Project Name:	Great Wilsey Park, Haverhill
Document Reference:	1028.0006/TN/1
Document Name:	Technical Note
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Checked By:	Chris Callaway (July 2025)
Approved By:	Will Fayers (July 2025)

Revision Record				
Rev	Date	By	Summary of Changes	Aprvd

1. INTRODUCTION

1.1 This Technical Note (TN) has been prepared by Paul Basham Associates on behalf of Bloor Homes to support the residential development for up to 2,500 homes, local employment uses, education, community and leisure facilities, public open space and recreation facilities at Land North East of Haverhill, Suffolk (known as 'Great Wilsey Park' and referenced as 'the development' within this TN).

1.2 This TN focuses on a specific junction and modelling of the T-junction located to the southwest of the proposed school (Plot B2), as shown in **Figure 1**. This TN has been developed following the discussions held with Suffolk County Council (SCC) regarding the T-junction located to the southwest of the proposed school (Plot B2).

1.3 The site masterplan was submitted as an outline application (reference DC/15/2151/OUT) in 2015 for *"Residential development of up to 2,500 units (within use classes C2/C3); two primary schools; two local centres including retail, community and employment uses (with use classes A1/A2/A3/A4/A5, B1 and D1/D2; open space; landscaping and associated infrastructure"*, with approval gained in 2018.

1.4 A reserved matters application for the first phase of development has since been approved with Bloor Homes aiming to achieve planning approval for the second phase of the development (referenced as 'the proposed development' in this TN), with associated access

arrangements, layout and infrastructure to be developed for the southeastern parcel of the site.

1.5 Engagement with SCC Highway Authority has been sought, with an initial discussion held on 10th July 2025 to discuss and agree the assumptions and modelling parameters required for the junction modelling scenarios. It was also agreed with SCC that a roundabout option for the junction should be excluded as a T-junction was preferred for reasons relating to pedestrian safety. Following this meeting with SCC Highway Authority in July 2025, this TN has been prepared to summarise the modelling of the T-junction located to the southwest of the proposed school (Plot B2), due to concerns from SCC on the operation of this junction.

1.6 The site plan is identified within **Figure 1**, with the T-junction located to the southwest of the proposed school (Plot B2) assessed circled in red. The illustrative masterplan of the development is included in **Appendix A**.

Figure 1: Site Plan

Report Structure

1.7 Following this introduction, this TN is structured as follows:

- **Chapter 2: Proposed Development:** Summarises the development proposals including the accommodation schedule, proposed junction and pedestrian crossing infrastructure.
- **Chapter 3: Vehicle Trip Generation:** Outlines the forecast vehicle trip generation assessment for the proposed development.
- **Chapter 4: Vehicle Trip Distribution:** Details the first principles distribution of the vehicle trips associated with the proposed development.
- **Chapter 5: Junction Capacity Assessment**: Details the junction capacity assessment for the study junction.
- **Chapter 6: Summary and Conclusion:** Provides and overall summary and conclusion to this TN.

2. PROPOSED DEVELOPMENT

T-Junction

2.1 The T-junction subject to the further investigation and junction modelling is located to the south-west of the proposed school plot (B1) and is a priority T-junction taken off the main spine road through the site. The spine road is 6.2m wide throughout and the northern arm is 6.2m wide. The junction has 9m radii.

2.2 The T-junction located to the southwest of the proposed school (Plot B2) is subject to the assessment within this TN and is illustrated in **Figure 2**.

Figure 2: Study Junction

Development Proposals

2.3 **Table 1** shows the schedule of accommodation for the eastern parcels of the site, which will have a trip generation impact on the study junction.

Zone	No. Units	GFA/No. Students
A9	94	-
A10	336	-
A11	132	-
A12	366	-
A13	290	-
A14	132	-
A15	119	-
B2	-	240 Students
C1	40 flats	1,225 sqm

Table 1: Accommodation Schedule

Pedestrian Connectivity

2.4 A 3m wide footway cycleway is proposed on the north side of the main spine road, which also continues north along the northern arm of the junction. 2m footways are provided elsewhere throughout the site. Pedestrian crossing points with a toucan crossing and raised table are proposed to cross the spine road in the locations of the existing and proposed public rights of way. One crossing point is located approximately 110m to the west of the study junction and a second is located to the east is approximately 220m away. At the northern arm of the junction, tactile paving will be provided to assist mobility and vision impaired users to cross this road.

3. VEHICLE TRIP GENERATION

3.1 To forecast the likely vehicular trip generation of the various use classes of the proposed development, a TRICS assessment has been undertaken for the closest approximation for each land use class within the proposed development, as detailed in Section 2 of this TN.

3.2 The same methodology and parameters have been applied as the consented scheme but using updated TRICS sites as the original trip rates are outdated. The vehicle trip rates, vehicle distribution and methodology have been discussed and agreed with SCC officers during the meeting in July 2025.

Residential – Houses

3.3 For the residential houses, the same methodology for the residential dwellings as per the original consented application (reference DC/15/2151/OUT) has been applied, which assumed 80% private 'Houses Privately Owned' and 20% affordable 'Affordable/Local Authority Houses'.

3.4 The TRICS assessment has been undertaken using the following parameters, also the same as that of the consented application:

- TRICS (v 8.25.6);
- Use Class 'Residential' and sub-category 'Houses Privately Owned' for the private dwellings and 'Affordable/Local Authority Houses' for the affordable dwellings;
- 'Suburban' or 'Edge of Town' locations only;
- Weekday surveys only; and
- Sites impacted by Covid-19 pandemic restrictions are excluded.

3.5 A summary of the results of the trip rates and trip generation generated from the TRICS assessment is displayed in **Table 2** with full TRICS outputs attached as **Appendix B**.

	AM Peak Hour (08:00-09:00)			PM Peak hour (17:00-18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip Rate (per dwelling) – Private	0.150	0.385	0.535	0.352	0.163	0.515
Trip Rate (per dwelling) – Affordable	0.159	0.271	0.430	0.335	0.259	0.594
Trip Rate (per dwelling) – Combined	0.152	0.362	0.514	0.349	0.182	0.531
Trip Generation (1,407 dwellings)	**214**	**510**	**723**	**490**	**256**	**747**

Table 2: Trip Rates and Generation – Houses

3.6 Table 2 identifies the proposed development is forecast to generate 723 vehicle movements during the AM peak hour and 747 vehicle movements during the PM peak hour for the residential houses proposed.

Residential – Flats

3.7 For the flats, located in Plot C1, the TRICS assessment has been undertaken using the following parameters:

- TRICS (v 8.25.6);
- Use Class 'Residential' and sub-category 'Flats Privately Owned';
- 'Suburban' or 'Edge of Town' locations only;
- Weekday surveys only; and
- Sites impacted by Covid-19 pandemic restrictions are excluded.

3.8 A summary of the results of the trip rates and trip generation generated from the TRICS assessment is displayed in Table 3 with full TRICS outputs attached as Appendix B.

	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip Rate (per flat)	0.067	0.191	0.258	0.168	0.091	0.259
Trip Generation (40 flats)	3	8	10	7	4	10

Table 3: Trip Rates and Generation – Flats

3.9 Table 3 identifies the flats are forecast to generate 10 vehicle movements during the AM peak hour and 10 vehicle movements during the PM peak hour.

Primary School

3.10 For the primary school for up to 240 places, located in Plot B2, the TRICS assessment has been undertaken using the following parameters:

- TRICS (v 8.25.6);
- Use Class 'Education' and sub-category 'Primary';
- 'Suburban' or 'Edge of Town' locations only;
- Weekday surveys only; and
- Sites impacted by Covid-19 pandemic restrictions are excluded.

3.11 A summary of the results of the trip rates and trip generation generated from the TRICS assessment is displayed in Table 4 with full TRICS outputs attached as Appendix B.

	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip Rate (per student)	0.282	0.226	0.508	0.011	0.028	0.039
Trip Generation (240 students)	68	54	122	3	7	9

Table 4: Trip Rates and Generation – Primary School

3.12 Table 4 identifies the primary school is forecast to generate 122 vehicle movements during the AM peak hour and 9 vehicle movements during the PM peak hour.

Retail

3.13 For the proposed retail unit for up to 1,225 sqm, located in Plot C1, the TRICS assessment has been undertaken using the following parameters:

- TRICS (v 8.25.6);
- Use Class 'Retail' and sub-category 'Food Superstore';
- 'Suburban' or 'Edge of Town' locations only;
- Weekday surveys only; and
- Sites impacted by Covid-19 pandemic restrictions are excluded.

3.14 A summary of the results of the trip rates and trip generation generated from the TRICS assessment is displayed in Table 5 with full TRICS outputs attached as Appendix B.

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip Rate (per student)	2.540	2.003	4.543	4.074	4.282	8.356
Trip Generation (per 100 sqm)	31	25	56	50	52	102

Table 5: Trip Rates and Generation – Retail Unit

3.15 Table 5 identifies the retail units are forecast to generate 56 vehicle movements during the AM peak hour and 102 vehicle movements during the PM peak hour.

4. VEHICLE TRIP DISTRIBUTION

4.1 Vehicle trip distribution for the proposed development has been determined on a first principles basis, based on assumptions made for the shortest journey from each plot to the required destination (school, retail or leaving the site to join the local highway network).

4.2 All the proposed development traffic flows are set out in the traffic flow diagrams, which are attached as **Appendix C**.

Residential

4.3 **Figure 3** below shows the number of dwellings in each plot which will have vehicles distributed through the T-junction located to the southwest of the proposed school (Plot B2).

Figure 3: Number of Dwellings Per Plot

4.4 Plot A9 consists of two separate parcels, split by a through road running through the plot. For the purpose of this assessment, it is assumed that from the 94 dwellings within the plot, that 32 dwellings will be located to the east of the through road and will be accessed off the spine road. Therefore, it is forecast all the vehicles from these 32 dwellings will travel through the T-junction located to the southwest of the proposed school (Plot B2). It is proposed that traffic calming measures will be installed along this road to make this route a less attractive choice and to reduce traffic through Plot A9.

4.5 The vehicle distribution assumptions from each plot routing via the eastern arm (spine road) and the northern arm of the T-junction located to the southwest of the proposed school (Plot B2), are shown in **Table 6**.

4.6 It is also noted that sensitivity testing on the vehicle distribution of Plot A12 traffic has been undertaken for both 75/25 split and 50/50 split in vehicle trip distribution, as detailed in Section 5.

Parcel	Spine Road East	Northern Arm
A9	100%	-
A10	-	100%
A11	-	100%
A12	75%	25%
A13	100%	-
A14	100%	-
A15	100%	-
C1 Flats	-	100%
Total	**59%**	**41%**

Table 6: Residential Distribution

4.7 The vehicle distribution for each of the plots identified above are shown in **Figure 4**.

Figure 4: Residential Distribution

Primary School

4.8 It is assumed that 22% of school trips will originate from outside of the site, which is consistent with the consented planning application. The remaining vehicles have been distributed as per the number of dwellings located west, north and east of the T-junction located to the southwest of the proposed school (Plot B2). 32% of vehicle movements are forecast from the western parcel (Plots A1-A8 and A16) and will arrive from the west of the T-Junction. 19% (Plots A9, A13, A14, A15) of vehicle movements are forecast to arrive from the east of the T-Junction and 28% (A10, A11, A12, C1) of vehicle movements are forecast to arrive from the north.

4.9 The vehicle distribution of the school is shown in **Figure 5**.

Figure 5: Primary School Distribution

Retail

4.10 No trips are expected from outside of the site, as existing shops are assumed to be located closer to the existing residents.

4.11 Only 12% of trips have been assumed to arrive from the west, as the majority of the western phase of the site would assumed to travel to the closer Plot D1, which features a similar retail unit. 60% of trips are forecast to arrive at the site from the north whilst 28% are forecast to

arrive at the site from the east, travelling through the study junction. The distribution of trips to the retail unit are shown in **Figure 6.**

Figure 6: Retail Unit Distribution

5. JUNCTION CAPACITY ASSESSMENT

Junction Modelling Methodology

5.1 Junctions 9 modelling software has been utilised to assess the junction capacity of the T-junction located to the southwest of the proposed school (Plot B2).

5.2 Junctions 9 modelling software is the industry standard software package for assessing roundabout and priority junctions and provides a Ratio of Flow to Capacity (RFC) value, which identifies what proportion of each approach total capacity is currently being utilised. RFC values exceeding 0.85 is considered to operate above design capacity but within theoretical capacity, whilst an RFC value of 1.0 or greater represent a junction operating above theoretical capacity. Junctions 9 software also provides values for junction delay (in seconds) and queue length in Passenger Car Units (PCUs).

5.3 A range of scenarios for sensitivity testing have been reviewed, at the request of SCC Highways, which include the following:

- 75% of traffic from the east and 25% of traffic from the north for Plot A12 traffic
- 50% of traffic from the east and 50% of traffic from the north for Plot A12 traffic
- 75/25 split of Plot A12 Traffic + 10% additional traffic
- 75/25 split of Plot A12 traffic with the school access location moved from off the north arm of the junction onto the spine road

5.4 No committed developments or TEMPro growth factors have been assumed as the T-junction located to the southwest of the proposed school (Plot B2) is forecast to be subjected to vehicle movements generated from the proposed development.

5.5 The results of the T-junction modelling are outlined in **Table 7** and the modelling outputs are included as **Appendix D**.

		AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
		RFC	MMQ (PCU)	Delays (s)	RFC	MMQ (PCU)	Delays (s)
50/50 Split of A12 Traffic	North Arm Left	0.14	0.2	16	0.04	0.0	7
	North Arm Right	0.80	3.6	41	0.36	0.5	14
	West Arm Ahead Left	0.10	0.2	5	0.04	0.1	6
75/25 Split of A12 Traffic	North Arm Left	0.12	0.1	14	0.04	0.0	7
	North Arm Right	0.77	3.0	36	0.34	0.5	13
	West Arm Ahead Left	0.10	0.2	5	0.04	0.1	6
75/25 Split of A12 Traffic + 10% Additional Traffic	North Arm Left	0.26	0.3	31	0.04	0.0	7
	North Arm Right	0.87	5.4	59	0.38	0.6	15
	West Arm Ahead Left	0.12	0.2	5	0.04	0.1	6
75/25 Split of A12 Traffic With School Access Location Moved	North Arm Left	0.02	0.0	7	0.03	0.0	7
	North Arm Right	0.53	1.1	17	0.30	0.4	13
	West Arm Ahead Left	0.02	0.0	5	0.03	0.0	6

Table 7: Modelling Results – T-Junction

5.6 **Table 7** identifies that the T-Junction is forecast to operate within capacity in all scenarios. This is with the exception of the +10% additional traffic scenario, where the right turn from the northern approach is marginally over design capacity of 0.85 RFC with a maximum forecast RFC of 0.87.

6. SUMMARY AND CONCLUSIONS

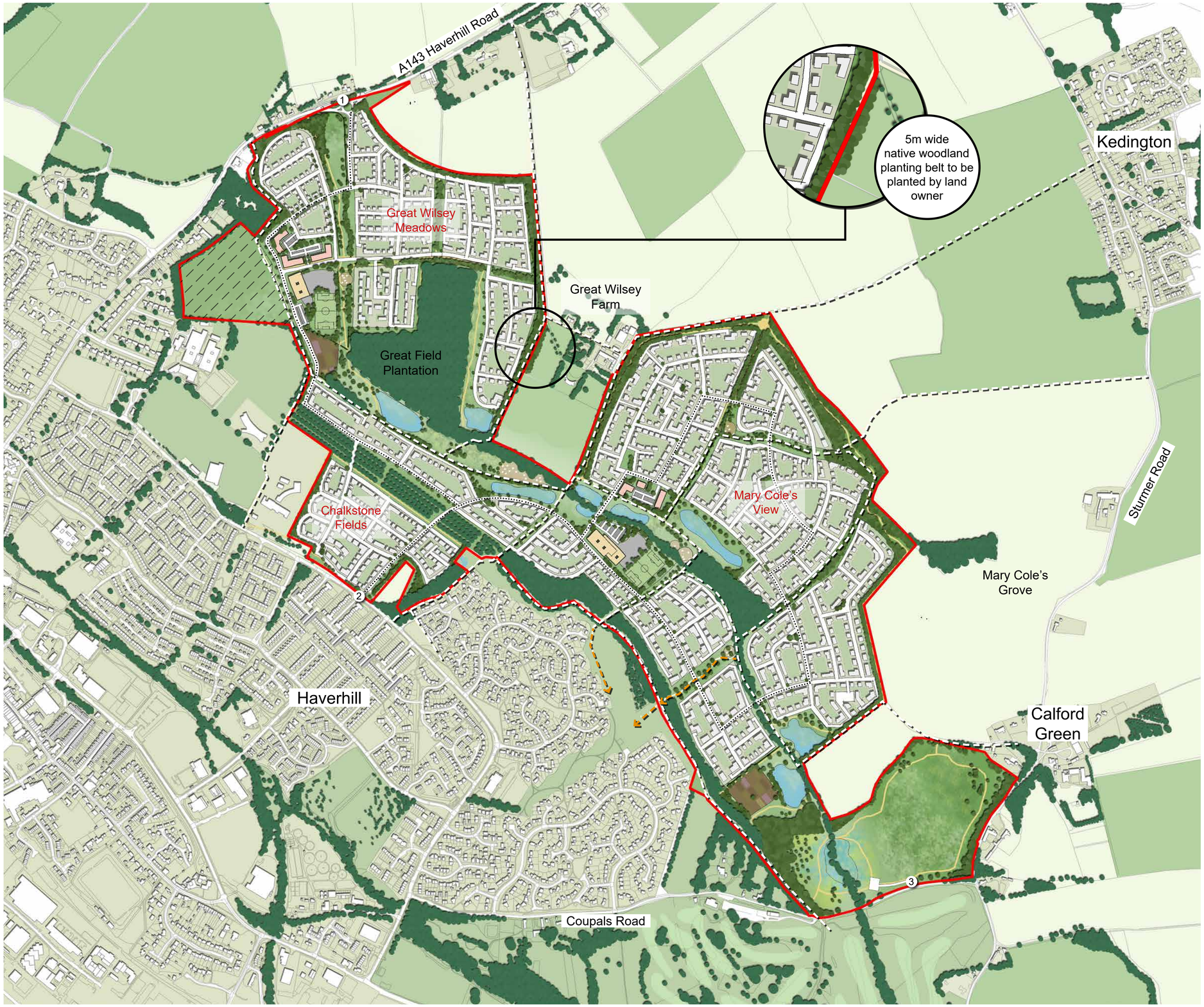
6.1 This Technical Note has been prepared by Paul Basham Associates on behalf of Bloor Homes to support the residential development known as Great Wilsey Park through the junction modelling of the T-junction located to the southwest of the proposed school (Plot B2).

6.2 Trip rates have been extracted from TRICS for each proposed use in a consistent manner to those from the consented planning application. Vehicle trip distribution has been determined on a first principles basis, based on assumptions made for the shortest journey from each plot to the required destination.

6.3 Junction modelling for the proposed T-junction located to the southwest of the proposed school (Plot B2) has been assessed, with all movements of the junction operating within capacity in all but one scenario, where an additional 10% of traffic is added on to the overall trip generation.

6.4 Based on the conclusions of the junction capacity assessment, it is considered that the T-junction proposed is suitable for the forecasted vehicle trip generation.

Appendix A



Application Boundary - Total Area 168.34Ha

Residential Development Use Class C3 - Total Area 74.75Ha

Proposed Extra Care Residential USe Class C2 - Total Area 1.5Ha

Total Residential = 2500 units at an average density of 32.7 dph

Proposed Schools - Total Area 4.2Ha (comprising of a 2FE School 2.2Ha and a 1FE School 2.0Ha)

Mixed-use Local Centre - Total Area 0.6Ha - comprising:
i. Up to 1,225sqm – use classes A1/2/3/4/5 and D1/2; and
ii. Residential units (included within the 2,500 units above);

Mixed-use Local Centre - Total Area 1.3Ha - comprising:
i. Up to 1,225sqm – use classes A1/2/3/4/5 and D1/2;
ii. Residential units (included within the 2,500 units above);
iii. Up to 5,600sqm of uses comprising B1 and D1/2 (of which between 450-2,000sqm will be for D1 healthcare uses and up to 3,000sqm will be B1 uses).

Proposed Green Infrastructure, includes Public Open Space, Equipped Children's Play Areas, Sustainable Drainage (SuDS), Proposed Tree, Hedge and Shrub Planting, Meadow Creation, Wetland, Permissive Paths and Cycleways. - Total Area = 79.69Ha

Existing Woodland Planting to be Retained and Brought Under Management

Proposed Structural Woodland Planting

Existing Hedgerows Retained and Enhanced with Additional Planting

Land for potential expansion of Samuel Ward Academy - Total Area 4.8Ha

Proposed Community Allotment Gardens - Total Area = 1.5Ha (comprising 1 plot of 0.6Ha and another at 0.9Ha)

1 Proposed Primary Access from Haverhill Road Via a Proposed New Roundabout

2 Proposed Secondary Access from Chalkstone Way Via a Proposed New Signalised Junction

3 Proposed access from Coupals Road to a dedicated car park for the Country Park - No Access to the wider development.

Indicative Route for Public Transport.

Existing Public Rights of Way Retained Along Their Original Alignment and Enhanced.

Proposed public footpath / cycleway links to East Town Park.

Notes:
Revision F: Sep 2016
Revision E: April 2016
Revision D: April 2016
Revision C: September 2015
Revision B: August 2015
Revision A: July 2015

N

Hallam Land Management
Great Wilsey Park
Haverhill

ILLUSTRATIVE MASTERPLAN

Scale: 1:5000@A1 / 1:10000@A3
Date: September 2016
Drawn: SJ / NJE

5055-L-111 rev **F**

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Appendix B

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	46	271	0.074	0.302	0.376
08:00-09:00	**46**	**271**	**0.150**	**0.385**	**0.535**
09:00-10:00	46	271	0.127	0.157	0.284
10:00-11:00	46	271	0.114	0.134	0.248
11:00-12:00	46	271	0.125	0.130	0.255
12:00-13:00	46	271	0.141	0.138	0.279
13:00-14:00	46	271	0.145	0.138	0.283
14:00-15:00	46	271	0.151	0.169	0.320
15:00-16:00	46	271	0.252	0.168	0.420
16:00-17:00	46	271	0.272	0.158	0.430
17:00-18:00	46	271	0.352	0.163	0.515
18:00-19:00	46	271	0.281	0.150	0.431
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			2.184	2.192	4.376

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.*

Parameter Summary:

Trip rate parameter range selected:	100 - 2000 (units: DWELLS)
Survey date date range:	11/07/2016 - 26/06/2024
Number of weekdays (Monday-Friday):	46
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 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	31	0.071	0.188	0.259
08:00-09:00	11	31	0.159	0.271	0.430
09:00-10:00	11	31	0.159	0.229	0.388
10:00-11:00	11	31	0.159	0.176	0.335
11:00-12:00	11	31	0.162	0.135	0.297
12:00-13:00	11	31	0.165	0.129	0.294
13:00-14:00	11	31	0.150	0.179	0.329
14:00-15:00	11	31	0.188	0.206	0.394
15:00-16:00	11	31	0.294	0.174	0.468
16:00-17:00	11	31	0.268	0.156	0.424
17:00-18:00	**11**	**31**	**0.335**	**0.259**	**0.594**
18:00-19:00	11	31	0.212	0.179	0.391
19:00-20:00	1	19	0.316	0.158	0.474
20:00-21:00	1	19	0.158	0.105	0.263
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			2.796	2.544	5.340

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.*

Parameter Summary:

Trip rate parameter range selected:	8 - 516 (units: DWELLS)
Survey date date range:	27/05/2016 - 06/09/2023
Number of weekdays (Monday-Friday):	11
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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 hect

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. AREA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	19	75	0.041	0.150	0.191
08:00-09:00	19	75	0.067	0.191	0.258
09:00-10:00	19	75	0.083	0.089	0.172
10:00-11:00	19	75	0.071	0.086	0.157
11:00-12:00	19	75	0.059	0.080	0.139
12:00-13:00	19	75	0.087	0.092	0.179
13:00-14:00	19	75	0.086	0.095	0.181
14:00-15:00	19	75	0.095	0.088	0.183
15:00-16:00	19	75	0.119	0.075	0.194
16:00-17:00	19	75	0.122	0.082	0.204
17:00-18:00	19	75	0.168	0.091	0.259
18:00-19:00	19	75	0.122	0.089	0.211
19:00-20:00	**1**	**27**	**0.222**	**0.222**	**0.444**
20:00-21:00	1	27	0.148	0.037	0.185
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			1.490	1.467	2.957

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.*

Parameter Summary:

Trip rate parameter range selected:	0.03 - 3.48 (units: hect)
Survey date date range:	08/11/2016 - 19/06/2023
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

Total Vehicles

Calculation factor: 1 PUPILS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PUPILS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	19	298	0.061	0.024	0.085
08:00-09:00	**19**	**298**	**0.282**	**0.226**	**0.508**
09:00-10:00	19	298	0.030	0.036	0.066
10:00-11:00	19	298	0.011	0.011	0.022
11:00-12:00	19	298	0.015	0.014	0.029
12:00-13:00	19	298	0.023	0.025	0.048
13:00-14:00	19	298	0.018	0.021	0.039
14:00-15:00	19	298	0.049	0.035	0.084
15:00-16:00	19	298	0.183	0.230	0.413
16:00-17:00	19	298	0.036	0.066	0.102
17:00-18:00	19	298	0.011	0.028	0.039
18:00-19:00	19	298	0.005	0.007	0.012
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			0.724	0.723	1.447

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.*

Parameter Summary:

Trip rate parameter range selected:	38 - 1020 (units: PUPILS)
Survey date date range:	24/03/2016 - 20/06/2024
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	4000	0.200	0.150	0.350
06:00-07:00	4	4768	0.624	0.241	0.865
07:00-08:00	10	4134	1.478	1.057	2.535
08:00-09:00	10	4134	2.540	2.003	4.543
09:00-10:00	10	4134	3.503	2.709	6.212
10:00-11:00	10	4134	4.023	3.474	7.497
11:00-12:00	10	4134	4.417	4.040	8.457
12:00-13:00	**10**	**4134**	**4.894**	**4.973**	**9.867**
13:00-14:00	10	4134	4.240	4.649	8.889
14:00-15:00	10	4134	4.190	4.342	8.532
15:00-16:00	10	4134	4.323	4.240	8.563
16:00-17:00	10	4134	4.035	4.468	8.503
17:00-18:00	10	4134	4.074	4.282	8.356
18:00-19:00	10	4134	4.211	4.458	8.669
19:00-20:00	10	4134	3.292	3.916	7.208
20:00-21:00	10	4134	2.196	2.591	4.787
21:00-22:00	10	4134	1.437	1.909	3.346
22:00-23:00	7	3803	0.590	1.014	1.604
23:00-00:00	3	4667	0.243	0.471	0.714
Totals Rates:			54.510	54.987	109.497

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.*

Parameter Summary:

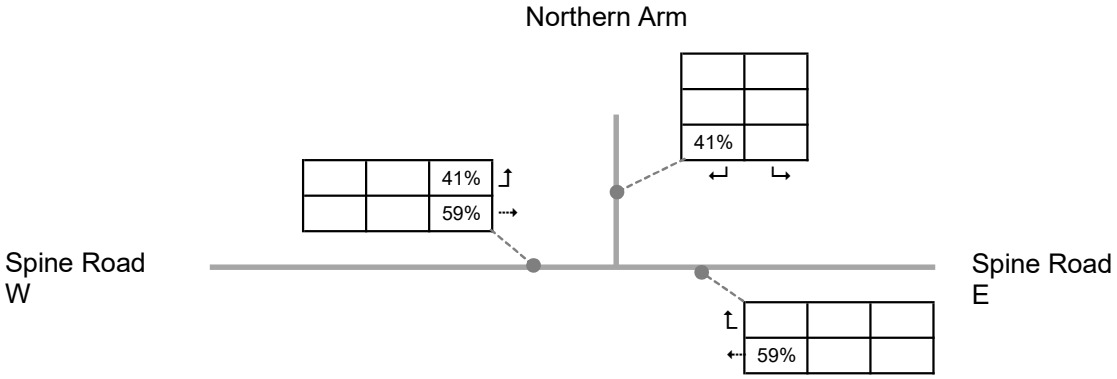
Trip rate parameter range selected:	205 - 12000 (units: sqm)
Survey date date range:	27/05/2016 - 21/06/2024
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Appendix C

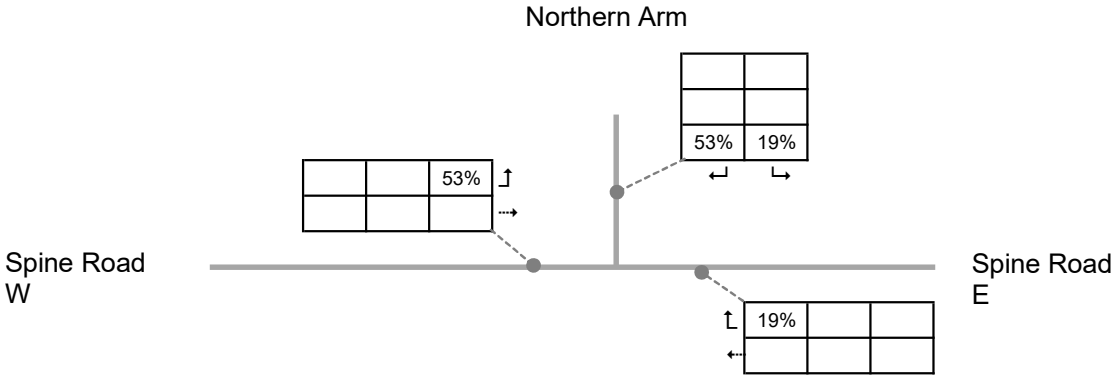
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: Residential Distribution % - 75/25 Split A12



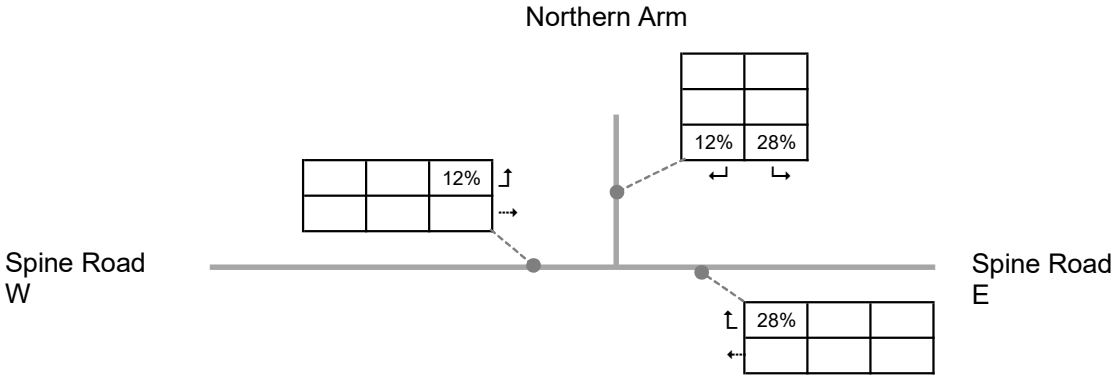
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: School Distribution % - 75/25 Split A12



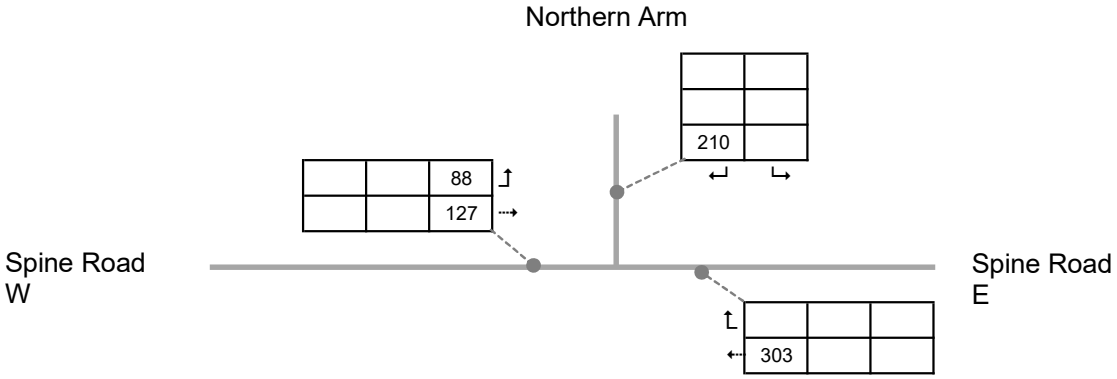
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: Commercial Distribution % - 75/25 Split A12



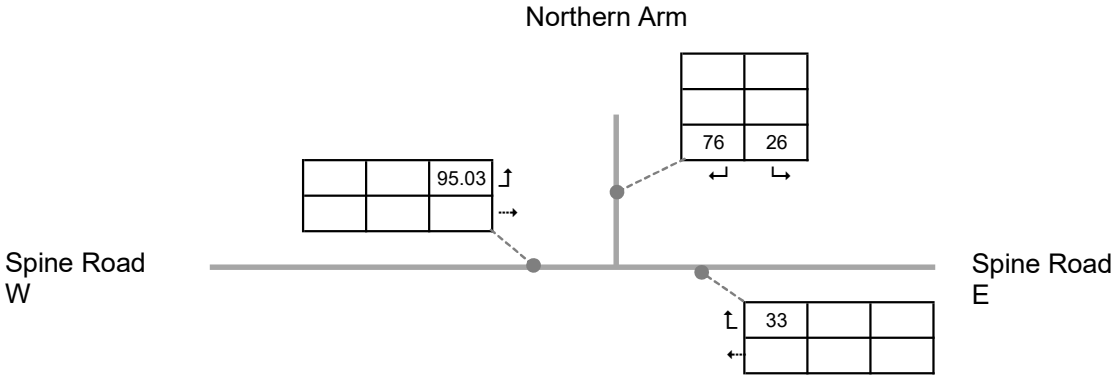
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: Residential Distribution AM - 75/25 Split A12



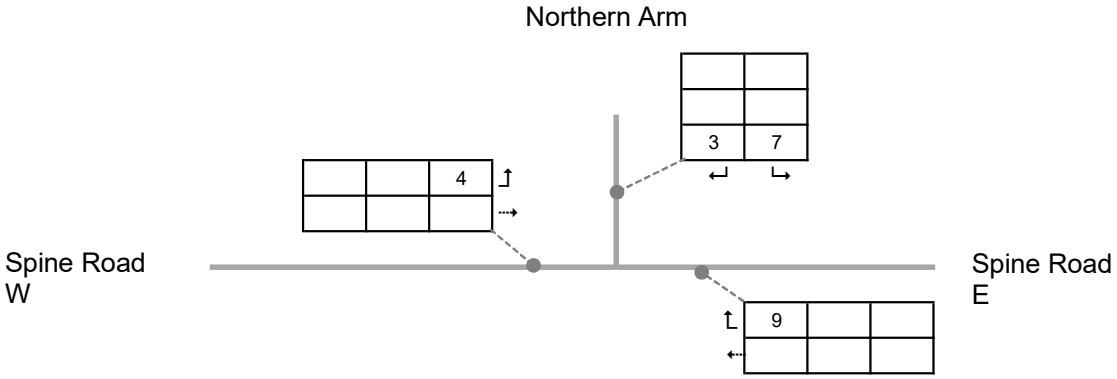
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: School Distribution AM - 75/25 Split A12



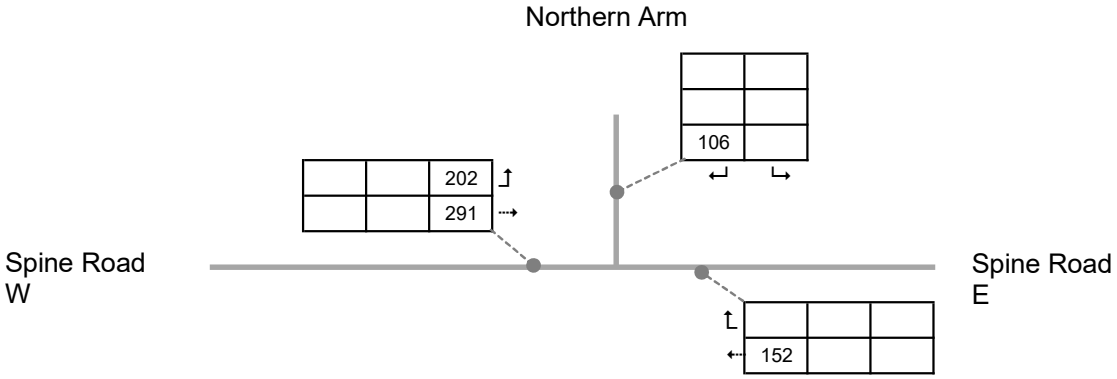
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: Commercial Distribution AM - 75/25 Split A12



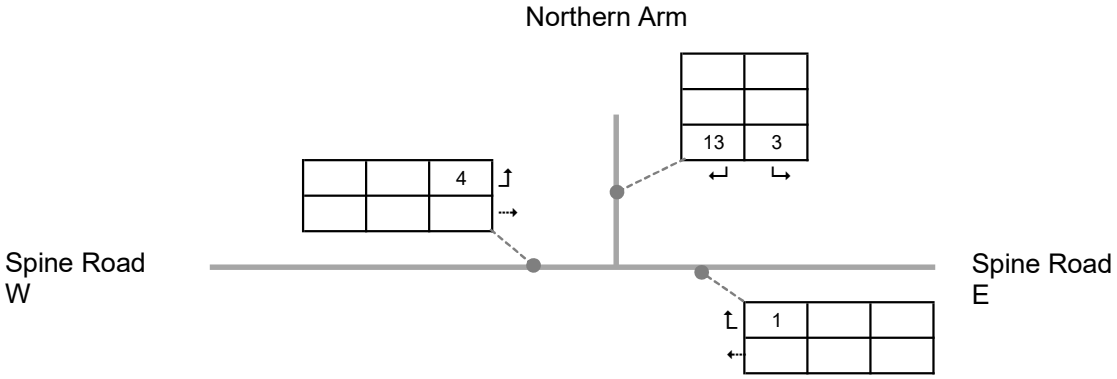
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: Residential Distribution PM - 75/25 Split A12



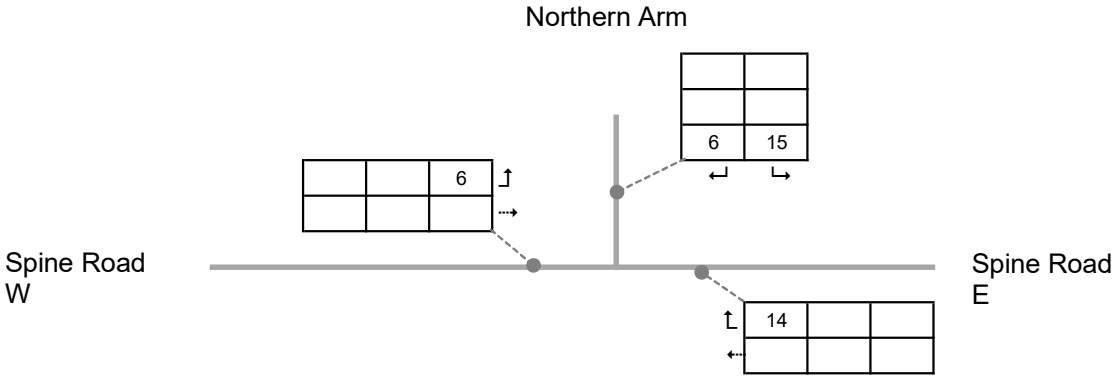
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: School Distribution PM - 75/25 Split A12



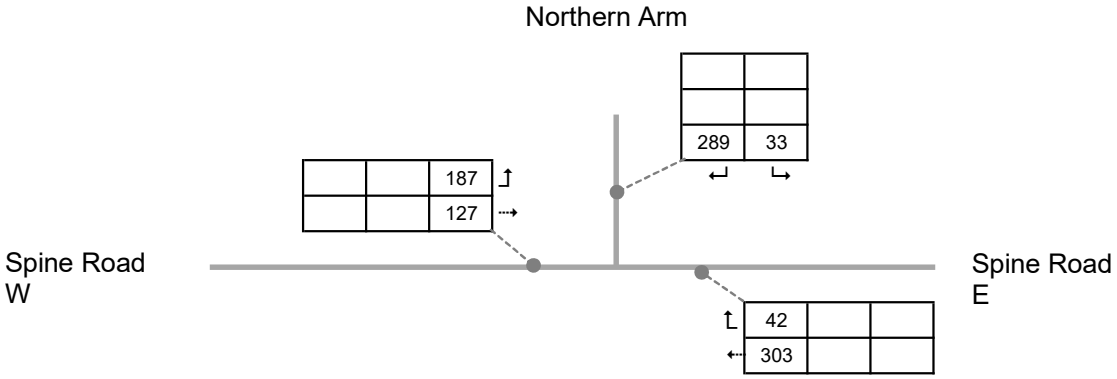
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: Commercial Distribution PM - 75/25 Split A12



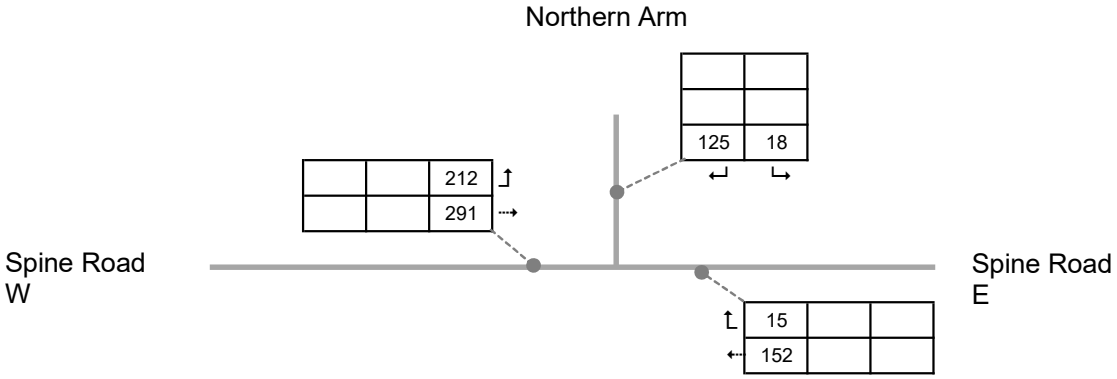
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: Future Year AM - 75/25 Split A12



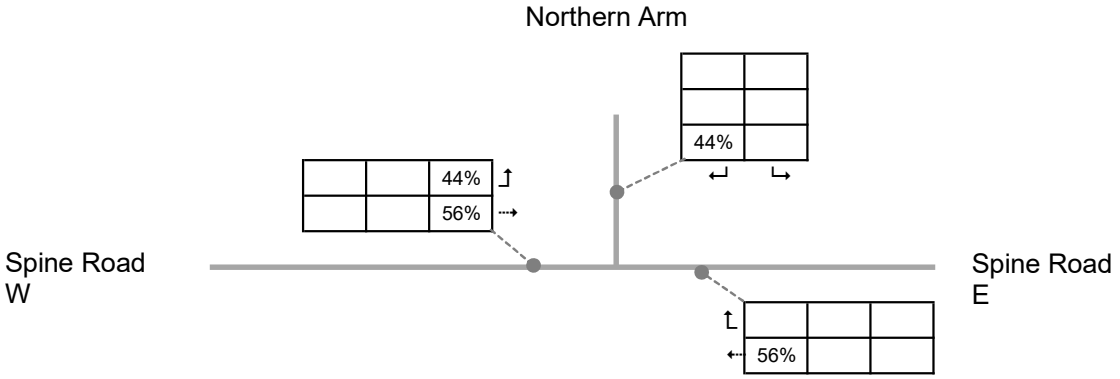
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: Future Year AM - 75/25 Split A12



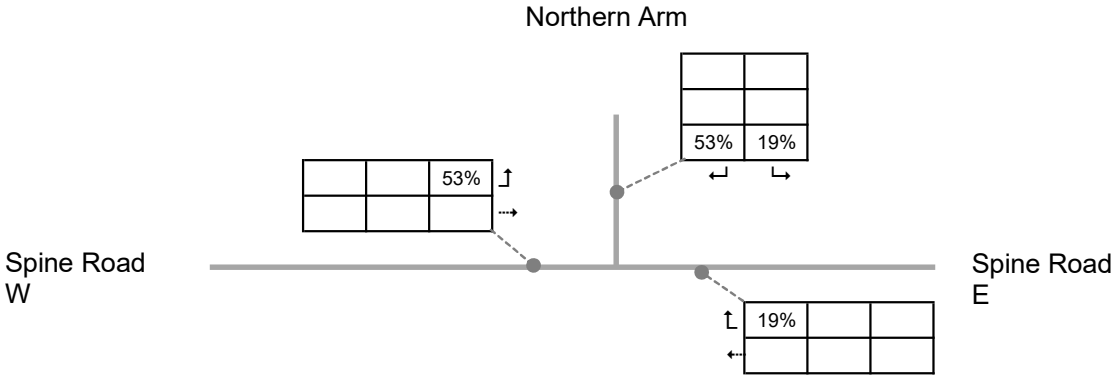
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: Residential Distribution % - 50/50 Split A12



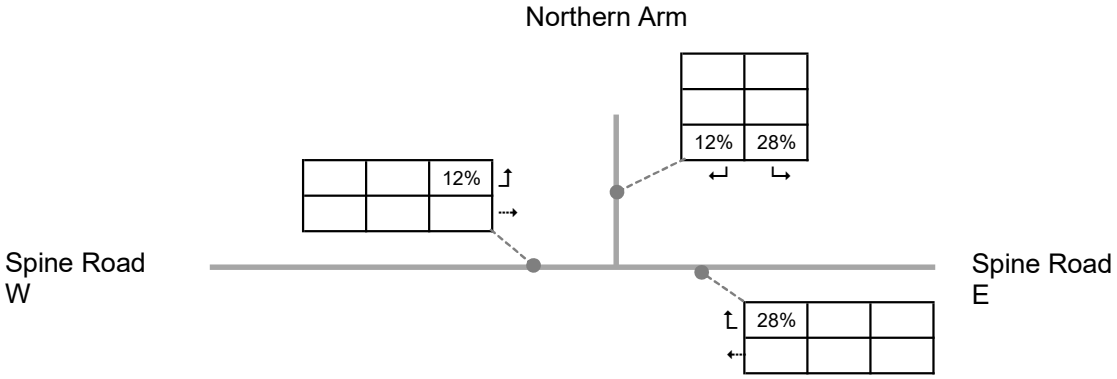
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: School Distribution % - 50/50 Split A12



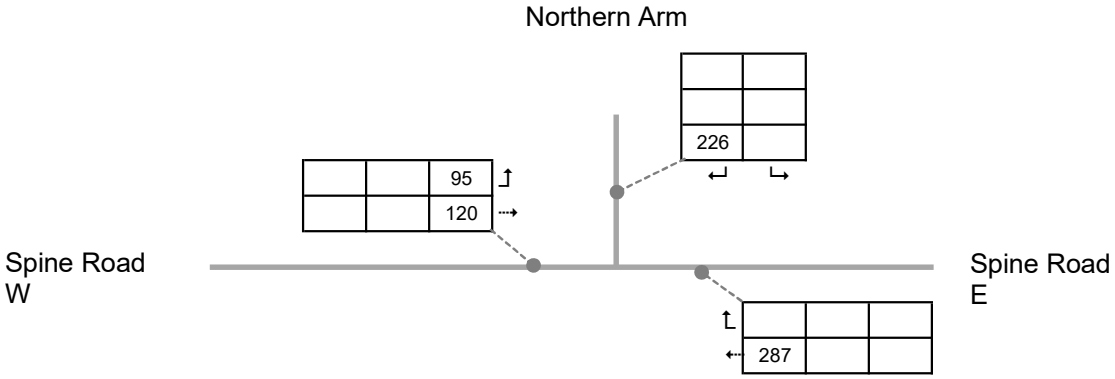
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: Commercial Distribution % - 50/50 Split A12



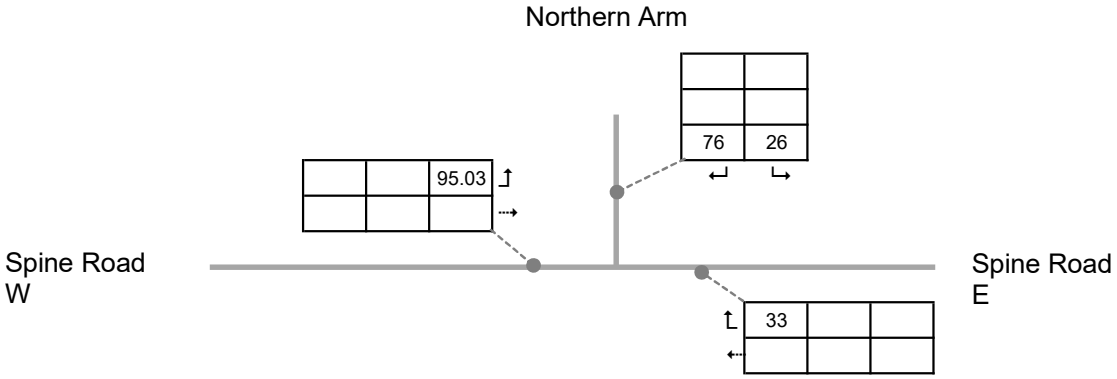
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: Residential Distribution AM - 50/50 Split A12



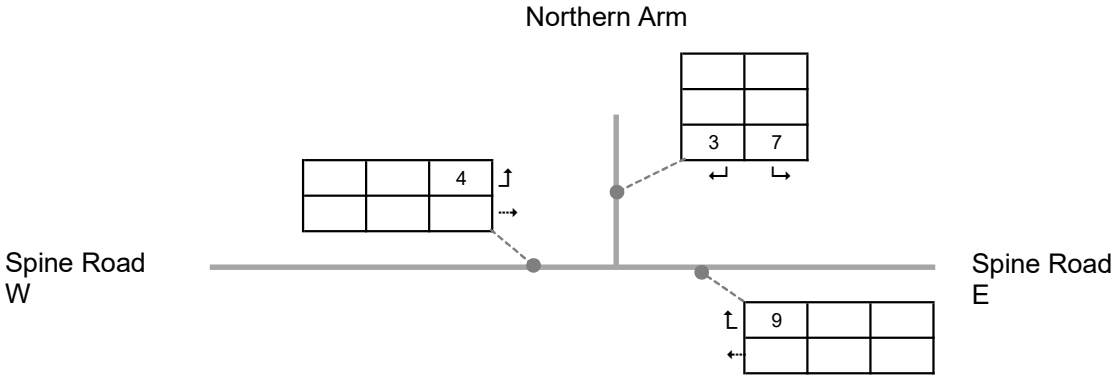
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: School Distribution AM - 50/50 Split A12



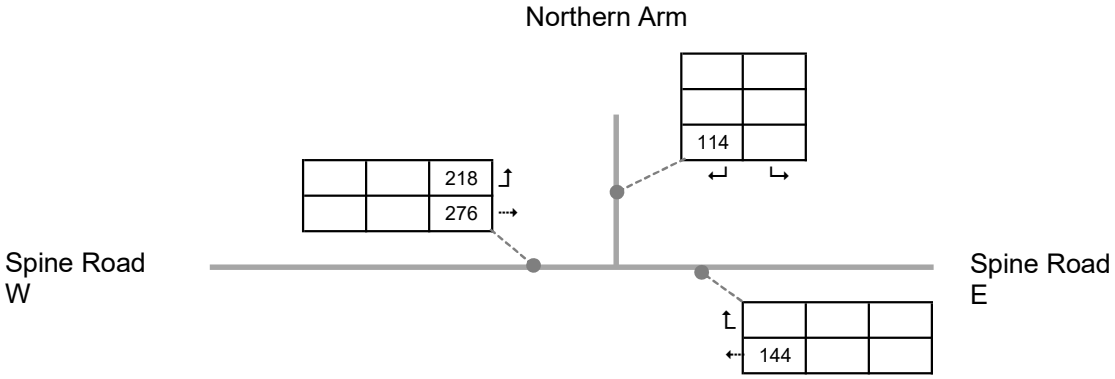
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: Commercial Distribution AM - 50/50 Split A12



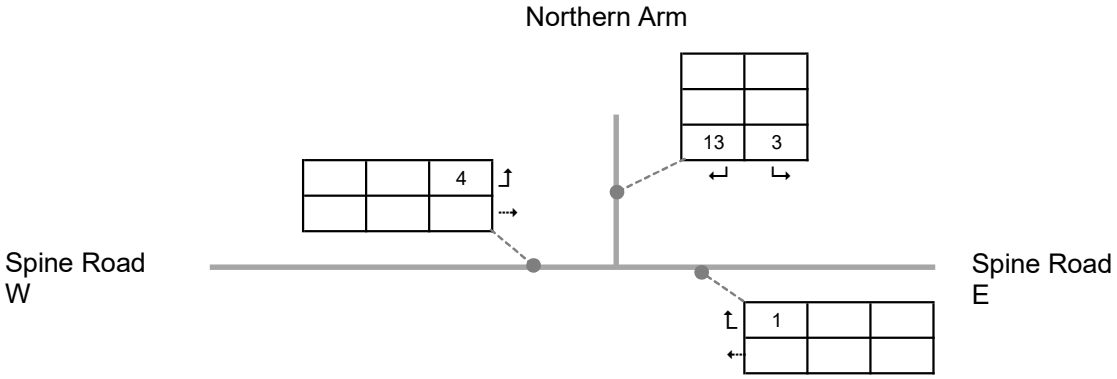
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: Residential Distribution PM - 50/50 Split A12



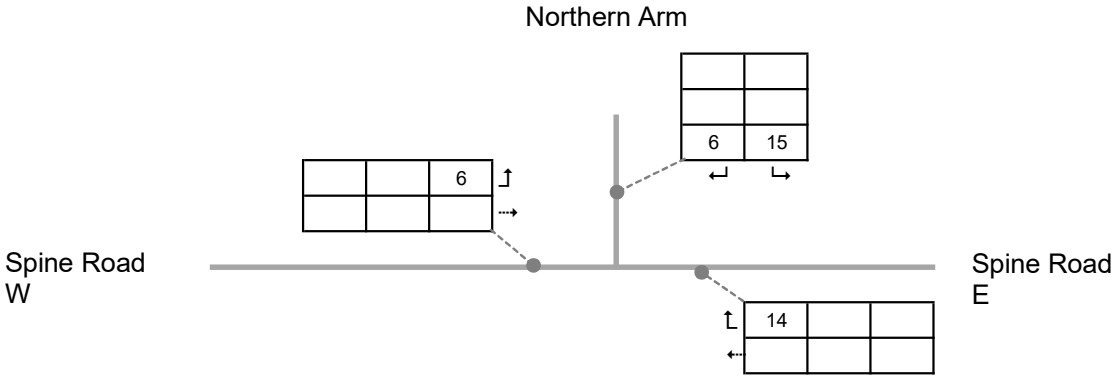
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: School Distribution PM - 50/50 Split A12



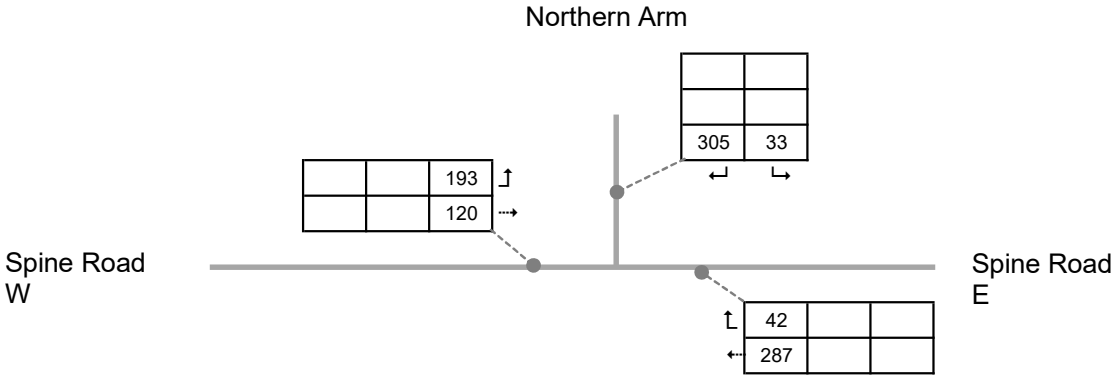
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: Commercial Distribution PM - 50/50 Split A12



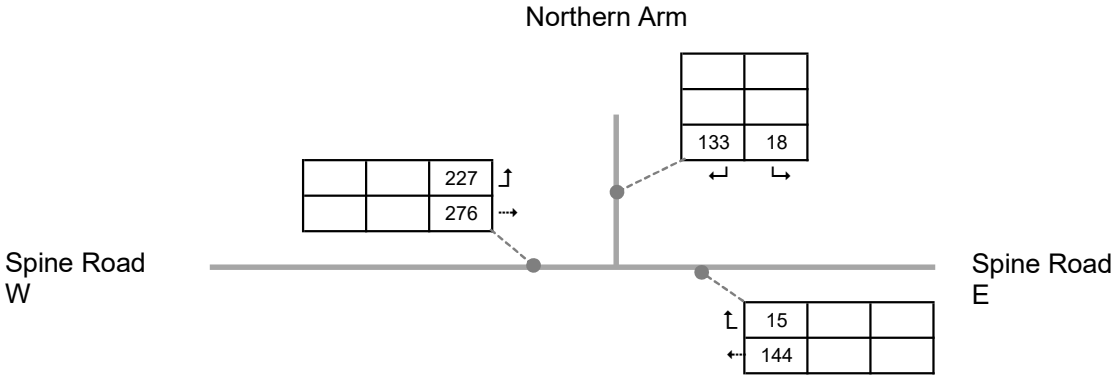
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: Future Year AM - 50/50 Split A12



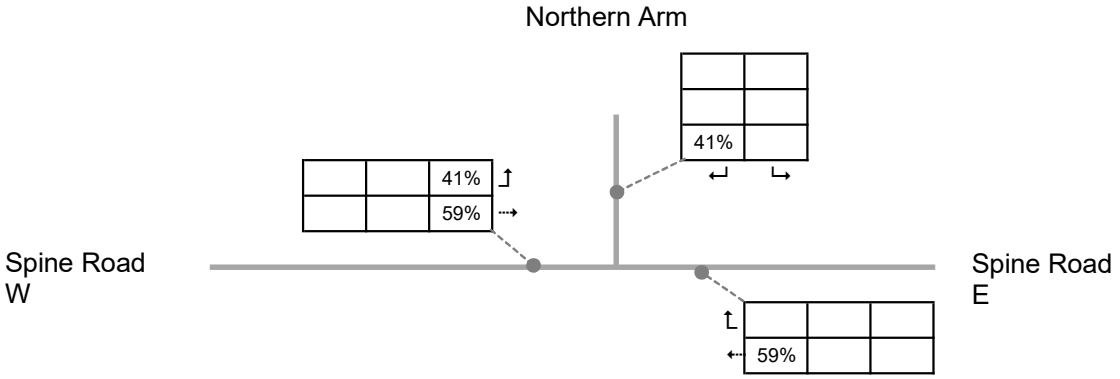
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: Future Year AM - 50/50 Split A12



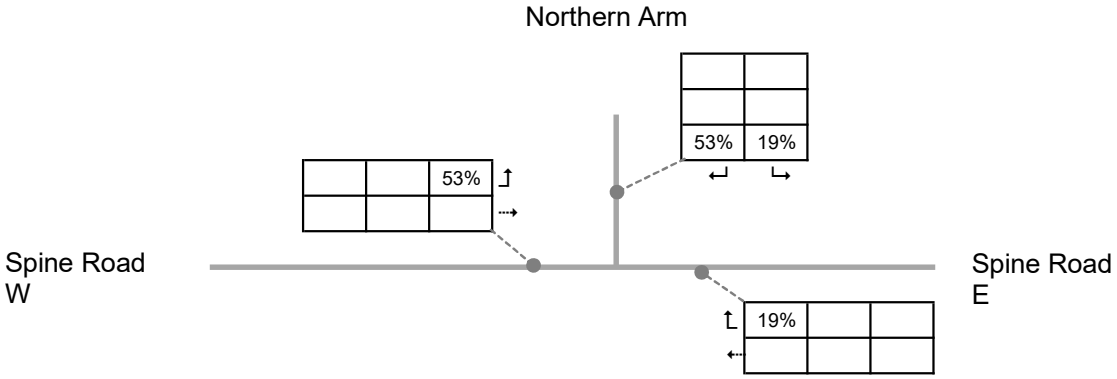
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: Residential Distribution % + 10% Additional Traffic



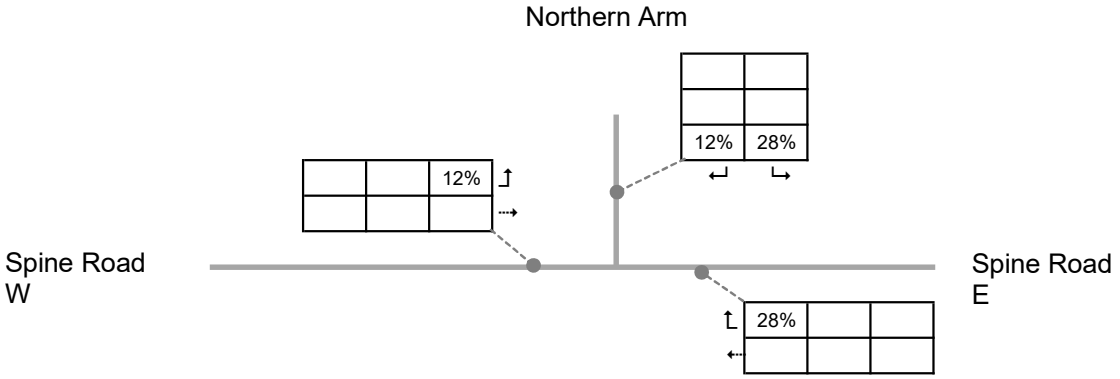
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: School Distribution % + 10% Additional Traffic



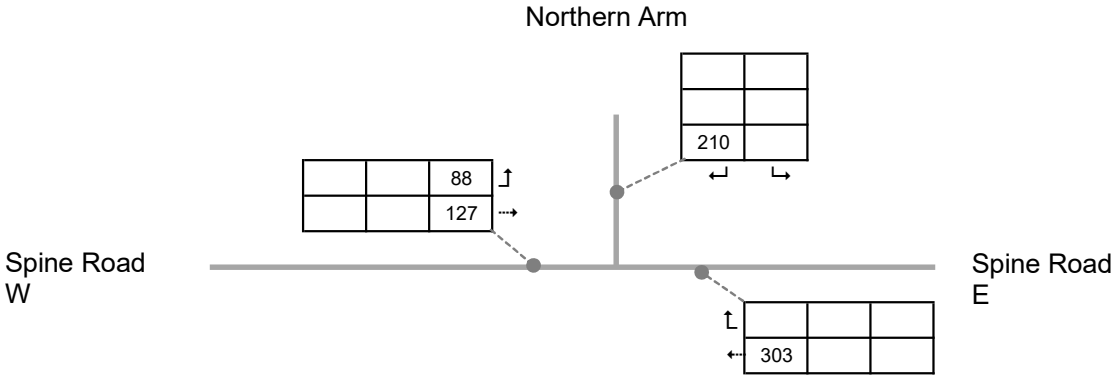
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: Commercial Distribution % + 10% Additional Traffic



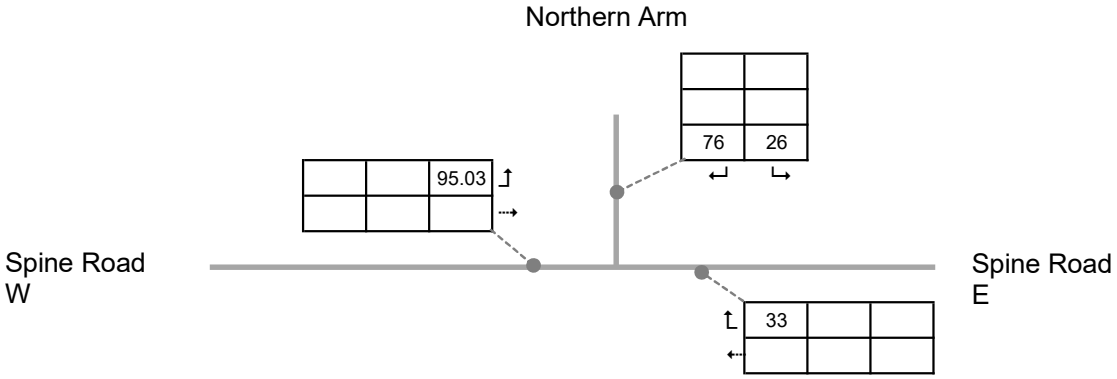
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: Residential Distribution AM + 10% Additional Traffic



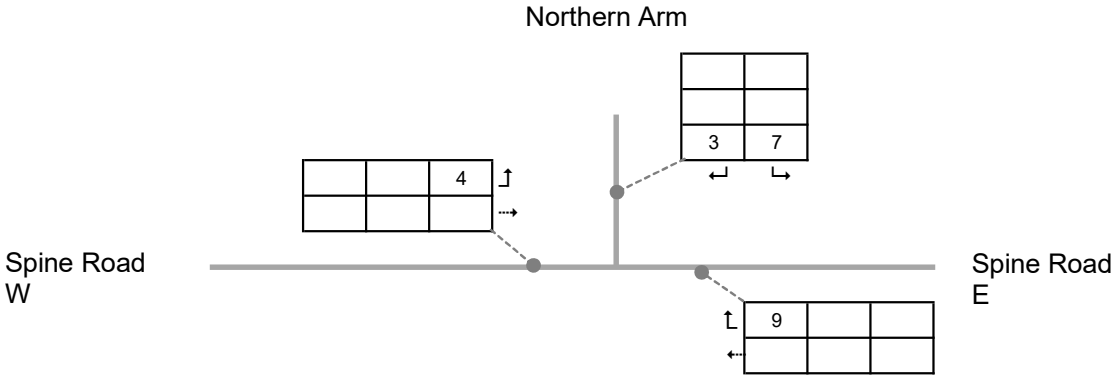
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: School Distribution AM + 10% Additional Traffic



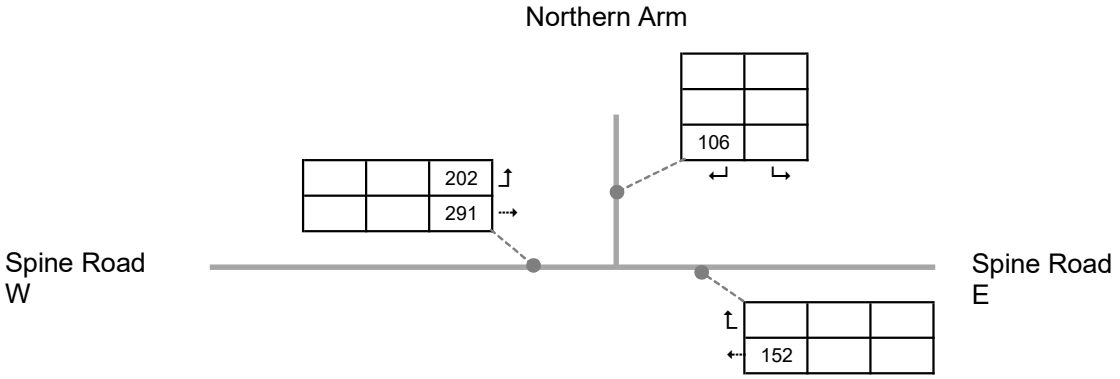
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: Commercial Distribution AM + 10% Additional Traffic



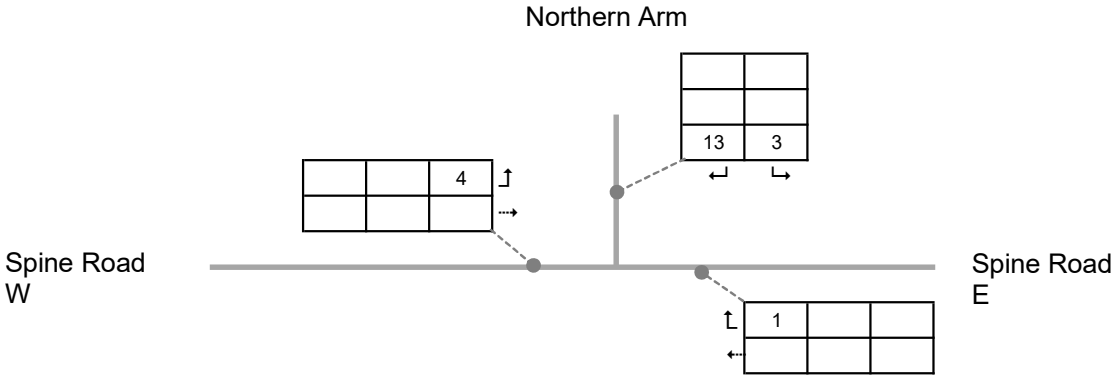
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: Residential Distribution PM + 10% Additional Traffic



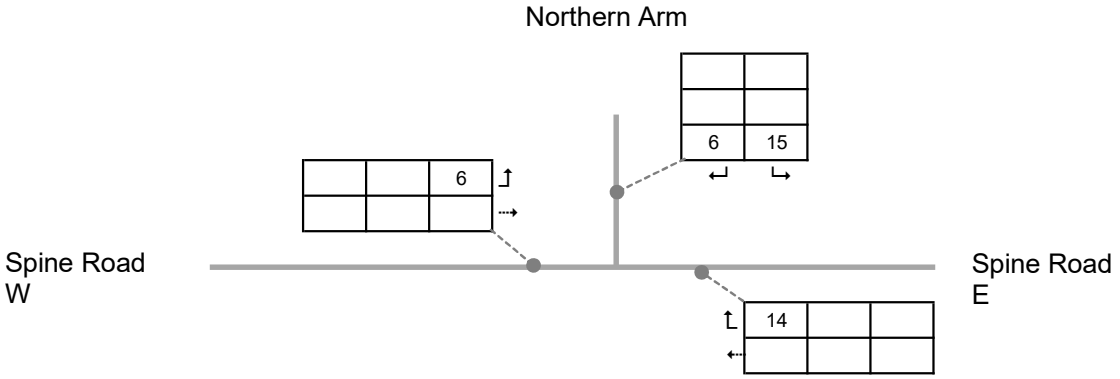
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: School Distribution PM + 10% Additional Traffic



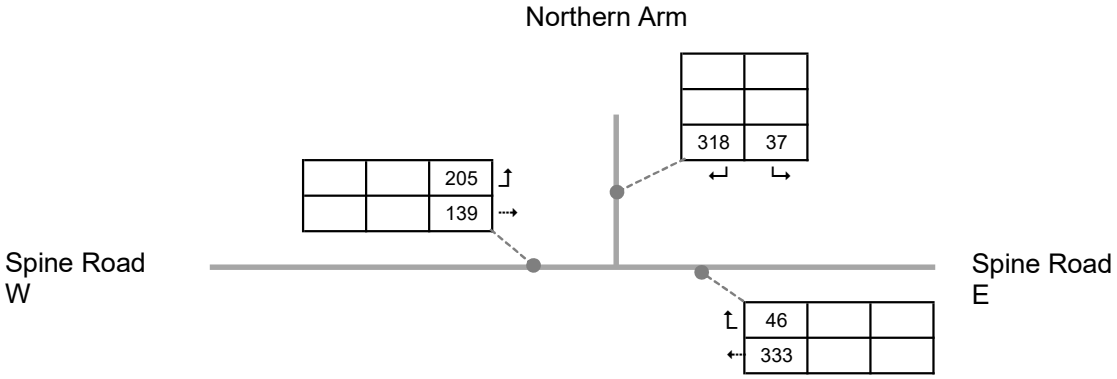
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: Commercial Distribution PM + 10% Additional Traffic



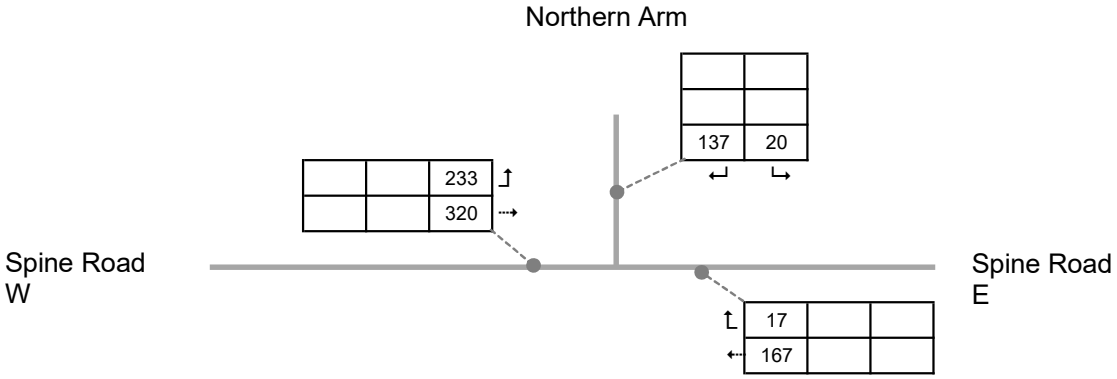
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: Future Year AM + 10% Additional Traffic



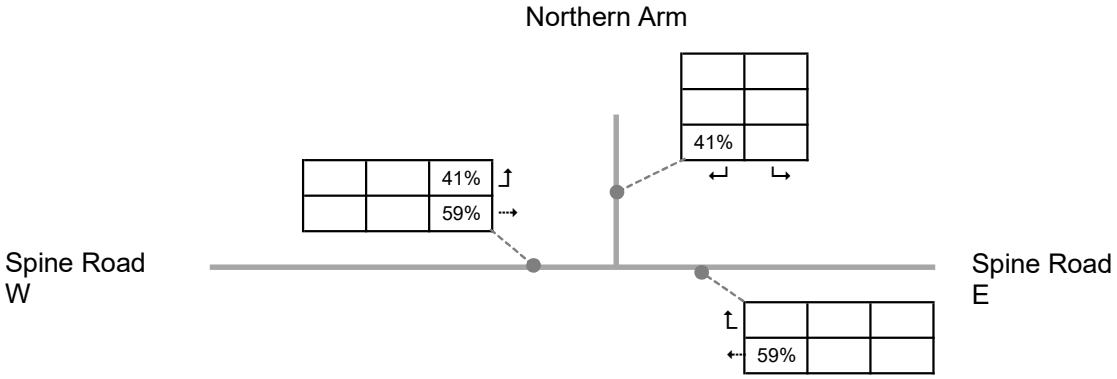
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: Future Year AM + 10% Additional Traffic



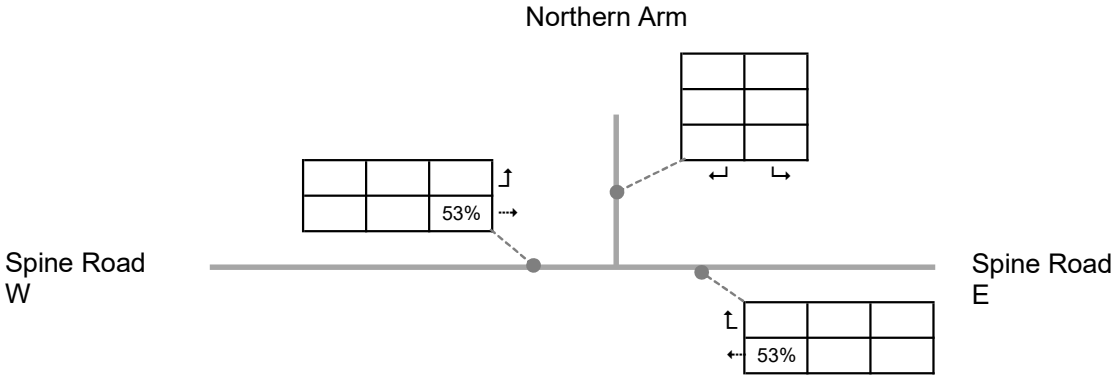
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: Residential Distribution % - Alternative School Access



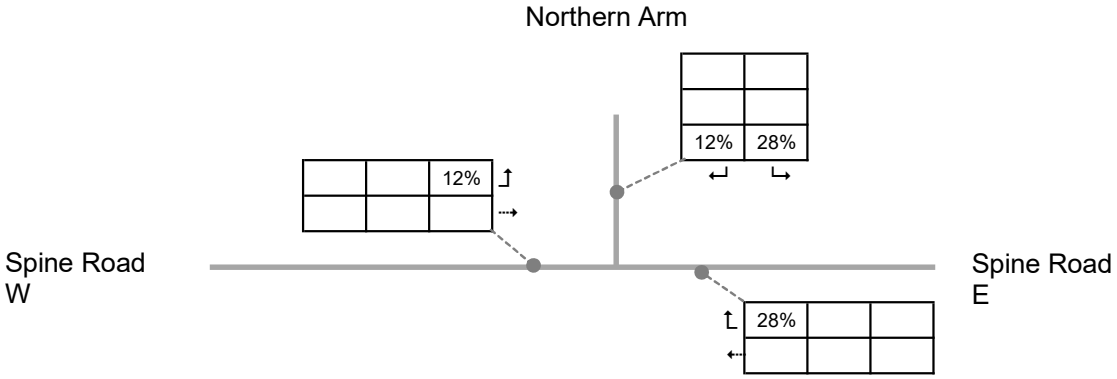
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: School Distribution % - Alternative School Access



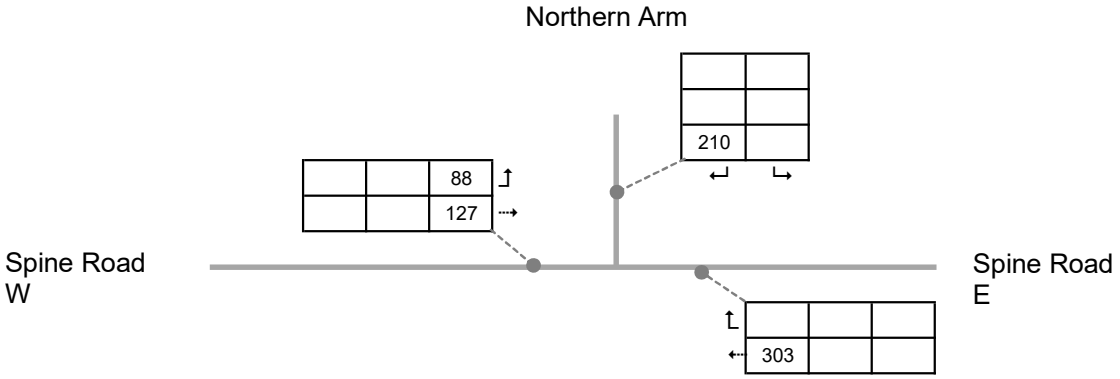
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: Commercial Distribution % - Alternative School Access



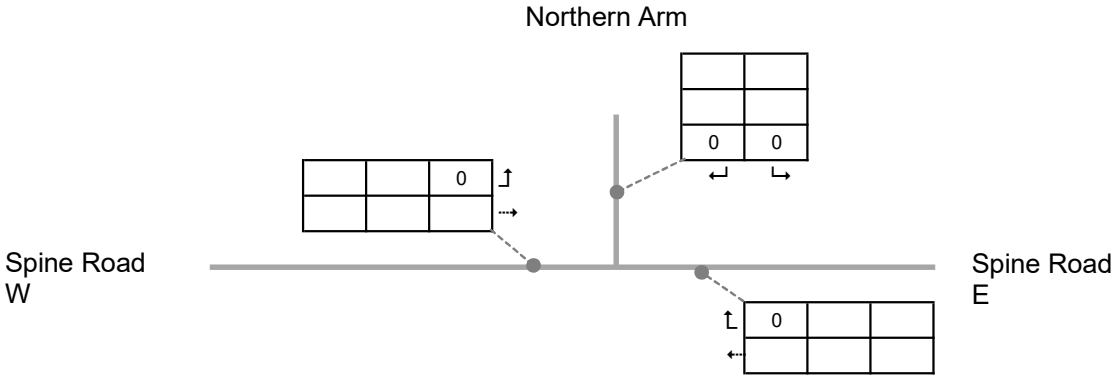
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: Residential Distribution AM - Alternative School Access



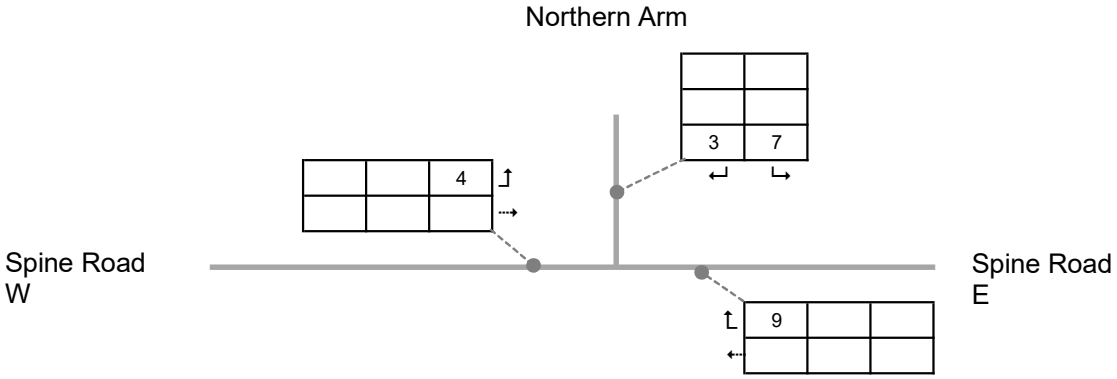
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: School Distribution AM - Alternative School Access



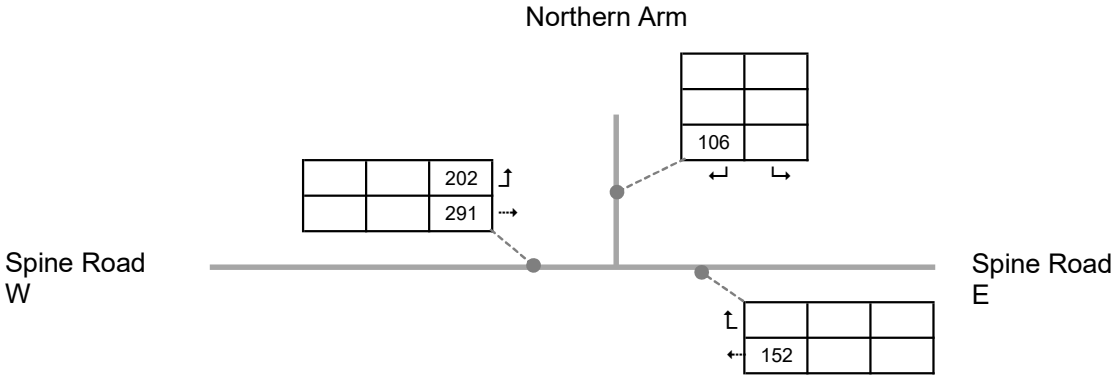
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: Commercial Distribution AM - Alternative School Access



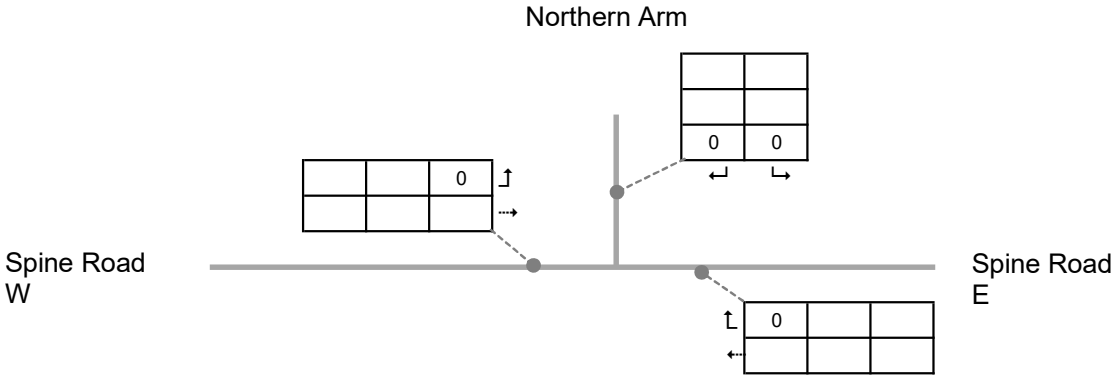
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: Residential Distribution PM - Alternative School Access



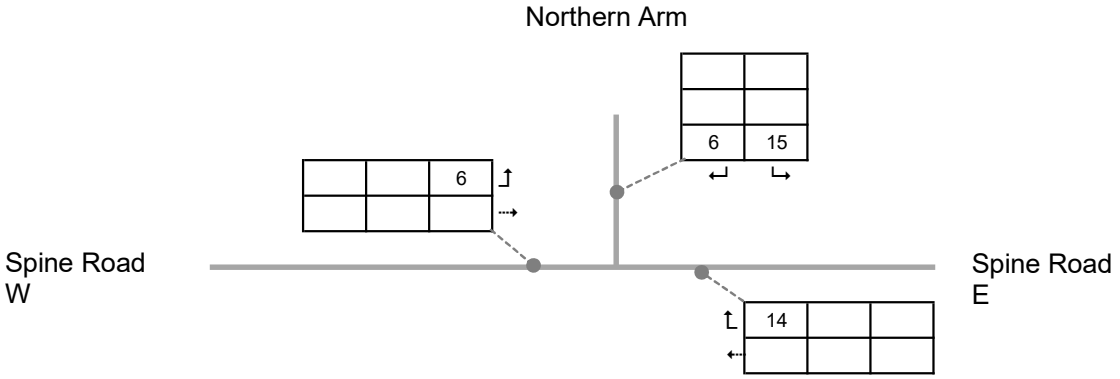
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: School Distribution PM - Alternative School Access



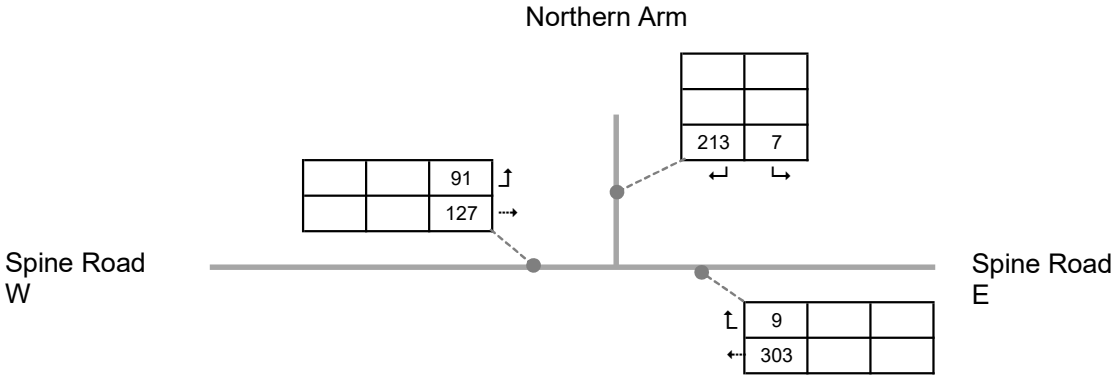
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: Commercial Distribution PM - Alternative School Access



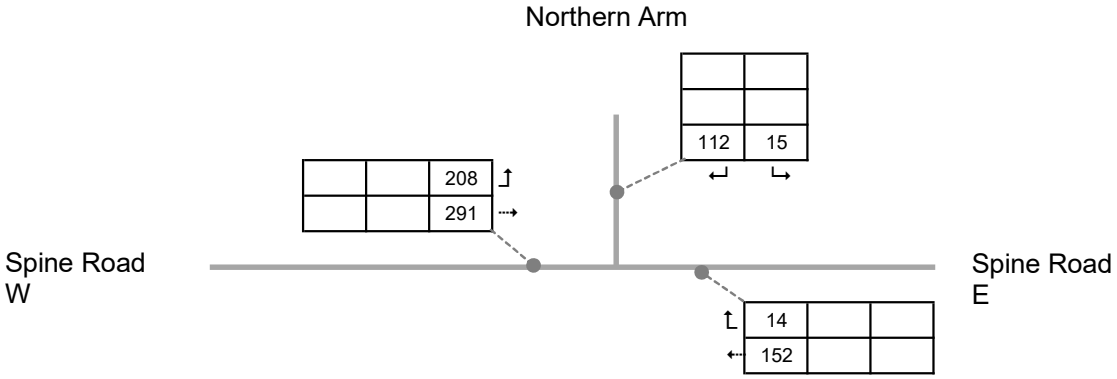
Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: Future Year AM - Alternative School Access



Project Name: Great Wilsey Park, Haverhill
Project Number: 1028.0003
Drawn By: NB
Approved By: CC

Scenario: Future Year AM - Alternative School Access



Appendix D

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947

Filename: T-Junction.j9
Path: P:\Eastern\1021-1030\1028 Bloor Homes Eastern\1028.0006 Great Wilsey Park, Haverhill\03 Technical\TPL\Modelling
Report generation date: 17/07/2025 12:45:04

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Future Year 5050							
Stream B-C	0.2	16.42	0.14	C	0.0	6.74	0.04	A
Stream B-A	3.6	41.15	0.80	E	0.5	13.65	0.36	B
Stream C-AB	0.2	5.33	0.10	A	0.1	6.10	0.04	A
	Future Year 7525							
Stream B-C	0.1	13.72	0.12	B	0.0	6.69	0.04	A
Stream B-A	3.0	35.94	0.77	E	0.5	13.40	0.34	B
Stream C-AB	0.2	5.27	0.10	A	0.1	6.04	0.04	A
	Future Year 7525 + 10%							
Stream B-C	0.3	30.94	0.26	D	0.0	7.08	0.04	A
Stream B-A	5.4	59.42	0.87	F	0.6	14.87	0.38	B
Stream C-AB	0.2	5.24	0.12	A	0.1	6.08	0.04	A
	Future Year 7525 School Access							
Stream B-C	0.0	7.14	0.02	A	0.0	6.50	0.03	A
Stream B-A	1.1	17.45	0.53	C	0.4	12.68	0.30	B
Stream C-AB	0.0	4.90	0.02	A	0.0	6.02	0.03	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	T-Junction
Location	
Site number	
Date	07/07/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AD\model.pc
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	Future Year 5050	AM	ONE HOUR	08:00	09:30	15
D2	Future Year 5050	PM	ONE HOUR	17:00	18:30	15
D3	Future Year 7525	AM	ONE HOUR	08:00	09:30	15
D4	Future Year 7525	PM	ONE HOUR	17:00	18:30	15
D5	Future Year 7525 + 10%	AM	ONE HOUR	08:00	09:30	15
D6	Future Year 7525 + 10%	PM	ONE HOUR	17:00	18:30	15
D7	Future Year 7525 School Access	AM	ONE HOUR	08:00	09:30	15
D8	Future Year 7525 School Access	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Future Year 5050, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	T-Junction	T-Junction	Two-way	13.72	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	T-Junction		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	6.20			99.8	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	9.63	3.90	3.10	3.10	3.10	✓	1.00	34	38

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	540	0.097	0.246	0.155	0.352
1	B-C	754	0.115	0.289	-	-
1	C-B	632	0.243	0.243	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Future Year 5050	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		✓	313	100.000
B		✓	338	100.000
C		✓	329	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	193	120
	B	305	0	33
	C	287	42	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	16.42	0.2	C
B-A	0.80	41.15	3.6	E
C-AB	0.10	5.33	0.2	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)	LOS
B-C	25	549	0.045	25	0.0	6.866	A
B-A	230	459	0.501	226	1.0	15.225	C
C-AB	45	722	0.063	45	0.1	5.319	A
C-A	203			203			
A-B	145			145			
A-C	90			90			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	30	455	0.065	30	0.1	8.458	A
B-A	274	442	0.620	272	1.5	20.821	C
C-AB	58	741	0.078	58	0.1	5.275	A
C-A	238			238			
A-B	174			174			
A-C	108			108			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	36	275	0.132	36	0.1	15.043	C
B-A	336	420	0.800	329	3.4	36.745	E
C-AB	79	768	0.103	79	0.2	5.226	A
C-A	283			283			
A-B	212			212			
A-C	132			132			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	36	256	0.142	36	0.2	16.416	C
B-A	336	420	0.800	335	3.6	41.153	E
C-AB	79	768	0.103	79	0.2	5.227	A
C-A	283			283			
A-B	212			212			
A-C	132			132			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	30	435	0.068	30	0.1	8.885	A
B-A	274	442	0.620	282	1.7	23.367	C
C-AB	58	741	0.079	58	0.1	5.281	A
C-A	238			238			
A-B	174			174			
A-C	108			108			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	25	540	0.046	25	0.0	6.998	A
B-A	230	458	0.501	232	1.0	16.117	C
C-AB	45	722	0.063	45	0.1	5.327	A
C-A	202			202			
A-B	145			145			
A-C	90			90			

Future Year 5050, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	T-Junction	T-Junction	Two-way	2.53	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	Future Year 5050	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		✓	503	100.000
B		✓	151	100.000
C		✓	159	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	227	276
	B	133	0	18
	C	144	15	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	0.04	6.74	0.0	A
B-A	0.36	13.65	0.5	B
C-AB	0.04	6.10	0.1	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)	LOS
B-C	14	630	0.022	13	0.0	5.838	A
B-A	100	451	0.222	99	0.3	10.187	B
C-AB	14	616	0.022	14	0.0	5.978	A
C-A	106			106			
A-B	171			171			
A-C	208			208			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	16	600	0.027	16	0.0	6.161	A
B-A	120	434	0.276	119	0.4	11.421	B
C-AB	17	614	0.028	17	0.0	6.031	A
C-A	126			126			
A-B	204			204			
A-C	248			248			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	20	554	0.036	20	0.0	6.733	A
B-A	146	410	0.357	146	0.5	13.583	B
C-AB	22	612	0.036	22	0.0	6.102	A
C-A	153			153			
A-B	250			250			
A-C	304			304			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	20	554	0.036	20	0.0	6.741	A
B-A	146	410	0.357	146	0.5	13.650	B
C-AB	22	612	0.036	22	0.1	6.103	A
C-A	153			153			
A-B	250			250			
A-C	304			304			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	16	600	0.027	16	0.0	6.172	A
B-A	120	434	0.276	120	0.4	11.497	B
C-AB	17	614	0.028	17	0.0	6.032	A
C-A	126			126			
A-B	204			204			
A-C	248			248			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	14	629	0.022	14	0.0	5.847	A
B-A	100	451	0.222	101	0.3	10.276	B
C-AB	14	616	0.022	14	0.0	5.982	A
C-A	106			106			
A-B	171			171			
A-C	208			208			

Future Year 7525, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	T-Junction	T-Junction	Two-way	11.41	B

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	Future Year 7525	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		✓	314	100.000
B		✓	322	100.000
C		✓	345	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	187	127
	B	289	0	33
	C	303	42	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	0.12	13.72	0.1	B
B-A	0.77	35.94	3.0	E
C-AB	0.10	5.27	0.2	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)	LOS
B-C	25	562	0.044	25	0.0	6.701	A
B-A	218	456	0.477	214	0.9	14.685	B
C-AB	46	730	0.063	46	0.1	5.263	A
C-A	214			214			
A-B	141			141			
A-C	96			96			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	30	477	0.062	30	0.1	8.052	A
B-A	260	439	0.592	258	1.4	19.624	C
C-AB	59	751	0.079	59	0.1	5.209	A
C-A	251			251			
A-B	168			168			
A-C	114			114			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	36	313	0.116	36	0.1	12.969	B
B-A	318	416	0.765	312	2.8	32.968	D
C-AB	81	780	0.104	81	0.2	5.153	A
C-A	299			299			
A-B	206			206			
A-C	140			140			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	36	299	0.122	36	0.1	13.725	B
B-A	318	416	0.765	317	3.0	35.943	E
C-AB	81	780	0.104	81	0.2	5.156	A
C-A	299			299			
A-B	206			206			
A-C	140			140			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	30	462	0.064	30	0.1	8.343	A
B-A	260	439	0.592	266	1.5	21.428	C
C-AB	60	751	0.079	60	0.1	5.215	A
C-A	251			251			
A-B	168			168			
A-C	114			114			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	25	554	0.045	25	0.0	6.804	A
B-A	218	456	0.477	220	0.9	15.417	C
C-AB	46	730	0.063	46	0.1	5.271	A
C-A	214			214			
A-B	141			141			
A-C	96			96			

Future Year 7525, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	T-Junction	T-Junction	Two-way	2.35	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	Future Year 7525	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		✓	503	100.000
B		✓	143	100.000
C		✓	167	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	212	291
	B	125	0	18
	C	152	15	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	0.04	6.69	0.0	A
B-A	0.34	13.40	0.5	B
C-AB	0.04	6.04	0.1	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)	LOS
B-C	14	631	0.021	13	0.0	5.827	A
B-A	94	449	0.210	93	0.3	10.095	B
C-AB	14	620	0.022	14	0.0	5.938	A
C-A	112			112			
A-B	160			160			
A-C	219			219			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	16	603	0.027	16	0.0	6.138	A
B-A	112	431	0.261	112	0.3	11.278	B
C-AB	17	619	0.028	17	0.0	5.982	A
C-A	133			133			
A-B	191			191			
A-C	262			262			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	20	558	0.035	20	0.0	6.683	A
B-A	138	406	0.339	137	0.5	13.347	B
C-AB	23	619	0.037	23	0.1	6.041	A
C-A	161			161			
A-B	233			233			
A-C	320			320			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	20	558	0.036	20	0.0	6.689	A
B-A	138	406	0.339	138	0.5	13.396	B
C-AB	23	619	0.037	23	0.1	6.044	A
C-A	161			161			
A-B	233			233			
A-C	320			320			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	16	602	0.027	16	0.0	6.148	A
B-A	112	431	0.261	113	0.4	11.347	B
C-AB	17	619	0.028	17	0.0	5.983	A
C-A	133			133			
A-B	191			191			
A-C	262			262			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	14	630	0.021	14	0.0	5.837	A
B-A	94	449	0.210	94	0.3	10.175	B
C-AB	14	620	0.022	14	0.0	5.939	A
C-A	112			112			
A-B	160			160			
A-C	219			219			

Future Year 7525 + 10%, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	T-Junction	T-Junction	Two-way	18.97	C

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	Future Year 7525 + 10%	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		✓	344	100.000
B		✓	355	100.000
C		✓	379	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	205	139
	B	318	0	37
	C	333	46	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	0.26	30.94	0.3	D
B-A	0.87	59.42	5.4	F
C-AB	0.12	5.24	0.2	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)	LOS
B-C	28	524	0.053	28	0.1	7.245	A
B-A	239	448	0.535	235	1.1	16.612	C
C-AB	52	740	0.071	52	0.1	5.227	A
C-A	233			233			
A-B	154			154			
A-C	105			105			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	33	413	0.081	33	0.1	9.482	A
B-A	286	429	0.666	283	1.9	24.089	C
C-AB	68	764	0.089	68	0.2	5.178	A
C-A	272			272			
A-B	184			184			
A-C	125			125			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	41	192	0.212	40	0.3	23.603	C
B-A	350	403	0.868	339	4.7	48.635	E
C-AB	94	797	0.118	94	0.2	5.127	A
C-A	323			323			
A-B	226			226			
A-C	153			153			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	41	156	0.260	40	0.3	30.939	D
B-A	350	403	0.868	348	5.4	59.416	F
C-AB	94	797	0.118	94	0.2	5.132	A
C-A	323			323			
A-B	226			226			
A-C	153			153			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	33	377	0.088	34	0.1	10.537	B
B-A	286	429	0.666	299	2.2	29.849	D
C-AB	68	764	0.090	69	0.2	5.184	A
C-A	272			272			
A-B	184			184			
A-C	125			125			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	28	511	0.054	28	0.1	7.451	A
B-A	239	447	0.535	243	1.2	17.950	C
C-AB	53	741	0.071	53	0.1	5.237	A
C-A	233			233			
A-B	154			154			
A-C	105			105			

Future Year 7525 + 10%, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	T-Junction	T-Junction	Two-way	2.59	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	Future Year 7525 + 10%	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		✓	553	100.000
B		✓	157	100.000
C		✓	184	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	233	320
	B	137	0	20
	C	167	17	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	0.04	7.08	0.0	A
B-A	0.38	14.87	0.6	B
C-AB	0.04	6.08	0.1	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)	LOS
B-C	15	617	0.024	15	0.0	5.976	A
B-A	103	439	0.235	102	0.3	10.634	B
C-AB	16	619	0.026	16	0.0	5.966	A
C-A	122			122			
A-B	175			175			
A-C	241			241			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	18	584	0.031	18	0.0	6.358	A
B-A	123	420	0.293	123	0.4	12.100	B
C-AB	20	619	0.033	20	0.0	6.015	A
C-A	145			145			
A-B	209			209			
A-C	288			288			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	22	532	0.041	22	0.0	7.064	A
B-A	151	393	0.384	150	0.6	14.781	B
C-AB	27	618	0.043	27	0.1	6.082	A
C-A	176			176			
A-B	257			257			
A-C	352			352			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	22	531	0.041	22	0.0	7.075	A
B-A	151	393	0.384	151	0.6	14.875	B
C-AB	27	619	0.043	27	0.1	6.083	A
C-A	176			176			
A-B	257			257			
A-C	352			352			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	18	583	0.031	18	0.0	6.369	A
B-A	123	420	0.293	124	0.4	12.198	B
C-AB	20	619	0.033	20	0.0	6.019	A
C-A	145			145			
A-B	209			209			
A-C	288			288			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	15	616	0.024	15	0.0	5.987	A
B-A	103	439	0.235	104	0.3	10.734	B
C-AB	16	619	0.026	16	0.0	5.969	A
C-A	122			122			
A-B	175			175			
A-C	241			241			

Future Year 7525 School Access, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	T-Junction	T-Junction	Two-way	5.12	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)
D7	Future Year 7525 School Access	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		✓	218	100.000
B		✓	220	100.000
C		✓	312	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	91	127
	B	213	0	7
	C	303	9	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	7.14	0.0	A
B-A	0.53	17.45	1.1	C
C-AB	0.02	4.90	0.0	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)	LOS
B-C	5	632	0.008	5	0.0	5.744	A
B-A	160	472	0.340	158	0.5	11.408	B
C-AB	10	745	0.013	10	0.0	4.895	A
C-A	225			225			
A-B	69			69			
A-C	96			96			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	6	589	0.011	6	0.0	6.172	A
B-A	191	459	0.417	191	0.7	13.390	B
C-AB	13	768	0.016	13	0.0	4.763	A
C-A	268			268			
A-B	82			82			
A-C	114			114			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	8	514	0.015	8	0.0	7.105	A
B-A	235	440	0.532	233	1.1	17.210	C
C-AB	17	801	0.021	17	0.0	4.592	A
C-A	326			326			
A-B	100			100			
A-C	140			140			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	8	512	0.015	8	0.0	7.139	A
B-A	235	440	0.532	234	1.1	17.454	C
C-AB	17	801	0.021	17	0.0	4.592	A
C-A	326			326			
A-B	100			100			
A-C	140			140			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	6	587	0.011	6	0.0	6.203	A
B-A	191	459	0.417	193	0.7	13.625	B
C-AB	13	768	0.016	13	0.0	4.764	A
C-A	268			268			
A-B	82			82			
A-C	114			114			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	5	629	0.008	5	0.0	5.770	A
B-A	160	472	0.340	161	0.5	11.616	B
C-AB	10	745	0.013	10	0.0	4.897	A
C-A	225			225			
A-B	69			69			
A-C	96			96			

Future Year 7525 School Access, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	T-Junction	T-Junction	Two-way	2.05	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	Future Year 7525 School Access	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		✓	499	100.000
B		✓	127	100.000
C		✓	166	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	208	291
	B	112	0	15
	C	152	14	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	0.03	6.50	0.0	A
B-A	0.30	12.68	0.4	B
C-AB	0.03	6.02	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)	LOS
B-C	11	637	0.018	11	0.0	5.755	A
B-A	84	449	0.188	83	0.2	9.816	A
C-AB	13	621	0.021	13	0.0	5.922	A
C-A	112			112			
A-B	157			157			
A-C	219			219			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	13	610	0.022	13	0.0	6.030	A
B-A	101	432	0.233	100	0.3	10.860	B
C-AB	16	620	0.026	16	0.0	5.962	A
C-A	133			133			
A-B	187			187			
A-C	262			262			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	17	571	0.029	16	0.0	6.497	A
B-A	123	407	0.303	123	0.4	12.636	B
C-AB	21	619	0.034	21	0.0	6.016	A
C-A	162			162			
A-B	229			229			
A-C	320			320			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	17	570	0.029	17	0.0	6.501	A
B-A	123	407	0.303	123	0.4	12.679	B
C-AB	21	619	0.034	21	0.0	6.016	A
C-A	162			162			
A-B	229			229			
A-C	320			320			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	13	610	0.022	14	0.0	6.036	A
B-A	101	432	0.233	101	0.3	10.912	B
C-AB	16	620	0.026	16	0.0	5.966	A
C-A	133			133			
A-B	187			187			
A-C	262			262			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	11	636	0.018	11	0.0	5.761	A
B-A	84	449	0.188	85	0.2	9.884	A
C-AB	13	621	0.021	13	0.0	5.923	A
C-A	112			112			
A-B	157			157			
A-C	219			219			