2 | 312 | 549 | 410 | 0.760 | 306 | 2.8 | 32.908 | D |
| 3 | 540 | 210 | 970 | 0.556 | 538 | 1.2 | 8.285 | A |

### 17:45 - 18:00

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 1058 | 85 | 894 | 1.184 | 893 | 94.2 | 305.079 | F |
| 2 | 312 | 552 | 408 | 0.763 | 311 | 3.0 | 36.251 | E |
| 3 | 540 | 213 | 968 | 0.557 | 539 | 1.2 | 8.398 | A |

### 18:00 - 18:15

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 864 | 69 | 904 | 0.956 | 894 | 86.7 | 363.921 | F |
| 2 | 254 | 553 | 408 | 0.624 | 259 | 1.8 | 24.979 | C |
| 3 | 440 | 178 | 994 | 0.443 | 442 | 0.8 | 6.543 | A |

### 18:15 - 18:30

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 723 | 58 | 911 | 0.794 | 901 | 42.4 | 260.619 | F |
| 2 | 213 | 557 | 405 | 0.526 | 215 | 1.2 | 19.208 | C |
| 3 | 369 | 148 | 1016 | 0.363 | 370 | 0.6 | 5.578 | A |

# 2027 With Development, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | untitled | Mini-roundabout | | 1, 2, 3 | 74.28 | F |

### Junction Network Options

| Driving side | Lighting | Road surface | In London |
|---|---|---|---|
| Left | Normal/unknown | Normal/unknown | |

## 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) |
|---|---|---|---|---|---|---|
| D5 | 2027 With Development | AM | ONE HOUR | 08:00 | 09:30 | 15 |

| 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 (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| 1 | | ✓ | 733 | 100.000 |
| 2 | | ✓ | 435 | 100.000 |
| 3 | | ✓ | 712 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | 1 | 2 | 3 |
| From | 1 | 0 | 278 | 455 |
| | 2 | 345 | 0 | 90 |
| | 3 | 619 | 93 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | 1 | 2 | 3 |
| From | 1 | 0 | 0 | 0 |
| | 2 | 0 | 0 | 0 |
| | 3 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| 1 | 0.91 | 40.69 | 8.5 | E |
| 2 | 1.08 | 191.76 | 26.7 | F |
| 3 | 0.90 | 37.10 | 7.6 | E |

## Main Results for each time segment

### 08:00 - 08:15

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 552 | 69 | 904 | 0.611 | 546 | 1.5 | 9.893 | A |
| 2 | 327 | 339 | 541 | 0.606 | 322 | 1.5 | 16.034 | C |
| 3 | 536 | 255 | 937 | 0.572 | 531 | 1.3 | 8.758 | A |

### 08:15 - 08:30

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 659 | 83 | 895 | 0.736 | 655 | 2.6 | 14.686 | B |
| 2 | 391 | 406 | 499 | 0.784 | 384 | 3.2 | 29.766 | D |
| 3 | 640 | 305 | 900 | 0.711 | 636 | 2.3 | 13.414 | B |

### 08:30 - 08:45

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 807 | 100 | 884 | 0.913 | 788 | 7.4 | 32.299 | D |
| 2 | 479 | 489 | 447 | 1.071 | 428 | 15.9 | 101.343 | F |
| 3 | 784 | 340 | 874 | 0.897 | 767 | 6.6 | 29.671 | D |

### 08:45 - 09:00

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 807 | 102 | 883 | 0.914 | 803 | 8.5 | 40.687 | E |
| 2 | 479 | 498 | 442 | 1.085 | 436 | 26.7 | 191.762 | F |
| 3 | 784 | 346 | 870 | 0.901 | 780 | 7.6 | 37.100 | E |

### 09:00 - 09:15

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 659 | 86 | 893 | 0.738 | 681 | 3.0 | 18.474 | C |
| 2 | 391 | 423 | 489 | 0.801 | 472 | 6.5 | 137.809 | F |
| 3 | 640 | 374 | 849 | 0.754 | 657 | 3.3 | 20.185 | C |

### 09:15 - 09:30

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 552 | 71 | 903 | 0.611 | 557 | 1.6 | 10.582 | B |
| 2 | 327 | 346 | 536 | 0.611 | 347 | 1.6 | 20.732 | C |
| 3 | 536 | 275 | 922 | 0.581 | 543 | 1.4 | 9.688 | A |

# 2027 With Development, PM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Mini-roundabout | | Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 83% of the total flow for the roundabout for one or more time segments] |

## Junction Network

### Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | untitled | Mini-roundabout | | 1, 2, 3 | 252.34 | F |

### Junction Network Options

| Driving side | Lighting | Road surface | In London |
|---|---|---|---|
| Left | Normal/unknown | Normal/unknown | |

## 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) |
|---|---|---|---|---|---|---|
| D6 | 2027 With Development | PM | ONE HOUR | 17:00 | 18:30 | 15 |

| 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 (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| 1 | | ✓ | 986 | 100.000 |
| 2 | | ✓ | 284 | 100.000 |
| 3 | | ✓ | 495 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | 1 | 2 | 3 |
| From | 1 | 0 | 370 | 616 |
| | 2 | 195 | 0 | 89 |
| | 3 | 418 | 77 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | 1 | 2 | 3 |
| From | 1 | 0 | 0 | 0 |
| | 2 | 0 | 0 | 0 |
| | 3 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| 1 | 1.21 | 436.46 | 109.9 | F |
| 2 | 0.77 | 38.06 | 3.1 | E |
| 3 | 0.56 | 8.52 | 1.3 | A |

## Main Results for each time segment

### 17:00 - 17:15

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 742 | 58 | 911 | 0.815 | 727 | 3.9 | 18.197 | C |
| 2 | 214 | 454 | 469 | 0.456 | 211 | 0.8 | 13.757 | B |
| 3 | 373 | 145 | 1019 | 0.366 | 370 | 0.6 | 5.535 | A |

### 17:15 - 17:30

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 886 | 69 | 904 | 0.981 | 850 | 12.9 | 48.149 | E |
| 2 | 255 | 531 | 421 | 0.606 | 253 | 1.5 | 21.060 | C |
| 3 | 445 | 174 | 997 | 0.446 | 444 | 0.8 | 6.498 | A |

### 17:30 - 17:45

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 1086 | 84 | 894 | 1.214 | 890 | 61.8 | 163.564 | F |
| 2 | 313 | 556 | 406 | 0.771 | 307 | 2.9 | 34.488 | D |
| 3 | 545 | 211 | 970 | 0.562 | 543 | 1.3 | 8.403 | A |

### 17:45 - 18:00

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 1086 | 85 | 894 | 1.214 | 893 | 109.9 | 353.609 | F |
| 2 | 313 | 558 | 404 | 0.773 | 312 | 3.1 | 38.058 | E |
| 3 | 545 | 214 | 967 | 0.563 | 545 | 1.3 | 8.521 | A |

### 18:00 - 18:15

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 886 | 70 | 904 | 0.981 | 896 | 107.6 | 436.456 | F |
| 2 | 255 | 559 | 403 | 0.633 | 260 | 1.8 | 25.996 | D |
| 3 | 445 | 179 | 993 | 0.448 | 447 | 0.8 | 6.611 | A |

### 18:15 - 18:30

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| 1 | 742 | 58 | 911 | 0.815 | 903 | 67.5 | 350.981 | F |
| 2 | 214 | 564 | 401 | 0.534 | 216 | 1.2 | 19.790 | C |
| 3 | 373 | 149 | 1016 | 0.367 | 374 | 0.6 | 5.614 | A |

# APPENDIX 12

## LINSIG Output – A56 Manchester Road/Hollins Brow

# LinSig V1 style report

## User and Project Details

| | |
|---|---|
| **Project:** | **JD Campus, Pilsworth** |
| **Title:** | **A56 Manchester Road – Hollins Brow** |
| **Location:** | Pilsworth |
| **Additional detail:** | Based on the model submitted in support of Planning Application 60998 |
| **File name:** | A56 Manchester Road - Hollins Brow.lsg3x |
| **Author:** | |
| **Company:** | |
| **Address:** | |

## Phase Input Data

| Phase Name | Phase Type | Assoc. Phase | Street Min | Cont Min |
|---|---|---|---|---|
| A | Traffic | | 7 | 7 |
| B | Traffic | | 7 | 7 |
| C | Traffic | | 7 | 7 |
| D | Ind. Arrow | A | 4 | 4 |

## Phase Intergreens Matrix

| | | Starting Phase | | | |
|---|---|---|---|---|---|
| Terminating Phase | | A | B | C | D |
| | A | | - | 6 | - |
| | B | - | | 6 | 5 |
| | C | 7 | 7 | | 7 |
| | D | - | 4 | 6 | |

## Phase Delays

| Term. Stage | Start Stage | Phase | Type | Value | Cont value |
|---|---|---|---|---|---|
| There are no Phase Delays defined | | | | | |

## Prohibited Stage Change

| | To Stage | | | |
|---|---|---|---|---|
| From Stage | | 1 | 2 | 3 |
| | 1 | | 4 | 6 |
| | 2 | 5 | | 6 |
| | 3 | 7 | 7 | |

## Phases in Stage

| Stage No. | Phases in Stage |
|---|---|
| 1 | A D |
| 2 | A B |
| 3 | C |

## Give-Way Lane Input Data

| Junction: Unnamed Junction | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Lane** | **Movement** | **Max Flow when Giving Way (PCU/Hr)** | **Min Flow when Giving Way (PCU/Hr)** | **Opposing Lane** | **Opp. Lane Coeff.** | **Opp. Mvmnts.** | **Right Turn Storage (PCU)** | **Non-Blocking Storage (PCU)** | **RTF** | **Right Turn Move up (s)** | **Max Turns in Intergreen (PCU)** |
| 1/2 (Manchester Road South) | 4/1 (Right) | 1439 | 0 | 3/1 | 1.09 | All | 3.00 | - | 0.50 | 3 | 3.00 |
| | | | | 3/2 | 1.09 | All | | | | | |

## Lane Input Data

| Junction: Unnamed Junction | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane | Lane Type | Phases | Start Disp. | End Disp. | Physical Length (PCU) | Sat Flow Type | Def User Saturation Flow (PCU/Hr) | Lane Width (m) | Gradient | Nearside Lane | Turns | Turning Radius (m) |
| 1/1 (Manchester Road South) | U | A | 2 | 3 | 60.0 | Geom | - | 3.00 | 0.00 | Y | Arm 6 Ahead | Inf |
| 1/2 (Manchester Road South) | O | A D | 2 | 3 | 20.0 | Geom | - | 3.00 | 0.00 | N | Arm 4 Right | 18.00 |
| 2/1 (Hollins Brow) | U | C | 2 | 3 | 60.0 | Geom | - | 3.50 | 0.00 | Y | Arm 5 Left | 12.00 |
| | | | | | | | | | | | Arm 6 Right | 18.00 |
| 3/1 (Manchester Road North) | U | B | 2 | 3 | 20.0 | Geom | - | 3.00 | 0.00 | Y | Arm 4 Left | 10.00 |
| | | | | | | | | | | | Arm 5 Ahead | Inf |
| 3/2 (Manchester Road North) | U | B | 2 | 3 | 60.0 | Geom | - | 3.00 | 0.00 | N | Arm 5 Ahead | Inf |
| 4/1 | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 5/1 | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 5/2 | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 6/1 | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |

## Lane Saturation Flows

**Scenario 1: '2022 Surveyed Flows - AM Peak'** (FG1: '2022 Surveyed Flows - AM Peak', Plan 1: 'Network Control Plan 1')

| Junction: Unnamed Junction | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Lane | Lane Width (m) | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1 (Manchester Road South) | 3.00 | 0.00 | Y | Arm 6 Ahead | Inf | 100.0 % | 1915 | 1915 |
| 1/2 (Manchester Road South) | 3.00 | 0.00 | N | Arm 4 Right | 18.00 | 100.0 % | 1897 | 1897 |
| 2/1 (Hollins Brow) | 3.50 | 0.00 | Y | Arm 5 Left | 12.00 | 51.8 % | 1778 | 1778 |
| | | | | Arm 6 Right | 18.00 | 48.2 % | | |
| 3/1 (Manchester Road North) | 3.00 | 0.00 | Y | Arm 4 Left | 10.00 | 68.7 % | 1736 | 1736 |
| | | | | Arm 5 Ahead | Inf | 31.3 % | | |
| 3/2 (Manchester Road North) | 3.00 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2055 | 2055 |
| 4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 2: '2022 Surveyed Flows - PM Peak'** (FG2: '2022 Surveyed Flows - PM Peak', Plan 1: 'Network Control Plan 1')

| Junction: Unnamed Junction | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (Manchester Road South) | 3.00 | 0.00 | Y | Arm 6 Ahead | Inf | 100.0 % | 1915 | 1915 |
| 1/2 (Manchester Road South) | 3.00 | 0.00 | N | Arm 4 Right | 18.00 | 100.0 % | 1897 | 1897 |
| 2/1 (Hollins Brow) | 3.50 | 0.00 | Y | Arm 5 Left | 12.00 | 40.4 % | 1786 | 1786 |
| | | | | Arm 6 Right | 18.00 | 59.6 % | | |
| 3/1 (Manchester Road North) | 3.00 | 0.00 | Y | Arm 4 Left | 10.00 | 59.5 % | 1758 | 1758 |
| | | | | Arm 5 Ahead | Inf | 40.5 % | | |
| 3/2 (Manchester Road North) | 3.00 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2055 | 2055 |
| 4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 3: '2027 Growthed Flows - AM Peak'** (FG3: '2027 Growthed Flows - AM Peak', Plan 1: 'Network Control Plan 1')

| Junction: Unnamed Junction | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (Manchester Road South) | 3.00 | 0.00 | Y | Arm 6 Ahead | Inf | 100.0 % | 1915 | 1915 |
| 1/2 (Manchester Road South) | 3.00 | 0.00 | N | Arm 4 Right | 18.00 | 100.0 % | 1897 | 1897 |
| 2/1 (Hollins Brow) | 3.50 | 0.00 | Y | Arm 5 Left | 12.00 | 51.8 % | 1778 | 1778 |
| | | | | Arm 6 Right | 18.00 | 48.2 % | | |
| 3/1 (Manchester Road North) | 3.00 | 0.00 | Y | Arm 4 Left | 10.00 | 68.7 % | 1736 | 1736 |
| | | | | Arm 5 Ahead | Inf | 31.3 % | | |
| 3/2 (Manchester Road North) | 3.00 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2055 | 2055 |
| 4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 4: '2027 Growthed Flows - PM Peak'** (FG4: '2027 Growthed Flows - PM Peak', Plan 1: 'Network Control Plan 1')

| Junction: Unnamed Junction | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (Manchester Road South) | 3.00 | 0.00 | Y | Arm 6 Ahead | Inf | 100.0 % | 1915 | 1915 |
| 1/2 (Manchester Road South) | 3.00 | 0.00 | N | Arm 4 Right | 18.00 | 100.0 % | 1897 | 1897 |
| 2/1 (Hollins Brow) | 3.50 | 0.00 | Y | Arm 5 Left | 12.00 | 40.4 % | 1786 | 1786 |
| | | | | Arm 6 Right | 18.00 | 59.6 % | | |
| 3/1 (Manchester Road North) | 3.00 | 0.00 | Y | Arm 4 Left | 10.00 | 59.5 % | 1758 | 1758 |
| | | | | Arm 5 Ahead | Inf | 40.5 % | | |
| 3/2 (Manchester Road North) | 3.00 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2055 | 2055 |
| 4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 5: '2027 With Development Flows - AM Peak'** (FG5: '2027 With Development Flows - AM Peak', Plan 1: 'Network Control Plan 1')

| Junction: Unnamed Junction | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (Manchester Road South) | 3.00 | 0.00 | Y | Arm 6 Ahead | Inf | 100.0 % | 1915 | 1915 |
| 1/2 (Manchester Road South) | 3.00 | 0.00 | N | Arm 4 Right | 18.00 | 100.0 % | 1897 | 1897 |
| 2/1 (Hollins Brow) | 3.50 | 0.00 | Y | Arm 5 Left | 12.00 | 51.7 % | 1778 | 1778 |
| | | | | Arm 6 Right | 18.00 | 48.3 % | | |
| 3/1 (Manchester Road North) | 3.00 | 0.00 | Y | Arm 4 Left | 10.00 | 70.6 % | 1732 | 1732 |
| | | | | Arm 5 Ahead | Inf | 29.4 % | | |
| 3/2 (Manchester Road North) | 3.00 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2055 | 2055 |
| 4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 6: '2027 With Development Flows - PM Peak'** (FG6: '2027 With Development Flows - PM Peak', Plan 1: 'Network Control Plan 1')

**Junction: Unnamed Junction**

| Lane | Lane Width (m) | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
|---|---|---|---|---|---|---|---|---|
| 1/1 (Manchester Road South) | 3.00 | 0.00 | Y | Arm 6 Ahead | Inf | 100.0 % | 1915 | 1915 |
| 1/2 (Manchester Road South) | 3.00 | 0.00 | N | Arm 4 Right | 18.00 | 100.0 % | 1897 | 1897 |
| 2/1 (Hollins Brow) | 3.50 | 0.00 | Y | Arm 5 Left | 12.00 | 40.5 % | 1786 | 1786 |
| | | | | Arm 6 Right | 18.00 | 59.5 % | | |
| 3/1 (Manchester Road North) | 3.00 | 0.00 | Y | Arm 4 Left | 10.00 | 60.0 % | 1757 | 1757 |
| | | | | Arm 5 Ahead | Inf | 40.0 % | | |
| 3/2 (Manchester Road North) | 3.00 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2055 | 2055 |
| 4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 | Infinite Saturation Flow | | | | | | Inf | Inf |

## Traffic Flow Groups

| Flow Group | Start Time | End Time | Duration | Formula |
|---|---|---|---|---|
| 1: '2022 Surveyed Flows - AM Peak' | 08:00 | 09:00 | 01:00 | |
| 2: '2022 Surveyed Flows - PM Peak' | 17:00 | 18:00 | 01:00 | |
| 3: '2027 Growthed Flows - AM Peak' | 08:00 | 09:00 | 01:00 | |
| 4: '2027 Growthed Flows - PM Peak' | 17:00 | 18:00 | 01:00 | |
| 5: '2027 With Development Flows - AM Peak' | 08:00 | 09:00 | 01:00 | |
| 6: '2027 With Development Flows - PM Peak' | 17:00 | 18:00 | 01:00 | |

## Traffic Flows, Desired

**FG1: '2022 Surveyed Flows - AM Peak'**

**Desired Flow :**

| | | Destination | | | |
|---|---|---|---|---|---|
| | | A | B | C | Tot. |
| Origin | A | 0 | 865 | 397 | 1262 |
| | B | 763 | 0 | 279 | 1042 |
| | C | 254 | 273 | 0 | 527 |
| | Tot. | 1017 | 1138 | 676 | 2831 |

**FG2: '2022 Surveyed Flows - PM Peak'**
**Desired Flow :**

| | | Destination | | | |
|---|---|---|---|---|---|
| | | A | B | C | Tot. |
| Origin | A | 0 | 749 | 283 | 1032 |
| | B | 798 | 0 | 190 | 988 |
| | C | 384 | 260 | 0 | 644 |
| | Tot. | 1182 | 1009 | 473 | 2664 |

**FG3: '2027 Growthed Flows - AM Peak'**
**Desired Flow :**

| | | Destination | | | |
|---|---|---|---|---|---|
| | | A | B | C | Tot. |
| Origin | A | 0 | 893 | 410 | 1303 |
| | B | 788 | 0 | 288 | 1076 |
| | C | 262 | 282 | 0 | 544 |
| | Tot. | 1050 | 1175 | 698 | 2923 |

**FG4: '2027 Growthed Flows - PM Peak'**
**Desired Flow :**

| | | Destination | | | |
|---|---|---|---|---|---|
| | | A | B | C | Tot. |
| Origin | A | 0 | 773 | 292 | 1065 |
| | B | 824 | 0 | 196 | 1020 |
| | C | 396 | 268 | 0 | 664 |
| | Tot. | 1220 | 1041 | 488 | 2749 |

**FG5: '2027 With Development Flows - AM Peak'**
**Desired Flow :**

| | | Destination | | | |
|---|---|---|---|---|---|
| | | A | B | C | Tot. |
| Origin | A | 0 | 893 | 426 | 1319 |
| | B | 788 | 0 | 300 | 1088 |
| | C | 265 | 284 | 0 | 549 |
| | Tot. | 1053 | 1177 | 726 | 2956 |

**FG6: '2027 With Development Flows - PM Peak'**
**Desired Flow :**

| | | Destination | | | |
|---|---|---|---|---|---|
| | | A | B | C | Tot. |
| Origin | A | 0 | 773 | 295 | 1068 |
| | B | 824 | 0 | 199 | 1023 |
| | C | 409 | 278 | 0 | 687 |
| | Tot. | 1233 | 1051 | 494 | 2778 |

## Stage Timings

**Scenario 1: '2022 Surveyed Flows - AM Peak'** (FG1: '2022 Surveyed Flows - AM Peak', Plan 1: 'Network Control Plan 1')

| Stage | 1 | 2 | 3 |
|---|---|---|---|
| **Duration** | 11 | 46 | 36 |
| **Change Point** | 0 | 18 | 68 |

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **89.2%** |
| **Unnamed Junction** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **89.2%** |
| 1/1+1/2 | Manchester Road South Right Ahead | U+O | N/A | N/A | A | D | 1 | 61 | 11 | 1042 | 1915:1897 | 960+313 | 79.5 : 89.2% |
| 2/1 | Hollins Brow Left Right | U | N/A | N/A | C | | 1 | 36 | - | 527 | 1778 | 598 | 88.1% |
| 3/2+3/1 | Manchester Road North Left Ahead | U | N/A | N/A | B | | 1 | 46 | - | 1262 | 2055:1736 | 767+648 | 89.2 : 89.2% |
| 4/1 | | U | N/A | N/A | - | | - | - | - | 676 | Inf | Inf | 0.0% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 454 | Inf | Inf | 0.0% |
| 5/2 | | U | N/A | N/A | - | | - | - | - | 684 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | | - | - | - | 1017 | Inf | Inf | 0.0% |

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | **-** | **-** | **9** | **173** | **97** | **19.5** | **9.5** | **0.9** | **29.9** | **-** | **-** | **-** | **-** |
| **Unnamed Junction** | **-** | **-** | **9** | **173** | **97** | **19.5** | **9.5** | **0.9** | **29.9** | **-** | **-** | **-** | **-** |
| 1/1+1/2 | 1042 | 1042 | 9 | 173 | 97 | 5.0 | 2.2 | 0.9 | 8.1 (5.3+2.8) | 28.0 (25.1:36.0) | 16.7 | 2.2 | 19.0 |
| 2/1 | 527 | 527 | - | - | - | 5.0 | 3.4 | - | 8.4 | 57.6 | 15.1 | 3.4 | 18.5 |
| 3/2+3/1 | 1262 | 1262 | - | - | - | 9.5 | 3.9 | - | 13.4 (7.3+6.1) | 38.3 (38.3:38.3) | 17.9 | 3.9 | 21.8 |
| 4/1 | 676 | 676 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 454 | 454 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 684 | 684 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 1017 | 1017 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| | | | | | | |
|---|---|---|---|---|---|---|
| C1 | PRC for Signalled Lanes (%): | 0.8 | Total Delay for Signalled Lanes (pcuHr): | 29.95 | Cycle Time (s): | 110 |
| | PRC Over All Lanes (%): | 0.8 | Total Delay Over All Lanes(pcuHr): | 29.95 | | |

## Stage Timings

**Scenario 2: '2022 Surveyed Flows - PM Peak'** (FG2: '2022 Surveyed Flows - PM Peak', Plan 1: 'Network Control Plan 1')

| Stage | 1 | 2 | 3 |
|---|---|---|---|
| **Duration** | 4 | 46 | 43 |
| **Change Point** | 0 | 11 | 61 |

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **90.1%** |
| **Unnamed Junction** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **90.1%** |
| 1/1+1/2 | Manchester Road South Right Ahead | U+O | N/A | N/A | A | D | 1 | 54 | 4 | 988 | 1915:1897 | 893+213 | 89.3 : 89.3% |
| 2/1 | Hollins Brow Left Right | U | N/A | N/A | C | | 1 | 43 | - | 644 | 1786 | 714 | 90.1% |
| 3/2+3/1 | Manchester Road North Left Ahead | U | N/A | N/A | B | | 1 | 46 | - | 1032 | 2055:1758 | 767+656 | 72.5 : 72.5% |
| 4/1 | | U | N/A | N/A | - | | - | - | - | 473 | Inf | Inf | 0.0% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 453 | Inf | Inf | 0.0% |
| 5/2 | | U | N/A | N/A | - | | - | - | - | 556 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | | - | - | - | 1182 | Inf | Inf | 0.0% |

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | **-** | **-** | **66** | **86** | **38** | **18.7** | **9.3** | **0.6** | **28.6** | **-** | **-** | **-** | **-** |
| **Unnamed Junction** | **-** | **-** | **66** | **86** | **38** | **18.7** | **9.3** | **0.6** | **28.6** | **-** | **-** | **-** | **-** |
| 1/1+1/2 | 988 | 988 | 66 | 86 | 38 | 6.0 | 3.9 | 0.6 | 10.6 (8.4+2.2) | 38.6 (37.9:41.2) | 21.4 | 3.9 | 25.3 |
| 2/1 | 644 | 644 | - | - | - | 5.5 | 4.1 | - | 9.6 | 53.9 | 18.4 | 4.1 | 22.5 |
| 3/2+3/1 | 1032 | 1032 | - | - | - | 7.1 | 1.3 | - | 8.4 (4.5+3.9) | 29.3 (29.3:29.3) | 13.3 | 1.3 | 14.6 |
| 4/1 | 473 | 473 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 453 | 453 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 556 | 556 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 1182 | 1182 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| | | | | | | |
|---|---|---|---|---|---|---|
| C1 | PRC for Signalled Lanes (%): | -0.2 | Total Delay for Signalled Lanes (pcuHr): | 28.62 | Cycle Time (s): | 110 |
| | PRC Over All Lanes (%): | -0.2 | Total Delay Over All Lanes(pcuHr): | 28.62 | | |

## Stage Timings

**Scenario 3: '2027 Growthed Flows - AM Peak'** (FG3: '2027 Growthed Flows - AM Peak', Plan 1: 'Network Control Plan 1')

| Stage | 1 | 2 | 3 |
|---|---|---|---|
| **Duration** | 12 | 45 | 36 |
| **Change Point** | 0 | 19 | 68 |

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **93.2%** |
| **Unnamed Junction** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **93.2%** |
| 1/1+1/2 | Manchester Road South Right Ahead | U+O | N/A | N/A | A | D | 1 | 61 | 12 | 1076 | 1915:1897 | 960+324 | 82.1 : 88.9% |
| 2/1 | Hollins Brow Left Right | U | N/A | N/A | C | | 1 | 36 | - | 544 | 1778 | 598 | 91.0% |
| 3/2+3/1 | Manchester Road North Left Ahead | U | N/A | N/A | B | | 1 | 45 | - | 1303 | 2055:1736 | 757+640 | 93.2 : 93.2% |
| 4/1 | | U | N/A | N/A | - | | - | - | - | 698 | Inf | Inf | 0.0% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 469 | Inf | Inf | 0.0% |
| 5/2 | | U | N/A | N/A | - | | - | - | - | 706 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | | - | - | - | 1050 | Inf | Inf | 0.0% |

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | **-** | **-** | **2** | **188** | **98** | **20.9** | **13.0** | **0.9** | **34.8** | **-** | **-** | **-** | **-** |
| **Unnamed Junction** | **-** | **-** | **2** | **188** | **98** | **20.9** | **13.0** | **0.9** | **34.8** | **-** | **-** | **-** | **-** |
| 1/1+1/2 | 1076 | 1076 | 2 | 188 | 98 | 5.4 | 2.5 | 0.9 | 8.8 (5.7+3.0) | 29.4 (26.3:38.0) | 17.7 | 2.5 | 20.3 |
| 2/1 | 544 | 544 | - | - | - | 5.3 | 4.3 | - | 9.6 | 63.6 | 15.9 | 4.3 | 20.2 |
| 3/2+3/1 | 1303 | 1303 | - | - | - | 10.3 | 6.1 | - | 16.4 (8.9+7.5) | 45.2 (45.2:45.2) | 19.0 | 6.1 | 25.1 |
| 4/1 | 698 | 698 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 469 | 469 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 706 | 706 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 1050 | 1050 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| | | | | | | |
|---|---|---|---|---|---|---|
| C1 | PRC for Signalled Lanes (%): | -3.6 | Total Delay for Signalled Lanes (pcuHr): | 34.77 | Cycle Time (s): | 110 |
| | PRC Over All Lanes (%): | -3.6 | Total Delay Over All Lanes(pcuHr): | 34.77 | | |

## Stage Timings

**Scenario 4: '2027 Growthed Flows - PM Peak'** (FG4: '2027 Growthed Flows - PM Peak', Plan 1: 'Network Control Plan 1')

| Stage | 1 | 2 | 3 |
|---|---|---|---|
| **Duration** | 4 | 46 | 43 |
| **Change Point** | 0 | 11 | 61 |

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **92.9%** |
| **Unnamed Junction** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **92.9%** |
| 1/1+1/2 | Manchester Road South Right Ahead | U+O | N/A | N/A | A | D | 1 | 54 | 4 | 1020 | 1915:1897 | 893+212 | 92.3 : 92.3% |
| 2/1 | Hollins Brow Left Right | U | N/A | N/A | C | | 1 | 43 | - | 664 | 1786 | 714 | 92.9% |
| 3/2+3/1 | Manchester Road North Left Ahead | U | N/A | N/A | B | | 1 | 46 | - | 1065 | 2055:1758 | 767+656 | 74.9 : 74.9% |
| 4/1 | | U | N/A | N/A | - | | - | - | - | 488 | Inf | Inf | 0.0% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 467 | Inf | Inf | 0.0% |
| 5/2 | | U | N/A | N/A | - | | - | - | - | 574 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | | - | - | - | 1220 | Inf | Inf | 0.0% |

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | **-** | **-** | **56** | **86** | **54** | **19.6** | **12.2** | **0.7** | **32.5** | **-** | **-** | **-** | **-** |
| **Unnamed Junction** | **-** | **-** | **56** | **86** | **54** | **19.6** | **12.2** | **0.7** | **32.5** | **-** | **-** | **-** | **-** |
| 1/1+1/2 | 1020 | 1020 | 56 | 86 | 54 | 6.4 | 5.3 | 0.7 | 12.4 (9.8+2.6) | 43.8 (42.9:47.4) | 23.4 | 5.3 | 28.7 |
| 2/1 | 664 | 664 | - | - | - | 5.8 | 5.4 | - | 11.2 | 60.9 | 19.4 | 5.4 | 24.8 |
| 3/2+3/1 | 1065 | 1065 | - | - | - | 7.4 | 1.5 | - | 8.9 (4.8+4.1) | 30.0 (30.0:30.0) | 13.9 | 1.5 | 15.3 |
| 4/1 | 488 | 488 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 467 | 467 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 574 | 574 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 1220 | 1220 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| | | | | | | |
|---|---|---|---|---|---|---|
| C1 | PRC for Signalled Lanes (%): | -3.3 | Total Delay for Signalled Lanes (pcuHr): | 32.52 | Cycle Time (s): | 110 |
| | PRC Over All Lanes (%): | -3.3 | Total Delay Over All Lanes(pcuHr): | 32.52 | | |

## Stage Timings

**Scenario 5: '2027 With Development Flows - AM Peak'** (FG5: '2027 With Development Flows - AM Peak', Plan 1: 'Network Control Plan 1')

| Stage | 1 | 2 | 3 |
|---|---|---|---|
| **Duration** | 12 | 46 | 35 |
| **Change Point** | 0 | 19 | 69 |

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **94.3%** |
| **Unnamed Junction** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **94.3%** |
| 1/1+1/2 | Manchester Road South Right Ahead | U+O | N/A | N/A | A | D | 1 | 62 | 12 | 1088 | 1915:1897 | 969+322 | 81.3 : 93.0% |
| 2/1 | Hollins Brow Left Right | U | N/A | N/A | C | | 1 | 35 | - | 549 | 1778 | 582 | 94.3% |
| 3/2+3/1 | Manchester Road North Left Ahead | U | N/A | N/A | B | | 1 | 46 | - | 1319 | 2055:1732 | 767+646 | 93.4 : 93.4% |
| 4/1 | | U | N/A | N/A | - | | - | - | - | 726 | Inf | Inf | 0.0% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 461 | Inf | Inf | 0.0% |
| 5/2 | | U | N/A | N/A | - | | - | - | - | 716 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | | - | - | - | 1053 | Inf | Inf | 0.0% |

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | **-** | **-** | **0** | **202** | **98** | **21.0** | **14.9** | **0.9** | **36.9** | **-** | **-** | **-** | **-** |
| **Unnamed Junction** | **-** | **-** | **0** | **202** | **98** | **21.0** | **14.9** | **0.9** | **36.9** | **-** | **-** | **-** | **-** |
| 1/1+1/2 | 1088 | 1088 | 0 | 202 | 98 | 5.4 | 2.6 | 0.9 | 8.9 (5.6+3.3) | 29.6 (25.7:39.8) | 17.3 | 2.6 | 19.9 |
| 2/1 | 549 | 549 | - | - | - | 5.5 | 6.1 | - | 11.6 | 75.9 | 16.3 | 6.1 | 22.4 |
| 3/2+3/1 | 1319 | 1319 | - | - | - | 10.1 | 6.2 | - | 16.4 (8.9+7.5) | 44.7 (44.7:44.7) | 19.1 | 6.2 | 25.3 |
| 4/1 | 726 | 726 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 461 | 461 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 716 | 716 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 1053 | 1053 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| | | | | | | |
|---|---|---|---|---|---|---|
| C1 | PRC for Signalled Lanes (%): | -4.8 | Total Delay for Signalled Lanes (pcuHr): | 36.90 | Cycle Time (s): | 110 |
| | PRC Over All Lanes (%): | -4.8 | Total Delay Over All Lanes(pcuHr): | 36.90 | | |

## Stage Timings

**Scenario 6: '2027 With Development Flows - PM Peak'** (FG6: '2027 With Development Flows - PM Peak', Plan 1: 'Network Control Plan 1')

| Stage | 1 | 2 | 3 |
|---|---|---|---|
| **Duration** | 4 | 45 | 44 |
| **Change Point** | 0 | 11 | 60 |

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **94.0%** |
| **Unnamed Junction** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **94.0%** |
| 1/1+1/2 | Manchester Road South Right Ahead | U+O | N/A | N/A | A | D | 1 | 53 | 4 | 1023 | 1915:1897 | 878+212 | 93.8 : 93.8% |
| 2/1 | Hollins Brow Left Right | U | N/A | N/A | C | | 1 | 44 | - | 687 | 1786 | 731 | 94.0% |
| 3/2+3/1 | Manchester Road North Left Ahead | U | N/A | N/A | B | | 1 | 45 | - | 1068 | 2055:1757 | 757+647 | 76.1 : 76.1% |
| 4/1 | | U | N/A | N/A | - | | - | - | - | 494 | Inf | Inf | 0.0% |
| 5/1 | | U | N/A | N/A | - | | - | - | - | 475 | Inf | Inf | 0.0% |
| 5/2 | | U | N/A | N/A | - | | - | - | - | 576 | Inf | Inf | 0.0% |
| 6/1 | | U | N/A | N/A | - | | - | - | - | 1233 | Inf | Inf | 0.0% |

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | **-** | **-** | **52** | **86** | **60** | **20.3** | **14.1** | **0.7** | **35.1** | **-** | **-** | **-** | **-** |
| **Unnamed Junction** | **-** | **-** | **52** | **86** | **60** | **20.3** | **14.1** | **0.7** | **35.1** | **-** | **-** | **-** | **-** |
| 1/1+1/2 | 1023 | 1023 | 52 | 86 | 60 | 6.7 | 6.4 | 0.7 | 13.8 (10.9+2.9) | 48.5 (47.5:52.3) | 24.0 | 6.4 | 30.3 |
| 2/1 | 687 | 687 | - | - | - | 6.0 | 6.1 | - | 12.1 | 63.4 | 20.0 | 6.1 | 26.2 |
| 3/2+3/1 | 1068 | 1068 | - | - | - | 7.7 | 1.6 | - | 9.2 (5.0+4.3) | 31.2 (31.2:31.2) | 14.1 | 1.6 | 15.7 |
| 4/1 | 494 | 494 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 475 | 475 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 576 | 576 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 1233 | 1233 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| | | | | | | |
|---|---|---|---|---|---|---|
| C1 | PRC for Signalled Lanes (%): | -4.5 | Total Delay for Signalled Lanes (pcuHr): | 35.12 | Cycle Time (s): | 110 |
| | PRC Over All Lanes (%): | -4.5 | Total Delay Over All Lanes(pcuHr): | 35.12 | | |

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