

Appendix E

Calculation Reference: AUDIT-247601-230425-0456

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	CT CENTRAL BEDFORDSHIRE	1 days
	HC HAMPSHIRE	4 days
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
	MW MEDWAY	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	DC DORSET	2 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	7 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days

Primary Filtering selection:

Parameter: No of Dwellings
Actual Range: 8 to 75 (units:)
Range Selected by User: 6 to 75 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 09/11/22

Selected survey days:

Monday	3 days
Tuesday	5 days
Wednesday	10 days
Thursday	5 days
Friday	6 days

Selected survey types:

Manual count	27 days
Directional ATC Count	2 days

Selected Locations:

Edge of Town	29
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Selected Location Sub Categories:

Residential Zone	27
No Sub Category	2

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 6 days - Selected

Secondary Filtering selection:

Use Class:

C3 29 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 3 days

5,001 to 10,000 6 days

10,001 to 15,000 12 days

15,001 to 20,000 3 days

20,001 to 25,000 4 days

25,001 to 50,000 1 days

Population within 5 miles:

5,001 to 25,000 4 days

25,001 to 50,000 6 days

50,001 to 75,000 4 days

75,001 to 100,000 3 days

100,001 to 125,000 1 days

125,001 to 250,000 10 days

250,001 to 500,000 1 days

Car ownership within 5 miles:

0.6 to 1.0 8 days

1.1 to 1.5 20 days

1.6 to 2.0 1 days

Travel Plan:

Yes 15 days

No 14 days

PTAL Rating:

No PTAL Present 29 days

Covid-19 Restrictions Yes

At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1	BO-03-A-01 CARNOUSTIE DRIVE BEDFORD GREAT DENHAM Edge of Town Residential Zone Total No of Dwellings: Survey date: THURSDAY	DETACHED HOUSES 30 15/10/20	BEDFORD Survey Type: MANUAL
2	CT-03-A-01 ARLESEY ROAD STOTFOLD Edge of Town Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	MIXED HOUSES 46 22/06/22	CENTRAL BEDFORDSHIRE Survey Type: MANUAL
3	DC-03-A-09 A350 SHAFTESBURY Edge of Town No Sub Category Total No of Dwellings: Survey date: FRIDAY	MIXED HOUSES 50 19/11/21	DORSET Survey Type: MANUAL
4	DC-03-A-10 ADDISON CLOSE GILLINGHAM Edge of Town Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	MIXED HOUSES 26 09/11/22	DORSET Survey Type: MANUAL
5	DH-03-A-03 PILGRIMS WAY DURHAM Edge of Town Residential Zone Total No of Dwellings: Survey date: FRIDAY	SEMI-DETACHED & TERRACED 57 19/10/18	DURHAM Survey Type: MANUAL
6	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone Total No of Dwellings: Survey date: TUESDAY	TERRACED & SEMI-DETACHED 39 13/11/18	HAMPSHIRE Survey Type: MANUAL
7	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	MIXED HOUSES 40 31/10/18	HAMPSHIRE Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	73		
	Survey date: TUESDAY	16/11/21	Survey Type: MANUAL	
9	HC-03-A-31 KILN ROAD LIPHOOK	MIXED HOUSES & FLATS		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	44		
	Survey date: FRIDAY	07/10/22	Survey Type: MANUAL	
10	HF-03-A-04 HOLMSIDE RISE WATFORD SOUTH OXHEY	TERRACED HOUSES		HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	8		
	Survey date: TUESDAY	08/06/21	Survey Type: MANUAL	
11	KC-03-A-09 WESTERN LINK FAVERSHAM DAVINGTON	MIXED HOUSES & FLATS		KENT
	Edge of Town Residential Zone Total No of Dwellings:	14		
	Survey date: WEDNESDAY	09/06/21	Survey Type: MANUAL	
12	LC-03-A-31 GREENSIDE PRESTON COTTAM	DETACHED HOUSES		LANCASHIRE
	Edge of Town Residential Zone Total No of Dwellings:	32		
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL	
13	MW-03-A-02 OTTERHAM QUAY LANE RAINHAM	MIXED HOUSES		MEDWAY
	Edge of Town Residential Zone Total No of Dwellings:	19		
	Survey date: MONDAY	06/06/22	Survey Type: MANUAL	
14	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	10		
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL	
15	NF-03-A-05 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	40		
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL	
16	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	17		
	Survey date: WEDNESDAY	12/09/18	Survey Type: DIRECTIONAL ATC COUNT	

LIST OF SITES relevant to selection parameters (Cont.)

17	NF-03-A-25	MIXED HOUSES & FLATS		NORFOLK
	WOODFARM LANE			
	GORLESTON-ON-SEA			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	55		
	Survey date: TUESDAY	21/09/21	Survey Type: MANUAL	
18	NF-03-A-36	MIXED HOUSES		NORFOLK
	LONDON ROAD			
	WYMONDHAM			
	Edge of Town			
	No Sub Category			
	Total No of Dwellings:	75		
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL	
19	NF-03-A-37	MIXED HOUSES		NORFOLK
	GREENFIELDS ROAD			
	DEREHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	44		
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL	
20	NF-03-A-50	MIXED HOUSES		NORFOLK
	BRANDON ROAD			
	SWAFFHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	75		
	Survey date: FRIDAY	14/10/16	Survey Type: DIRECTIONAL ATC COUNT	
21	NT-03-A-08	DETACHED HOUSES		NOTTINGHAMSHIRE
	WIGHAY ROAD			
	HUCKNALL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	36		
	Survey date: MONDAY	18/10/21	Survey Type: MANUAL	
22	NY-03-A-14	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	PALACE ROAD			
	RIPON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	45		
	Survey date: WEDNESDAY	18/05/22	Survey Type: MANUAL	
23	SC-03-A-07	MIXED HOUSES		SURREY
	FOLLY HILL			
	FARNHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	41		
	Survey date: WEDNESDAY	11/05/22	Survey Type: MANUAL	
24	SF-03-A-05	DETACHED HOUSES		SUFFOLK
	VALE LANE			
	BURY ST EDMUNDS			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	18		
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

25	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD Edge of Town Residential Zone Total No of Dwellings: 33 Survey date: THURSDAY 24/09/15	DETACHED & SEMI	SOMERSET	Survey Type: MANUAL
26	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone Total No of Dwellings: 26 Survey date: WEDNESDAY 22/11/17	DETACHED HOUSES	STAFFORDSHIRE	Survey Type: MANUAL
27	VG-03-A-01 ARTHUR STREET BARRY Edge of Town Residential Zone Total No of Dwellings: 12 Survey date: MONDAY 08/05/17	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN	Survey Type: MANUAL
28	WK-03-A-04 DALEHOUSE LANE KENILWORTH Edge of Town Residential Zone Total No of Dwellings: 49 Survey date: FRIDAY 27/09/19	DETACHED HOUSES	WARWICKSHIRE	Survey Type: MANUAL
29	WO-03-A-07 RYE GRASS LANE REDDITCH Edge of Town Residential Zone Total No of Dwellings: 47 Survey date: THURSDAY 01/10/20	MIXED HOUSES & FLATS	WORCESTERSHIRE	Survey Type: MANUAL

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	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	29	38	0.074	29	38	0.301	29	38	0.375
08:00 - 09:00	29	38	0.190	29	38	0.354	29	38	0.544
09:00 - 10:00	29	38	0.146	29	38	0.217	29	38	0.363
10:00 - 11:00	29	38	0.166	29	38	0.193	29	38	0.359
11:00 - 12:00	29	38	0.166	29	38	0.163	29	38	0.329
12:00 - 13:00	29	38	0.196	29	38	0.208	29	38	0.404
13:00 - 14:00	29	38	0.185	29	38	0.181	29	38	0.366
14:00 - 15:00	29	38	0.176	29	38	0.197	29	38	0.373
15:00 - 16:00	29	38	0.312	29	38	0.200	29	38	0.512
16:00 - 17:00	29	38	0.281	29	38	0.184	29	38	0.465
17:00 - 18:00	29	38	0.351	29	38	0.184	29	38	0.535
18:00 - 19:00	29	38	0.252	29	38	0.142	29	38	0.394
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.495			2.524			5.019

Parameter summary

Trip rate parameter range selected:	8 - 75 (units:)
Survey date date range:	01/01/15 - 09/11/22
Number of weekdays (Monday-Friday):	29
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Calculation Reference: AUDIT-247601-230425-0408

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	HC HAMPSHIRE	4 days
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
	MW MEDWAY	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	2 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	6 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days

Primary Filtering selection:

Parameter: No of Dwellings
Actual Range: 8 to 80 (units:)
Range Selected by User: 6 to 80 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 09/11/22

Selected survey days:

Monday	3 days
Tuesday	6 days
Wednesday	9 days
Thursday	3 days
Friday	4 days

Selected survey types:

Manual count	25 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town	25
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Selected Location Sub Categories:

Residential Zone	22
Out of Town	1
No Sub Category	2

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	19 days - Selected

Secondary Filtering selection:

Use Class:

C3 25 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 2 days

5,001 to 10,000 6 days

10,001 to 15,000 10 days

15,001 to 20,000 4 days

20,001 to 25,000 3 days

Population within 5 miles:

5,001 to 25,000 3 days

25,001 to 50,000 6 days

50,001 to 75,000 4 days

75,001 to 100,000 2 days

100,001 to 125,000 1 days

125,001 to 250,000 8 days

250,001 to 500,000 1 days

Car ownership within 5 miles:

0.6 to 1.0 6 days

1.1 to 1.5 18 days

1.6 to 2.0 1 days

Travel Plan:

Yes 16 days

No 9 days

PTAL Rating:

No PTAL Present 25 days

Covid-19 Restrictions Yes

At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1	CT-03-A-01 ARLESEY ROAD STOTFOLD	MIXED HOUSES		CENTRAL BEDFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		46	
	Survey date: WEDNESDAY		22/06/22	Survey Type: MANUAL
2	DC-03-A-09 A350 SHAFTESBURY	MIXED HOUSES		DORSET
	Edge of Town No Sub Category Total No of Dwellings:		50	
	Survey date: FRIDAY		19/11/21	Survey Type: MANUAL
3	DC-03-A-10 ADDISON CLOSE GILLINGHAM	MIXED HOUSES		DORSET
	Edge of Town Residential Zone Total No of Dwellings:		26	
	Survey date: WEDNESDAY		09/11/22	Survey Type: MANUAL
4	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI-DETACHED & TERRACED		DURHAM
	Edge of Town Residential Zone Total No of Dwellings:		57	
	Survey date: FRIDAY		19/10/18	Survey Type: MANUAL
5	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI-DETACHED		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		39	
	Survey date: TUESDAY		13/11/18	Survey Type: MANUAL
6	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE	MIXED HOUSES		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		40	
	Survey date: WEDNESDAY		31/10/18	Survey Type: MANUAL
7	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		73	
	Survey date: TUESDAY		16/11/21	Survey Type: MANUAL
8	HC-03-A-31 KILN ROAD LIPHOOK	MIXED HOUSES & FLATS		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		44	
	Survey date: FRIDAY		07/10/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	HF-03-A-04 HOLMSIDE RISE WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings: Survey date: TUESDAY	TERRACED HOUSES 8 08/06/21	HERTFORDSHIRE Survey Type: MANUAL
10	KC-03-A-09 WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	MIXED HOUSES & FLATS 14 09/06/21	KENT Survey Type: MANUAL
11	MW-03-A-02 OTTERHAM QUAY LANE RAINHAM Edge of Town Residential Zone Total No of Dwellings: Survey date: MONDAY	MIXED HOUSES 19 06/06/22	MEDWAY Survey Type: MANUAL
12	NF-03-A-03 HALING WAY THETFORD Edge of Town Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	DETACHED HOUSES 10 16/09/15	NORFOLK Survey Type: MANUAL
13	NF-03-A-05 HEATH DRIVE HOLT Edge of Town Residential Zone Total No of Dwellings: Survey date: THURSDAY	MIXED HOUSES 40 19/09/19	NORFOLK Survey Type: MANUAL
14	NF-03-A-25 WOODFARM LANE GORLESTON-ON-SEA Edge of Town Residential Zone Total No of Dwellings: Survey date: TUESDAY	MIXED HOUSES & FLATS 55 21/09/21	NORFOLK Survey Type: MANUAL
15	NF-03-A-34 NORWICH ROAD SWAFFHAM Edge of Town Out of Town Total No of Dwellings: Survey date: TUESDAY	MIXED HOUSES 80 27/09/22	NORFOLK Survey Type: MANUAL
16	NF-03-A-36 LONDON ROAD WYMONDHAM Edge of Town No Sub Category Total No of Dwellings: Survey date: THURSDAY	MIXED HOUSES 75 29/09/22	NORFOLK Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	NF-03-A-37	MIXED HOUSES		NORFOLK
	GREENFIELDS ROAD			
	DEREHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	44		
	Survey date: TUESDAY	27/09/22		Survey Type: MANUAL
18	NT-03-A-08	DETACHED HOUSES		NOTTINGHAMSHIRE
	WIGHAY ROAD			
	HUCKNALL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	36		
	Survey date: MONDAY	18/10/21		Survey Type: MANUAL
19	NY-03-A-14	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	PALACE ROAD			
	RIPON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	45		
	Survey date: WEDNESDAY	18/05/22		Survey Type: MANUAL
20	SC-03-A-07	MIXED HOUSES		SURREY
	FOLLY HILL			
	FARNHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	41		
	Survey date: WEDNESDAY	11/05/22		Survey Type: MANUAL
21	SF-03-A-05	DETACHED HOUSES		SUFFOLK
	VALE LANE			
	BURY ST EDMUNDS			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	18		
	Survey date: WEDNESDAY	09/09/15		Survey Type: MANUAL
22	SM-03-A-01	DETACHED & SEMI		SOMERSET
	WEMBDON ROAD			
	BRIDGWATER			
	NORTHFIELD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	33		
	Survey date: THURSDAY	24/09/15		Survey Type: MANUAL
23	VG-03-A-01	SEMI-DETACHED & TERRACED		VALE OF GLAMORGAN
	ARTHUR STREET			
	BARRY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	12		
	Survey date: MONDAY	08/05/17		Survey Type: MANUAL
24	WK-03-A-04	DETACHED HOUSES		WARWICKSHIRE
	DALEHOUSE LANE			
	KENILWORTH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	49		
	Survey date: FRIDAY	27/09/19		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

25	WS-03-A-10	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE		
	LITTLEHAMPTON		
	WICK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	79	
	Survey date: WEDNESDAY	07/11/18	Survey Type: MANUAL

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.60

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	25	41	0.099	25	41	0.314	25	41	0.413
08:00 - 09:00	25	41	0.188	25	41	0.354	25	41	0.542
09:00 - 10:00	25	41	0.143	25	41	0.192	25	41	0.335
10:00 - 11:00	25	41	0.148	25	41	0.186	25	41	0.334
11:00 - 12:00	25	41	0.151	25	41	0.172	25	41	0.323
12:00 - 13:00	25	41	0.186	25	41	0.195	25	41	0.381
13:00 - 14:00	25	41	0.183	25	41	0.163	25	41	0.346
14:00 - 15:00	25	41	0.167	25	41	0.192	25	41	0.359
15:00 - 16:00	25	41	0.314	25	41	0.188	25	41	0.502
16:00 - 17:00	25	41	0.291	25	41	0.204	25	41	0.495
17:00 - 18:00	25	41	0.353	25	41	0.194	25	41	0.547
18:00 - 19:00	25	41	0.269	25	41	0.165	25	41	0.434
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.492			2.519			5.011

Parameter summary

Trip rate parameter range selected:	8 - 80 (units:)
Survey date date range:	01/01/15 - 09/11/22
Number of weekdays (Monday-Friday):	25
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	25	41	0.001	25	41	0.001	25	41	0.002
08:00 - 09:00	25	41	0.003	25	41	0.001	25	41	0.004
09:00 - 10:00	25	41	0.006	25	41	0.006	25	41	0.012
10:00 - 11:00	25	41	0.005	25	41	0.003	25	41	0.008
11:00 - 12:00	25	41	0.003	25	41	0.007	25	41	0.010
12:00 - 13:00	25	41	0.002	25	41	0.002	25	41	0.004
13:00 - 14:00	25	41	0.002	25	41	0.001	25	41	0.003
14:00 - 15:00	25	41	0.000	25	41	0.000	25	41	0.000
15:00 - 16:00	25	41	0.001	25	41	0.002	25	41	0.003
16:00 - 17:00	25	41	0.001	25	41	0.001	25	41	0.002
17:00 - 18:00	25	41	0.002	25	41	0.003	25	41	0.005
18:00 - 19:00	25	41	0.001	25	41	0.001	25	41	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			0.028			0.055

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	25	41	0.002	25	41	0.001	25	41	0.003
08:00 - 09:00	25	41	0.000	25	41	0.001	25	41	0.001
09:00 - 10:00	25	41	0.000	25	41	0.000	25	41	0.000
10:00 - 11:00	25	41	0.000	25	41	0.000	25	41	0.000
11:00 - 12:00	25	41	0.000	25	41	0.000	25	41	0.000
12:00 - 13:00	25	41	0.000	25	41	0.000	25	41	0.000
13:00 - 14:00	25	41	0.000	25	41	0.000	25	41	0.000
14:00 - 15:00	25	41	0.000	25	41	0.000	25	41	0.000
15:00 - 16:00	25	41	0.001	25	41	0.001	25	41	0.002
16:00 - 17:00	25	41	0.001	25	41	0.001	25	41	0.002
17:00 - 18:00	25	41	0.000	25	41	0.000	25	41	0.000
18:00 - 19:00	25	41	0.001	25	41	0.001	25	41	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	25	41	0.005	25	41	0.010	25	41	0.015
08:00 - 09:00	25	41	0.006	25	41	0.010	25	41	0.016
09:00 - 10:00	25	41	0.007	25	41	0.004	25	41	0.011
10:00 - 11:00	25	41	0.005	25	41	0.007	25	41	0.012
11:00 - 12:00	25	41	0.000	25	41	0.003	25	41	0.003
12:00 - 13:00	25	41	0.006	25	41	0.004	25	41	0.010
13:00 - 14:00	25	41	0.005	25	41	0.003	25	41	0.008
14:00 - 15:00	25	41	0.004	25	41	0.003	25	41	0.007
15:00 - 16:00	25	41	0.002	25	41	0.009	25	41	0.011
16:00 - 17:00	25	41	0.006	25	41	0.002	25	41	0.008
17:00 - 18:00	25	41	0.011	25	41	0.007	25	41	0.018
18:00 - 19:00	25	41	0.007	25	41	0.004	25	41	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.064			0.066			0.130

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	25	41	0.022	25	41	0.044	25	41	0.066
08:00 - 09:00	25	41	0.052	25	41	0.128	25	41	0.180
09:00 - 10:00	25	41	0.040	25	41	0.031	25	41	0.071
10:00 - 11:00	25	41	0.028	25	41	0.046	25	41	0.074
11:00 - 12:00	25	41	0.039	25	41	0.036	25	41	0.075
12:00 - 13:00	25	41	0.035	25	41	0.031	25	41	0.066
13:00 - 14:00	25	41	0.027	25	41	0.022	25	41	0.049
14:00 - 15:00	25	41	0.038	25	41	0.033	25	41	0.071
15:00 - 16:00	25	41	0.094	25	41	0.046	25	41	0.140
16:00 - 17:00	25	41	0.053	25	41	0.036	25	41	0.089
17:00 - 18:00	25	41	0.042	25	41	0.054	25	41	0.096
18:00 - 19:00	25	41	0.063	25	41	0.045	25	41	0.108
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.533			0.552			1.085

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	25	41	0.000	25	41	0.023	25	41	0.023
08:00 - 09:00	25	41	0.000	25	41	0.030	25	41	0.030
09:00 - 10:00	25	41	0.006	25	41	0.012	25	41	0.018
10:00 - 11:00	25	41	0.006	25	41	0.011	25	41	0.017
11:00 - 12:00	25	41	0.006	25	41	0.007	25	41	0.013
12:00 - 13:00	25	41	0.009	25	41	0.004	25	41	0.013
13:00 - 14:00	25	41	0.005	25	41	0.005	25	41	0.010
14:00 - 15:00	25	41	0.004	25	41	0.002	25	41	0.006
15:00 - 16:00	25	41	0.015	25	41	0.004	25	41	0.019
16:00 - 17:00	25	41	0.027	25	41	0.002	25	41	0.029
17:00 - 18:00	25	41	0.026	25	41	0.003	25	41	0.029
18:00 - 19:00	25	41	0.011	25	41	0.002	25	41	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.115			0.105			0.220

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.60

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	25	41	0.143	25	41	0.485	25	41	0.628
08:00 - 09:00	25	41	0.276	25	41	0.730	25	41	1.006
09:00 - 10:00	25	41	0.223	25	41	0.291	25	41	0.514
10:00 - 11:00	25	41	0.214	25	41	0.290	25	41	0.504
11:00 - 12:00	25	41	0.229	25	41	0.253	25	41	0.482
12:00 - 13:00	25	41	0.274	25	41	0.284	25	41	0.558
13:00 - 14:00	25	41	0.261	25	41	0.238	25	41	0.499
14:00 - 15:00	25	41	0.246	25	41	0.293	25	41	0.539
15:00 - 16:00	25	41	0.587	25	41	0.305	25	41	0.892
16:00 - 17:00	25	41	0.501	25	41	0.306	25	41	0.807
17:00 - 18:00	25	41	0.549	25	41	0.320	25	41	0.869
18:00 - 19:00	25	41	0.426	25	41	0.268	25	41	0.694
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.929			4.063			7.992

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	25	41	0.014	25	41	0.025	25	41	0.039
08:00 - 09:00	25	41	0.017	25	41	0.025	25	41	0.042
09:00 - 10:00	25	41	0.017	25	41	0.020	25	41	0.037
10:00 - 11:00	25	41	0.026	25	41	0.031	25	41	0.057
11:00 - 12:00	25	41	0.027	25	41	0.031	25	41	0.058
12:00 - 13:00	25	41	0.025	25	41	0.032	25	41	0.057
13:00 - 14:00	25	41	0.038	25	41	0.027	25	41	0.065
14:00 - 15:00	25	41	0.027	25	41	0.022	25	41	0.049
15:00 - 16:00	25	41	0.035	25	41	0.028	25	41	0.063
16:00 - 17:00	25	41	0.021	25	41	0.029	25	41	0.050
17:00 - 18:00	25	41	0.033	25	41	0.011	25	41	0.044
18:00 - 19:00	25	41	0.015	25	41	0.006	25	41	0.021
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.295			0.287			0.582

Calculation Reference: AUDIT-247601-230425-0439

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	LR LEICESTER	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days

Primary Filtering selection:

Parameter: No of Dwellings
Actual Range: 16 to 280 (units:)
Range Selected by User: 14 to 280 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 22/10/21

Selected survey days:

Tuesday	2 days
Thursday	1 days
Friday	1 days

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2

Selected Location Sub Categories:

Residential Zone	3
No Sub Category	1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

C3	4 days
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Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	2 days
50,001 to 100,000	1 days

Population within 5 miles:

5,001 to 25,000	2 days
75,001 to 100,000	1 days
250,001 to 500,000	1 days

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	1 days

Travel Plan:

No	4 days
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PTAL Rating:

No PTAL Present	4 days
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LIST OF SITES relevant to selection parameters

1	LR-03-B-01 COLEMAN ROAD LEICESTER	SEMI-DETACHED & TERRACED	LEICESTER
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 38 Survey date: FRIDAY 22/10/21 Survey Type: MANUAL		
2	MS-03-B-01 TARBOCK ROAD LIVERPOOL SPEKE	TERRACED	MERSEYSIDE
	Edge of Town Residential Zone Total No of Dwellings: 16 Survey date: TUESDAY 18/06/13 Survey Type: MANUAL		
3	NY-03-B-01 NORTHALLERTON ROAD THIRSK NORBY	TERRACED HOUSING	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 280 Survey date: THURSDAY 20/09/07 Survey Type: MANUAL		
4	WY-03-B-02 WHITEACRE STREET HUDDERSFIELD DEIGHTON	MIXED HOUSES	WEST YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 54 Survey date: TUESDAY 17/09/13 Survey Type: MANUAL		

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
 MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.05

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	97	0.034	4	97	0.126	4	97	0.160
08:00 - 09:00	4	97	0.103	4	97	0.198	4	97	0.301
09:00 - 10:00	4	97	0.106	4	97	0.106	4	97	0.212
10:00 - 11:00	4	97	0.113	4	97	0.121	4	97	0.234
11:00 - 12:00	4	97	0.129	4	97	0.101	4	97	0.230
12:00 - 13:00	4	97	0.090	4	97	0.111	4	97	0.201
13:00 - 14:00	4	97	0.113	4	97	0.082	4	97	0.195
14:00 - 15:00	4	97	0.090	4	97	0.121	4	97	0.211
15:00 - 16:00	4	97	0.121	4	97	0.080	4	97	0.201
16:00 - 17:00	4	97	0.121	4	97	0.106	4	97	0.227
17:00 - 18:00	4	97	0.178	4	97	0.131	4	97	0.309
18:00 - 19:00	4	97	0.108	4	97	0.062	4	97	0.170
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.306			1.345			2.651

Parameter summary

Trip rate parameter range selected:	16 - 280 (units:)
Survey date date range:	01/01/06 - 22/10/21
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	97	0.000	4	97	0.000	4	97	0.000
08:00 - 09:00	4	97	0.003	4	97	0.000	4	97	0.003
09:00 - 10:00	4	97	0.008	4	97	0.000	4	97	0.008
10:00 - 11:00	4	97	0.000	4	97	0.010	4	97	0.010
11:00 - 12:00	4	97	0.000	4	97	0.000	4	97	0.000
12:00 - 13:00	4	97	0.000	4	97	0.000	4	97	0.000
13:00 - 14:00	4	97	0.000	4	97	0.000	4	97	0.000
14:00 - 15:00	4	97	0.000	4	97	0.000	4	97	0.000
15:00 - 16:00	4	97	0.000	4	97	0.000	4	97	0.000
16:00 - 17:00	4	97	0.000	4	97	0.000	4	97	0.000
17:00 - 18:00	4	97	0.000	4	97	0.000	4	97	0.000
18:00 - 19:00	4	97	0.000	4	97	0.000	4	97	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.010			0.021

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
 MULTI-MODAL PSVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	97	0.000	4	97	0.000	4	97	0.000
08:00 - 09:00	4	97	0.000	4	97	0.000	4	97	0.000
09:00 - 10:00	4	97	0.003	4	97	0.003	4	97	0.006
10:00 - 11:00	4	97	0.000	4	97	0.000	4	97	0.000
11:00 - 12:00	4	97	0.003	4	97	0.003	4	97	0.006
12:00 - 13:00	4	97	0.000	4	97	0.000	4	97	0.000
13:00 - 14:00	4	97	0.003	4	97	0.003	4	97	0.006
14:00 - 15:00	4	97	0.000	4	97	0.000	4	97	0.000
15:00 - 16:00	4	97	0.000	4	97	0.000	4	97	0.000
16:00 - 17:00	4	97	0.000	4	97	0.000	4	97	0.000
17:00 - 18:00	4	97	0.000	4	97	0.000	4	97	0.000
18:00 - 19:00	4	97	0.000	4	97	0.000	4	97	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
 MULTI-MODAL CYCLISTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	97	0.003	4	97	0.003	4	97	0.006
08:00 - 09:00	4	97	0.003	4	97	0.015	4	97	0.018
09:00 - 10:00	4	97	0.003	4	97	0.013	4	97	0.016
10:00 - 11:00	4	97	0.000	4	97	0.000	4	97	0.000
11:00 - 12:00	4	97	0.005	4	97	0.008	4	97	0.013
12:00 - 13:00	4	97	0.013	4	97	0.005	4	97	0.018
13:00 - 14:00	4	97	0.003	4	97	0.003	4	97	0.006
14:00 - 15:00	4	97	0.005	4	97	0.005	4	97	0.010
15:00 - 16:00	4	97	0.013	4	97	0.000	4	97	0.013
16:00 - 17:00	4	97	0.008	4	97	0.003	4	97	0.011
17:00 - 18:00	4	97	0.010	4	97	0.008	4	97	0.018
18:00 - 19:00	4	97	0.010	4	97	0.010	4	97	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.076			0.073			0.149

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	97	0.010	4	97	0.046	4	97	0.056
08:00 - 09:00	4	97	0.028	4	97	0.134	4	97	0.162
09:00 - 10:00	4	97	0.059	4	97	0.062	4	97	0.121
10:00 - 11:00	4	97	0.054	4	97	0.062	4	97	0.116
11:00 - 12:00	4	97	0.052	4	97	0.054	4	97	0.106
12:00 - 13:00	4	97	0.064	4	97	0.041	4	97	0.105
13:00 - 14:00	4	97	0.028	4	97	0.044	4	97	0.072
14:00 - 15:00	4	97	0.067	4	97	0.054	4	97	0.121
15:00 - 16:00	4	97	0.075	4	97	0.049	4	97	0.124
16:00 - 17:00	4	97	0.085	4	97	0.046	4	97	0.131
17:00 - 18:00	4	97	0.088	4	97	0.036	4	97	0.124
18:00 - 19:00	4	97	0.039	4	97	0.034	4	97	0.073
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.649			0.662			1.311

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	97	0.000	4	97	0.008	4	97	0.008
08:00 - 09:00	4	97	0.000	4	97	0.021	4	97	0.021
09:00 - 10:00	4	97	0.008	4	97	0.018	4	97	0.026
10:00 - 11:00	4	97	0.000	4	97	0.000	4	97	0.000
11:00 - 12:00	4	97	0.010	4	97	0.010	4	97	0.020
12:00 - 13:00	4	97	0.003	4	97	0.005	4	97	0.008
13:00 - 14:00	4	97	0.031	4	97	0.013	4	97	0.044
14:00 - 15:00	4	97	0.008	4	97	0.008	4	97	0.016
15:00 - 16:00	4	97	0.021	4	97	0.008	4	97	0.029
16:00 - 17:00	4	97	0.005	4	97	0.003	4	97	0.008
17:00 - 18:00	4	97	0.005	4	97	0.003	4	97	0.008
18:00 - 19:00	4	97	0.005	4	97	0.000	4	97	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.096			0.097			0.193

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	97	0.000	4	97	0.008	4	97	0.008
08:00 - 09:00	4	97	0.000	4	97	0.034	4	97	0.034
09:00 - 10:00	4	97	0.008	4	97	0.021	4	97	0.029
10:00 - 11:00	4	97	0.000	4	97	0.000	4	97	0.000
11:00 - 12:00	4	97	0.013	4	97	0.010	4	97	0.023
12:00 - 13:00	4	97	0.005	4	97	0.005	4	97	0.010
13:00 - 14:00	4	97	0.031	4	97	0.015	4	97	0.046
14:00 - 15:00	4	97	0.010	4	97	0.008	4	97	0.018
15:00 - 16:00	4	97	0.026	4	97	0.008	4	97	0.034
16:00 - 17:00	4	97	0.008	4	97	0.003	4	97	0.011
17:00 - 18:00	4	97	0.005	4	97	0.003	4	97	0.008
18:00 - 19:00	4	97	0.005	4	97	0.000	4	97	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.111			0.115			0.226

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.05

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	97	0.046	4	97	0.242	4	97	0.288
08:00 - 09:00	4	97	0.173	4	97	0.536	4	97	0.709
09:00 - 10:00	4	97	0.198	4	97	0.250	4	97	0.448
10:00 - 11:00	4	97	0.204	4	97	0.240	4	97	0.444
11:00 - 12:00	4	97	0.229	4	97	0.196	4	97	0.425
12:00 - 13:00	4	97	0.204	4	97	0.193	4	97	0.397
13:00 - 14:00	4	97	0.204	4	97	0.155	4	97	0.359
14:00 - 15:00	4	97	0.209	4	97	0.216	4	97	0.425
15:00 - 16:00	4	97	0.304	4	97	0.175	4	97	0.479
16:00 - 17:00	4	97	0.291	4	97	0.219	4	97	0.510
17:00 - 18:00	4	97	0.345	4	97	0.255	4	97	0.600
18:00 - 19:00	4	97	0.229	4	97	0.124	4	97	0.353
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.636			2.801			5.437

Appendix F

Site No: 00000896
BURTON ST MARNHULL

Site Reference: 00000896

From 02/11/2017 To 10/11/2017

Channel: WESTBOUND

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<6	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	3	-	28.6	4.2	0	0	0	0	0	1	1	0	0	0	0	0	0
01:00	1	-	29.7	6.3	0	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0	-	24.8	-	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	31	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	32.7	-	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	35.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	4	-	31.3	5.7	0	0	0	0	0	1	1	0	0	0	0	0	0
07:00	9	-	29.6	4.4	0	0	0	0	1	3	4	0	0	0	0	0	0
08:00	40	32.7	27.8	5.1	0	0	0	2	9	18	8	1	0	0	0	0	0
09:00	49	30.6	26	5.1	0	0	2	3	16	20	6	1	0	0	0	0	0
10:00	46	30.1	25.3	5.1	0	0	3	5	14	19	4	0	0	0	0	0	0
11:00	44	29.7	24.9	5.3	0	0	1	5	17	16	2	0	0	0	0	0	0
12:00	47	30	24.6	5.7	0	0	3	5	22	13	5	0	0	0	0	0	0
13:00	44	30.3	25.5	5.2	0	0	0	6	17	16	5	0	0	0	0	0	0
14:00	50	30.8	25.9	5.5	0	0	2	6	16	19	6	0	0	0	0	0	0
15:00	56	30.6	25.8	5.3	0	0	1	6	19	22	6	1	0	0	0	0	0
16:00	67	30	25.1	5.1	0	0	1	10	25	24	4	0	0	0	0	0	0
17:00	60	30.6	25.8	5.7	0	0	2	7	20	23	7	1	0	0	0	0	0
18:00	46	32.5	27	5.3	0	0	0	3	13	18	9	2	0	0	0	0	0
19:00	31	33.2	27.6	5.3	0	0	0	2	9	11	6	1	0	0	0	0	0
20:00	21	32.6	27.2	5.9	0	0	0	2	6	7	3	1	0	0	0	0	0
21:00	17	34	28.5	5.4	0	0	0	0	4	6	5	0	0	0	0	0	0
22:00	11	34.3	29.9	4.9	0	0	0	0	2	5	3	1	0	0	0	0	0
23:00	6	-	29.4	5.6	0	0	0	0	1	0	1	0	0	0	0	0	0
12H,7-19	560	30.8	26	5.1	0	0	16	59	189	210	66	6	0	0	0	0	0
16H,6-22	634	31	26.2	5.1	0	0	16	63	207	234	82	8	0	0	0	0	0
18H,6-24	650	31.1	26.3	5.1	0	0	16	63	210	240	86	9	0	0	0	0	0
24H,0-24	656	31.1	26.3	5.1	0	0	16	63	210	242	88	9	0	0	0	0	0
Am	09:30	-	05:00	-	10:45	11:00	09:30	09:30	09:30	08:30	08:00	07:45	08:15	-	-	-	-
Peak	52	-	35.2	-	0	1	3	5	19	23	8	1	0	-	-	-	-
Pm	16:15	-	22:00	19:45	18:15	12:00	12:00	16:15	16:00	16:00	17:45	21:15	22:00	-	-	-	-
Peak	67	-	29.9	6.2	0	1	3	10	25	24	10	2	0	-	-	-	-

Collated from 15 minute interval data

Created at 14:07:41 on 12 Nov 2017

Site No: 00000896
BURTON ST MARNHULL

Site Reference: 00000896

From 02/11/2017 To 10/11/2017

Channel: EASTBOUND

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<6	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	1	-	28.8	-	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	32.7	-	0	0	0	0	0	0	1	0	0	0	0	0	0
02:00	0	-	32.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	31.3	-	0	0	0	0	0	0	1	0	0	0	0	0	0
04:00	0	-	33.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	26.8	-	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	29.6	-	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	9	-	26.7	4.7	0	0	0	0	4	4	1	0	0	0	0	0	0
08:00	33	30.6	26.6	4.2	0	0	0	1	10	15	5	0	0	0	0	0	0
09:00	50	29.9	25	4.6	0	0	0	6	22	17	4	0	0	0	0	0	0
10:00	53	29.4	24.6	4.5	0	0	0	8	22	19	2	0	0	0	0	0	0
11:00	45	29	24.5	4.4	0	0	0	6	22	15	2	0	0	0	0	0	0
12:00	51	29.6	24.4	5.4	0	0	1	7	22	15	4	0	0	0	0	0	0
13:00	49	29.8	25.2	5	0	0	0	5	21	18	3	0	0	0	0	0	0
14:00	44	29.8	25	4.6	0	0	0	5	17	16	3	0	0	0	0	0	0
15:00	56	29.3	24.3	4.7	0	0	1	9	25	16	3	0	0	0	0	0	0
16:00	55	29.4	24.1	5	0	0	1	11	23	14	4	0	0	0	0	0	0
17:00	58	29.3	24.3	4.7	0	0	2	9	26	16	3	0	0	0	0	0	0
18:00	53	30.6	25.9	5.2	0	0	1	8	16	21	6	1	0	0	0	0	0
19:00	34	30.7	26.2	5.5	0	0	0	5	12	13	4	0	0	0	0	0	0
20:00	17	31.2	26	5.8	0	0	0	1	6	4	2	0	0	0	0	0	0
21:00	10	31.9	27.5	5	0	0	0	0	2	5	2	0	0	0	0	0	0
22:00	8	-	28.8	5.1	0	0	0	0	0	4	0	0	0	0	0	0	0
23:00	6	-	28.8	4.6	0	0	0	0	2	2	1	0	0	0	0	0	0
12H,7-19	555	29.9	25.1	4.6	0	0	8	77	230	185	38	1	0	0	0	0	0
16H,6-22	617	30	25.2	4.6	0	0	8	83	250	207	46	1	0	0	0	0	0
18H,6-24	630	30	25.2	4.6	0	0	8	83	252	212	47	1	0	0	0	0	0
24H,0-24	633	30	25.3	4.6	0	0	8	83	252	212	49	1	0	0	0	0	0
Am	09:30	-	03:45	-	10:15	09:30	10:15	09:45	09:45	10:00	08:45	07:45	00:30	-	-	-	-
Peak	55	-	33.5	-	0	0	2	8	25	18	5	1	0	-	-	-	-
Pm	16:30	-	22:30	20:15	12:00	12:00	16:45	15:30	15:15	17:45	18:00	18:30	23:00	18:45	-	-	-
Peak	59	-	29.2	6	0	1	2	11	27	22	6	1	0	0	-	-	-

Collated from 15 minute interval data

Created at 14:07:41 on 12 Nov 2017

Site No: 00000896
BURTON ST MARNHULL

Site Reference: 00000896

From 02/11/2017 To 10/11/2017

Channel: WESTBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin								Av	Av
00:00	4	2	7	2	4	3	5	4	4
01:00	1	1	4	2	0	2	4	2	2
02:00	0	1	0	0	0	0	3	0	1
03:00	1	0	1	0	0	0	0	0	0
04:00	1	2	1	0	0	1	0	1	1
05:00	0	1	1	0	2	0	1	1	1
06:00	8	3	7	1	5	3	0	5	4
07:00	15	16	10	6	8	4	4	11	9
08:00	59	55	58	26	51	17	12	50	40
09:00	68	73	68	34	64	33	6	61	49
10:00	50	52	58	28	59	47	24	49	45
11:00	48	44	48	25	61	50	33	45	44
12:00	44	46	59	30	51	60	44	46	48
13:00	46	45	46	29	61	45	35	45	44
14:00	55	61	57	33	63	54	25	54	50
15:00	64	66	60	61	75	40	26	65	56
16:00	77	71	78	81	79	36	47	77	67
17:00	56	69	71	71	74	38	43	68	60
18:00	66	51	50	48	43	40	32	52	47
19:00	36	30	40	35	29	23	17	34	30
20:00	18	24	24	31	22	21	13	24	22
21:00	24	12	18	20	13	12	15	17	16
22:00	12	12	11	10	13	11	10	12	11
23:00	6	3	9	5	11	1	4	7	6
12H,7-19	648	649	663	472	692	464	331	625	560
16H,6-22	734	718	752	560	762	523	376	705	632
18H,6-24	752	733	772	578	786	535	390	724	649
24H,0-24	759	740	786	583	796	541	403	733	658
Am	08:30	09:00	08:45	09:30	09:30	09:45	11:00	-	-
Peak	71	73	72	40	68	53	33	65	59
Pm	16:00	16:00	16:00	16:15	16:30	12:15	16:45	-	-
Peak	77	71	78	90	85	60	52	80	73

Collated from 15 minute interval data

Created at 14:07:31 on 12 Nov 2017

Site No: 00000896
BURTON ST MARNHULL

Site Reference: 00000896

From 02/11/2017 To 10/11/2017

Channel: EASTBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day Av	7-Day Av
Begin									
00:00	0	2	4	2	1	0	0	2	1
01:00	0	4	5	0	3	1	1	2	2
02:00	0	0	0	0	1	2	1	0	1
03:00	1	1	1	0	0	3	2	1	1
04:00	0	1	0	0	0	0	0	0	0
05:00	1	1	1	0	0	0	0	1	0
06:00	2	1	2	0	0	2	0	1	1
07:00	12	14	13	5	10	6	5	11	9
08:00	51	42	45	22	40	18	6	40	32
09:00	62	69	66	37	69	31	20	61	51
10:00	55	62	73	29	64	38	50	57	53
11:00	43	42	42	27	67	69	29	44	46
12:00	56	52	58	26	69	57	36	52	51
13:00	55	67	45	25	59	46	47	50	49
14:00	39	43	53	41	54	45	31	46	44
15:00	66	66	61	64	63	41	31	64	56
16:00	58	52	74	64	81	36	21	66	55
17:00	78	61	64	58	79	34	24	68	57
18:00	62	61	72	66	57	29	30	64	54
19:00	54	31	41	47	37	21	10	42	34
20:00	19	16	17	20	19	13	9	18	16
21:00	15	6	12	8	5	19	10	9	11
22:00	7	6	9	12	5	11	8	8	8
23:00	2	3	2	6	8	10	5	4	5
12H,7-19	637	631	666	464	713	450	330	622	556
16H,6-22	727	685	738	538	775	505	359	693	618
18H,6-24	736	694	749	556	788	526	372	705	631
24H,0-24	738	703	760	561	796	532	376	712	638
Am	09:15	09:30	09:30	09:00	09:15	11:00	10:15	-	-
Peak	69	71	84	37	72	69	52	67	65
Pm	17:15	15:15	16:30	15:45	16:30	12:15	12:30	-	-
Peak	86	73	78	68	87	59	50	78	72

Collated from 15 minute interval data

Created at 14:07:31 on 12 Nov 2017

Site No: 00000896
BURTON ST MARNHULL

Site Reference: 00000896

From 02/11/2017 To 10/11/2017

Channel: WESTBOUND

Time	Total	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	1	2	3	4	5	6	7	8	9	10	11	12	13
00:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
01:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
06:00	4	0	3	2	0	0	0	0	0	0	0	0	0	0
07:00	10	0	6	3	0	0	0	0	0	0	0	0	0	0
08:00	44	0	29	14	0	1	0	0	0	0	0	0	0	0
09:00	54	0	34	18	0	1	0	0	0	0	0	0	0	0
10:00	50	0	32	15	0	1	0	0	0	0	0	0	0	0
11:00	48	0	36	9	0	2	0	0	0	0	0	0	0	0
12:00	52	0	38	11	1	2	0	0	0	0	0	0	0	0
13:00	46	0	34	11	0	1	0	0	0	0	0	0	0	0
14:00	50	0	37	11	0	1	0	0	0	0	0	0	0	0
15:00	58	0	43	12	0	2	0	0	0	0	0	0	0	0
16:00	67	1	48	17	1	1	0	0	0	0	0	0	0	0
17:00	60	0	44	13	0	2	0	0	0	0	0	0	0	0
18:00	47	0	35	11	0	0	0	0	0	0	0	0	0	0
19:00	30	0	22	7	0	0	0	0	0	0	0	0	0	0
20:00	22	0	17	4	0	0	0	0	0	0	0	0	0	0
21:00	16	0	14	3	0	0	0	0	0	0	0	0	0	0
22:00	12	0	10	2	0	0	0	0	0	0	0	0	0	0
23:00	6	0	4	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	585	3	417	145	5	14	1	1	0	0	0	0	0	0
16H,6-22	657	3	472	161	5	14	1	1	0	0	0	0	0	0
18H,6-24	674	3	486	165	5	14	1	1	0	0	0	0	0	0
24H,0-24	684	4	494	166	5	14	1	1	0	0	0	0	0	0
Am	09:30	09:30	09:30	09:45	09:30	11:00	08:45	10:30	00:00	00:00	00:00	00:00	00:00	00:00
Peak	58	1	38	18	1	2	0	0	0	0	0	0	0	0
Pm	16:00	17:45	16:15	16:00	12:00	17:00	12:00	13:45	00:00	00:00	00:00	00:00	00:00	00:00
Peak	67	1	48	17	1	2	0	0	0	0	0	0	0	0

Collated from 15 minute interval data

Created at 12:48:41 on 14 Nov 2017

Site No: 00000896
BURTON ST MARNHULL

Site Reference: 00000896

From 02/11/2017 To 10/11/2017

Channel: EASTBOUND

Time	Total	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	1	2	3	4	5	6	7	8	9	10	11	12	13
00:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
01:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
06:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0
07:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0
08:00	36	1	26	7	0	0	0	0	0	0	0	0	0	0
09:00	56	1	46	7	1	1	0	0	0	0	0	0	0	0
10:00	57	0	49	6	0	2	0	0	0	0	0	0	0	0
11:00	50	0	42	6	0	1	0	0	0	0	0	0	0	0
12:00	54	0	46	6	1	1	0	0	0	0	0	0	0	0
13:00	51	1	43	6	0	1	0	0	0	0	0	0	0	0
14:00	44	1	36	6	0	1	0	0	0	0	0	0	0	0
15:00	56	0	48	6	0	2	0	0	0	0	0	0	0	0
16:00	55	0	47	7	0	1	0	0	0	0	0	0	0	0
17:00	57	0	47	8	0	1	0	0	0	0	0	0	0	0
18:00	54	0	46	7	0	0	0	0	0	0	0	0	0	0
19:00	34	0	30	4	0	0	0	0	0	0	0	0	0	0
20:00	16	0	15	1	0	0	0	0	0	0	0	0	0	0
21:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0
22:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0
23:00	5	0	5	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	579	5	487	73	3	10	1	0	0	0	0	0	0	0
16H,6-22	642	6	543	79	3	10	1	0	0	0	0	0	0	0
18H,6-24	655	6	556	80	3	10	1	0	0	0	0	0	0	0
24H,0-24	662	6	562	80	3	10	1	0	0	0	0	0	0	0
Am	09:30	08:30	09:30	08:45	09:00	09:45	07:45	00:00	10:00	00:00	00:00	00:00	00:00	00:00
Peak	60	1	52	9	1	2	0	0	0	0	0	0	0	0
Pm	15:15	14:00	15:15	12:45	12:00	15:00	12:15	00:00	13:15	00:00	00:00	00:00	00:00	00:00
Peak	59	1	51	8	1	2	0	0	0	0	0	0	0	0

Collated from 15 minute interval data

Created at 12:48:41 on 14 Nov 2017

Appendix G

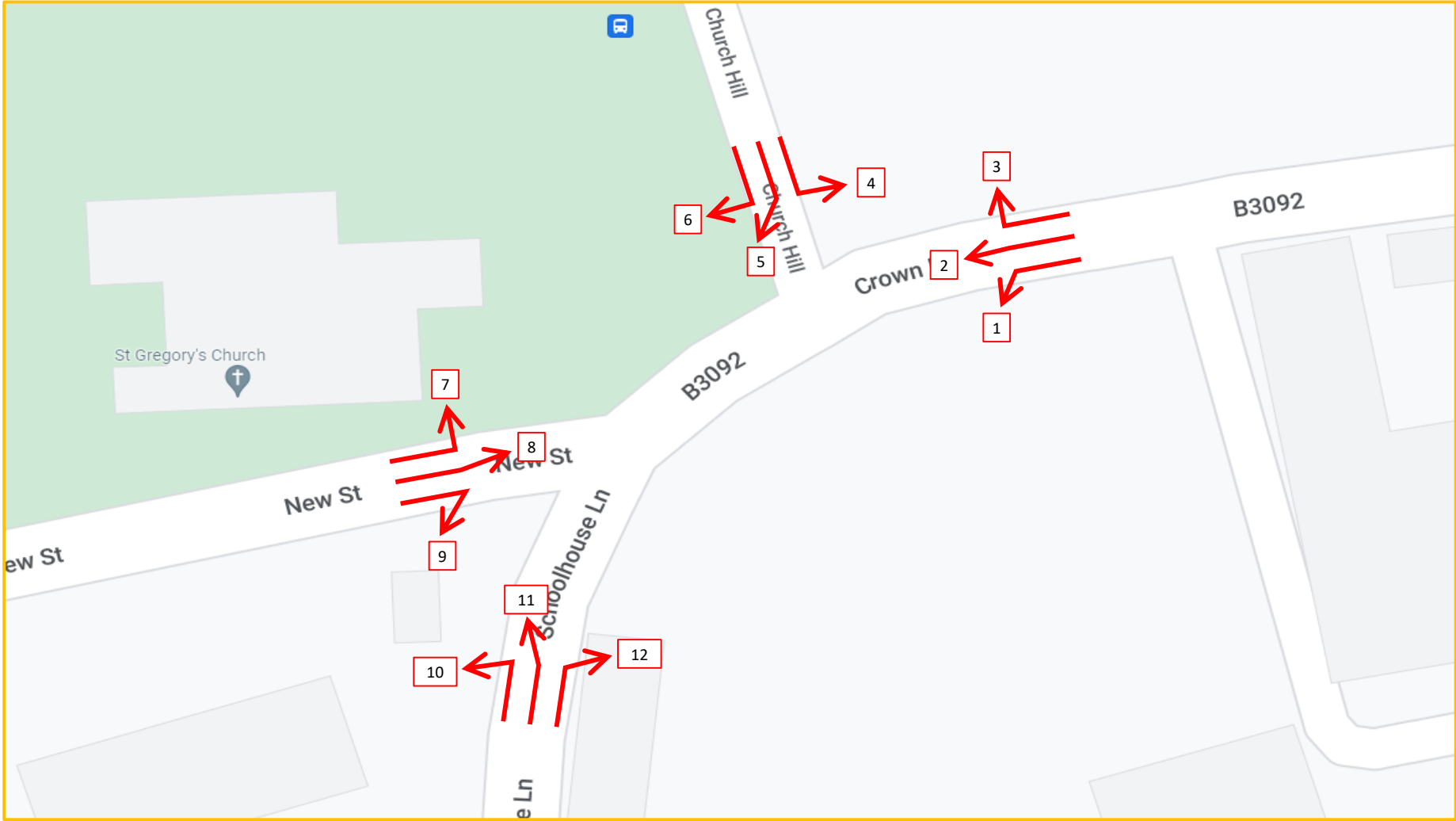


Site: Crown Road / Church Hill / New Street / Schoolhouse Lane

Location: Marnhull, Sturminster Newton DT10 1PZ

Date: Tuesday 4th October 2022

Time: 07:00-10:00, 16:00-19:00



Crown Road / Church Hill / New Street / Schoolhouse Lane (07:00-10:00) AM Peak

	MOVEMENT 1								MOVEMENT 2								MOVEMENT 3							
	FROM CROWN ROAD STRAIGHT AHEAD TO SCHOOLHOUSE LANE								FROM CROWN ROAD STRAIGHT THEN RIGHT TO NEW STREET								FROM CROWN ROAD RIGHT TURN TO CHURCH HILL							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
0700-0715	9	1	0	0	0	0	0	10	8	2	1	0	0	0	0	11	2	0	0	0	0	0	0	2
0715-0730	10	8	0	0	0	0	0	18	5	4	0	1	0	0	0	10	1	0	0	0	0	0	0	1
0730-0745	12	2	0	0	0	0	0	14	3	4	0	1	0	0	0	8	2	0	0	0	0	0	0	2
0745-0800	24	3	0	0	2	0	0	29	9	5	0	0	0	0	0	14	3	1	0	0	0	0	0	4
0800-0815	22	9	1	1	0	0	0	33	12	3	0	0	0	0	0	15	0	1	0	0	0	0	0	1
0815-0830	29	4	1	0	1	0	0	35	7	0	1	0	0	0	0	8	4	1	0	0	0	0	0	5
0830-0845	30	6	2	0	0	0	0	38	11	1	1	0	0	0	0	13	0	0	0	0	0	0	0	0
0845-0900	20	3	2	0	0	0	0	25	14	2	0	0	0	0	0	16	3	1	1	0	0	0	0	5
0900-0915	13	3	0	0	0	0	0	16	6	2	1	1	0	0	0	10	1	0	0	0	0	0	0	1
0915-0930	13	1	1	0	0	0	0	15	4	1	0	0	0	0	0	5	2	0	0	0	0	0	0	2
0930-0945	9	4	0	0	1	0	0	14	4	1	0	1	0	0	0	6	0	0	0	0	0	0	0	0
0945-1000	9	1	0	0	0	0	0	10	8	1	2	0	0	0	0	11	2	0	0	0	0	0	0	2
0700-1000	200	45	7	1	4	0	0	257	91	26	6	4	0	0	0	127	20	4	1	0	0	0	0	25
0700-0800	55	14	0	0	2	0	0	71	25	15	1	2	0	0	0	43	8	1	0	0	0	0	0	9
0715-0815	68	22	1	1	2	0	0	94	29	16	0	2	0	0	0	47	6	2	0	0	0	0	0	8
0730-0830	87	18	2	1	3	0	0	111	31	12	1	1	0	0	0	45	9	3	0	0	0	0	0	12
0745-0845	105	22	4	1	3	0	0	135	39	9	2	0	0	0	0	50	7	3	0	0	0	0	0	10
0800-0900	101	22	6	1	1	0	0	131	44	6	2	0	0	0	0	52	7	3	1	0	0	0	0	11
0815-0915	92	16	5	0	1	0	0	114	38	5	3	1	0	0	0	47	8	2	1	0	0	0	0	11
0830-0930	76	13	5	0	0	0	0	94	35	6	2	1	0	0	0	44	6	1	1	0	0	0	0	8
0845-0945	55	11	3	0	1	0	0	70	28	6	1	2	0	0	0	37	6	1	1	0	0	0	0	8
0900-1000	44	9	1	0	1	0	0	55	22	5	3	2	0	0	0	32	5	0	0	0	0	0	0	5
HOURLY TOTALS									HOURLY TOTALS								HOURLY TOTALS							

Crown Road / Church Hill / New Street / Schoolhouse Lane (16:00-19:00) PM Peak

	MOVEMENT 1								MOVEMENT 2								MOVEMENT 3							
	FROM CROWN ROAD STRAIGHT AHEAD TO SCHOOLHOUSE LANE								FROM CROWN ROAD STRAIGHT THEN RIGHT TO NEW STREET								FROM CROWN ROAD RIGHT TURN TO CHURCH HILL							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
1600-1615	13	2	2	0	0	0	0	17	8	0	0	0	0	0	0	8	6	0	0	0	0	0	0	6
1615-1630	13	4	0	1	0	1	0	19	10	1	1	0	0	0	0	12	1	0	0	0	0	0	0	1
1630-1645	15	2	1	0	0	0	0	18	9	1	0	0	0	0	0	10	4	0	0	0	0	0	0	4
1645-1700	10	4	1	0	0	0	0	15	18	2	0	0	1	0	0	21	2	1	0	0	0	0	0	3
1700-1715	8	1	1	1	0	0	0	11	12	1	0	0	0	0	0	13	3	1	0	0	0	0	0	4
1715-1730	14	3	1	0	1	0	0	19	10	1	0	0	0	0	0	11	0	0	1	0	0	0	0	1
1730-1745	13	3	1	2	0	0	0	19	7	1	0	0	0	0	0	8	2	0	0	0	0	0	0	2
1745-1800	19	1	0	0	1	1	0	22	9	3	0	0	0	0	0	12	1	0	0	0	0	0	0	1
1800-1815	15	1	0	0	0	0	0	16	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
1815-1830	9	3	0	0	0	0	0	12	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
1830-1845	11	0	0	0	0	0	0	11	7	1	1	0	0	0	0	9	1	0	0	0	0	0	0	1
1845-1900	5	0	0	0	0	0	0	5	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
1600-1900	145	24	7	4	2	2	0	184	106	13	2	0	1	0	0	122	22	2	1	0	0	0	0	25
1600-1700	51	12	4	1	0	1	0	69	45	4	1	0	1	0	0	51	13	1	0	0	0	0	0	14
1615-1715	46	11	3	2	0	1	0	63	49	5	1	0	1	0	0	56	10	2	0	0	0	0	0	12
1630-1730	47	10	4	1	1	0	0	63	49	5	0	0	1	0	0	55	9	2	1	0	0	0	0	12
1645-1745	45	11	4	3	1	0	0	64	47	5	0	0	1	0	0	53	7	2	1	0	0	0	0	10
1700-1800	54	8	3	3	2	1	0	71	38	6	0	0	0	0	0	44	6	1	1	0	0	0	0	8
1715-1815	61	8	2	2	2	1	0	76	33	6	0	0	0	0	0	39	3	0	1	0	0	0	0	4
1730-1830	56	8	1	2	1	1	0	69	27	5	0	0	0	0	0	32	5	0	0	0	0	0	0	5
1745-1845	54	5	0	0	1	1	0	61	27	5	1	0	0	0	0	33	4	0	0	0	0	0	0	4
1800-1900	40	4	0	0	0	0	0	44	23	3	1	0	0	0	0	27	3	0	0	0	0	0	0	3
HOURLY TOTALS									HOURLY TOTALS								HOURLY TOTALS							

Crown Road / Church Hill / New Street / Schoolhouse Lane (07:00-10:00) AM Peak

	MOVEMENT 4								MOVEMENT 5								MOVEMENT 6							
	FROM CHURCH HILL LEFT TURN TO CROWN ROAD								FROM CHURCH HILL RIGHT THEN STRAIGHT TO SCHOOLHOUSE LANE								FROM CHURCH HILL RIGHT THEN RIGHT TO NEW STREET							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
0700-0715	1	0	0	0	0	0	0	1	2	4	1	0	0	1	0	8	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	1	1
0730-0745	1	0	0	0	0	0	0	1	6	1	1	0	1	0	0	9	5	1	0	0	2	0	0	8
0745-0800	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5	2	1	0	0	0	0	0	3
0800-0815	2	0	0	0	0	0	0	2	4	1	0	0	1	1	0	7	5	0	0	0	0	0	0	5
0815-0830	0	0	0	0	0	0	0	0	7	2	1	0	0	0	0	10	4	1	0	0	1	0	0	6
0830-0845	2	1	0	0	0	0	0	3	8	1	0	0	0	0	0	9	6	0	0	0	0	0	0	6
0845-0900	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	4	1	0	0	0	0	0	5
0900-0915	1	0	0	0	0	0	0	1	8	0	0	0	0	0	0	8	3	0	0	0	0	0	0	3
0915-0930	2	1	2	0	0	0	0	5	6	0	0	0	0	0	0	6	5	0	0	0	0	0	0	5
0930-0945	3	1	0	0	0	0	0	4	3	0	1	0	0	0	0	4	1	0	0	0	0	0	0	1
0945-1000	2	0	0	0	0	0	0	2	7	0	0	0	0	0	0	7	2	1	0	0	0	0	1	4
0700-1000	16	3	2	0	0	0	0	21	69	9	4	0	2	2	0	86	37	5	0	0	3	0	2	47
0700-0800	4	0	0	0	0	0	0	4	17	5	2	0	1	1	0	26	7	2	0	0	2	0	1	12
0715-0815	5	0	0	0	0	0	0	5	19	2	1	0	2	1	0	25	12	2	0	0	2	0	1	17
0730-0830	5	0	0	0	0	0	0	5	22	4	2	0	2	1	0	31	16	3	0	0	3	0	0	22
0745-0845	6	1	0	0	0	0	0	7	24	4	1	0	1	1	0	31	17	2	0	0	1	0	0	20
0800-0900	4	1	0	0	0	0	0	5	28	4	1	0	1	1	0	35	19	2	0	0	1	0	0	22
0815-0915	3	1	0	0	0	0	0	4	32	3	1	0	0	0	0	36	17	2	0	0	1	0	0	20
0830-0930	5	2	2	0	0	0	0	9	31	1	0	0	0	0	0	32	18	1	0	0	0	0	0	19
0845-0945	6	2	2	0	0	0	0	10	26	0	1	0	0	0	0	27	13	1	0	0	0	0	0	14
0900-1000	8	2	2	0	0	0	0	12	24	0	1	0	0	0	0	25	11	1	0	0	0	0	1	13
HOURLY TOTALS									HOURLY TOTALS								HOURLY TOTALS							

Crown Road / Church Hill / New Street / Schoolhouse Lane (16:00-19:00) PM Peak

	MOVEMENT 4								MOVEMENT 5								MOVEMENT 6							
	FROM CHURCH HILL LEFT TURN TO CROWN ROAD								FROM CHURCH HILL RIGHT THEN STRAIGHT TO SCHOOLHOUSE LANE								FROM CHURCH HILL RIGHT THEN RIGHT TO NEW STREET							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
1600-1615	2	0	0	0	0	0	0	2	7	1	0	0	0	0	0	8	2	0	0	0	1	0	0	3
1615-1630	4	0	0	0	0	0	0	4	8	1	0	0	0	0	0	9	2	1	0	0	0	0	0	3
1630-1645	2	1	1	0	0	0	0	4	7	2	2	0	1	0	0	12	7	3	0	0	0	0	0	10
1645-1700	2	1	0	0	0	0	0	3	8	1	0	0	0	0	0	9	3	1	0	0	1	0	0	5
1700-1715	2	0	0	1	0	0	0	3	9	1	0	0	0	0	0	10	1	1	0	0	0	0	0	2
1715-1730	4	0	0	0	0	0	0	4	4	1	0	0	0	0	0	5	6	0	0	0	0	0	0	6
1730-1745	2	1	0	0	0	0	0	3	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	1
1745-1800	2	0	0	0	0	0	0	2	8	1	0	0	0	0	0	9	1	1	0	0	0	0	0	2
1800-1815	4	1	0	0	0	0	0	5	9	0	0	0	0	0	0	9	2	0	0	0	0	0	0	2
1815-1830	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	5	0	0	0	1	0	0	6
1830-1845	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2	4	0	0	0	1	0	0	5
1845-1900	1	0	0	0	0	0	0	1	3	0	0	0	1	0	0	4	1	0	0	0	0	0	0	1
1600-1900	26	4	1	1	0	0	0	32	70	10	2	0	2	0	0	84	35	7	0	0	4	0	0	46
1600-1700	10	2	1	0	0	0	0	13	30	5	2	0	1	0	0	38	14	5	0	0	2	0	0	21
1615-1715	10	2	1	1	0	0	0	14	32	5	2	0	1	0	0	40	13	6	0	0	1	0	0	20
1630-1730	10	2	1	1	0	0	0	14	28	5	2	0	1	0	0	36	17	5	0	0	1	0	0	23
1645-1745	10	2	0	1	0	0	0	13	24	4	0	0	0	0	0	28	11	2	0	0	1	0	0	14
1700-1800	10	1	0	1	0	0	0	12	24	4	0	0	0	0	0	28	9	2	0	0	0	0	0	11
1715-1815	12	2	0	0	0	0	0	14	24	3	0	0	0	0	0	27	10	1	0	0	0	0	0	11
1730-1830	8	2	0	0	0	0	0	10	23	2	0	0	0	0	0	25	9	1	0	0	1	0	0	11
1745-1845	7	1	0	0	0	0	0	8	21	2	0	0	0	0	0	23	12	1	0	0	2	0	0	15
1800-1900	6	1	0	0	0	0	0	7	16	1	0	0	1	0	0	18	12	0	0	0	2	0	0	14
HOURLY TOTALS									HOURLY TOTALS								HOURLY TOTALS							

Crown Road / Church Hill / New Street / Schoolhouse Lane (07:00-10:00) AM Peak

MOVEMENT 7									MOVEMENT 8									MOVEMENT 9								
FROM NEW STREET LEFT THEN LEFT TO CHURCH HILL									FROM NEW STREET LEFT THEN STRAIGHT TO CROWN ROAD									FROM NEW STREET RIGHT TURN TO SCHOOLHOUSE LANE								
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
0700-0715	1	0	0	0	0	0	0	1	5	3	1	0	0	0	0	9		2	0	0	0	0	0	0	0	2
0715-0730	2	1	1	0	0	0	0	4	5	3	0	0	0	0	0	8		0	1	0	0	0	0	0	0	1
0730-0745	2	0	0	0	0	0	0	2	12	3	1	0	1	0	0	17		0	1	0	0	0	0	0	0	1
0745-0800	0	0	0	0	0	0	1	1	13	2	0	0	1	0	0	16		1	0	0	0	0	0	0	0	1
0800-0815	4	0	0	0	1	0	0	5	14	2	0	1	1	0	0	18		4	0	0	0	0	0	0	0	4
0815-0830	5	1	0	0	0	0	0	6	15	2	0	2	0	0	0	19		1	0	0	0	0	0	0	0	1
0830-0845	3	0	0	0	0	0	0	3	10	1	0	0	0	0	1	12		4	0	1	0	0	0	0	0	5
0845-0900	7	0	0	0	0	0	0	7	12	1	0	0	0	0	0	13		6	0	0	0	0	0	0	0	6
0900-0915	5	1	0	0	0	0	0	6	9	1	1	0	0	0	0	11		0	0	0	0	0	0	0	0	0
0915-0930	3	0	0	0	0	0	0	3	8	2	0	0	0	0	0	10		1	0	0	0	0	0	0	0	1
0930-0945	1	0	0	0	0	0	0	1	4	3	1	0	0	0	0	8		1	0	1	0	0	0	0	0	2
0945-1000	6	1	0	0	0	0	0	7	9	1	0	0	0	0	0	10		2	0	0	0	0	0	0	0	2
0700-1000	39	4	1	0	1	0	1	46	116	24	4	3	3	0	1	151		22	2	2	0	0	0	0	0	26
HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
0700-0800	5	1	1	0	0	0	1	8	35	11	2	0	2	0	0	50		3	2	0	0	0	0	0	0	5
0715-0815	8	1	1	0	1	0	1	12	44	10	1	1	3	0	0	59		5	2	0	0	0	0	0	0	7
0730-0830	11	1	0	0	1	0	1	14	54	9	1	3	3	0	0	70		6	1	0	0	0	0	0	0	7
0745-0845	12	1	0	0	1	0	1	15	52	7	0	3	2	0	1	65		10	0	1	0	0	0	0	0	11
0800-0900	19	1	0	0	1	0	0	21	51	6	0	3	1	0	1	62		15	0	1	0	0	0	0	0	16
0815-0915	20	2	0	0	0	0	0	22	46	5	1	2	0	0	1	55		11	0	1	0	0	0	0	0	12
0830-0930	18	1	0	0	0	0	0	19	39	5	1	0	0	0	1	46		11	0	1	0	0	0	0	0	12
0845-0945	16	1	0	0	0	0	0	17	33	7	2	0	0	0	0	42		8	0	1	0	0	0	0	0	9
0900-1000	15	2	0	0	0	0	0	17	30	7	2	0	0	0	0	39		4	0	1	0	0	0	0	0	5

Crown Road / Church Hill / New Street / Schoolhouse Lane (16:00-19:00) PM Peak

MOVEMENT 7									MOVEMENT 8									MOVEMENT 9								
FROM NEW STREET LEFT THEN LEFT TO CHURCH HILL									FROM NEW STREET LEFT THEN STRAIGHT TO CROWN ROAD									FROM NEW STREET RIGHT TURN TO SCHOOLHOUSE LANE								
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
1600-1615	1	0	0	0	0	0	0	1	9	4	1	0	0	0	0	14		2	0	0	0	0	0	0	0	2
1615-1630	2	0	0	0	0	0	0	2	10	3	0	0	0	0	0	13		1	0	0	0	0	0	0	0	1
1630-1645	3	0	0	0	0	0	0	3	12	6	0	0	1	0	0	19		5	0	0	0	0	0	0	0	5
1645-1700	3	1	0	0	0	0	0	4	9	4	2	0	0	0	0	15		2	2	0	0	1	0	0	0	5
1700-1715	2	0	0	0	0	0	0	2	9	1	0	0	0	0	0	10		3	0	0	0	0	0	0	0	3
1715-1730	6	1	0	0	0	0	0	7	8	1	0	0	0	0	1	10		1	0	0	0	0	0	0	0	1
1730-1745	4	0	0	0	1	0	0	5	9	0	0	0	0	0	0	9		2	0	0	0	0	0	0	0	2
1745-1800	3	0	0	0	0	0	0	3	8	3	0	0	0	0	0	11		0	0	0	0	0	0	0	0	0
1800-1815	2	0	0	0	0	0	0	2	4	2	0	0	0	0	0	6		0	0	0	0	0	0	0	0	0
1815-1830	2	0	0	0	0	0	0	2	3	1	1	0	0	0	0	5		0	0	0	0	0	0	0	0	0
1830-1845	3	0	0	0	0	0	0	3	6	1	0	0	1	0	0	8		0	0	0	0	0	0	0	0	0
1845-1900	2	0	0	0	0	0	0	2	3	0	0	0	1	0	0	4		0	0	1	0	0	0	0	0	1
1600-1900	33	2	0	0	1	0	0	36	90	26	4	0	3	0	1	124		16	2	1	0	1	0	0	0	20
HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
1600-1700	9	1	0	0	0	0	0	10	40	17	3	0	1	0	0	61		10	2	0	0	1	0	0	0	13
1615-1715	10	1	0	0	0	0	0	11	40	14	2	0	1	0	0	57		11	2	0	0	1	0	0	0	14
1630-1730	14	2	0	0	0	0	0	16	38	12	2	0	1	0	1	54		11	2	0	0	1	0	0	0	14
1645-1745	15	2	0	0	1	0	0	18	35	6	2	0	0	0	1	44		8	2	0	0	1	0	0	0	11
1700-1800	15	1	0	0	1	0	0	17	34	5	0	0	0	0	1	40		6	0	0	0	0	0	0	0	6
1715-1815	15	1	0	0	1	0	0	17	29	6	0	0	0	0	1	36		3	0	0	0	0	0	0	0	3
1730-1830	11	0	0	0	1	0	0	12	24	6	1	0	0	0	0	31		2	0	0	0	0	0	0	0	2
1745-1845	10	0	0	0	0	0	0	10	21	7	1	0	1	0	0	30		0	0	0	0	0	0	0	0	0
1800-1900	9	0	0	0	0	0	0	9	16	4	1	0	2	0	0	23		0	0	1	0	0	0	0	0	1

Crown Road / Church Hill / New Street / Schoolhouse Lane (07:00-10:00) AM Peak

	MOVEMENT 10								MOVEMENT 11								MOVEMENT 12							
	FROM SCHOOLHOUSE LANE LEFT TURN TO NEW STREET								FROM SCHOOLHOUSE LANE STRAIGHT THEN LEFT TO CHURCH HILL								FROM SCHOOLHOUSE LANE STRAIGHT AHEAD TO CROWN ROAD							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
0700-0715	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	5	7	2	1	0	1	0	0	11
0715-0730	1	0	0	0	0	0	0	1	3	0	1	0	0	0	0	4	10	4	0	0	1	0	0	15
0730-0745	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3	13	3	0	2	2	0	0	20
0745-0800	3	0	0	0	0	0	0	3	7	0	0	0	0	0	0	7	11	3	1	1	0	0	0	16
0800-0815	3	0	0	0	1	0	0	4	2	2	1	0	2	0	0	7	21	6	2	0	1	0	0	30
0815-0830	7	1	0	0	0	0	0	8	11	1	0	0	1	0	0	13	22	2	0	0	0	1	0	25
0830-0845	5	0	0	0	0	0	0	5	7	1	0	0	0	0	0	8	21	1	1	0	0	0	0	23
0845-0900	2	0	0	0	0	0	0	2	6	2	0	0	0	0	0	8	17	1	1	1	0	0	0	20
0900-0915	3	1	0	0	0	0	0	4	8	2	1	0	0	0	0	11	17	0	2	1	0	0	0	20
0915-0930	0	1	0	0	0	0	0	1	6	1	0	0	0	0	0	7	15	4	0	0	0	0	0	19
0930-0945	3	0	0	0	0	0	0	3	2	3	0	0	1	0	0	6	15	2	0	0	0	0	0	17
0945-1000	0	1	0	0	0	0	0	1	7	0	0	0	0	0	0	7	10	0	0	0	1	0	0	11
0700-1000	28	4	0	0	1	0	0	33	63	16	3	0	4	0	0	86	179	28	8	5	6	1	0	227
0700-0800	5	0	0	0	0	0	0	5	14	4	1	0	0	0	0	19	41	12	2	3	4	0	0	62
0715-0815	8	0	0	0	1	0	0	9	14	3	2	0	2	0	0	21	55	16	3	3	4	0	0	81
0730-0830	14	1	0	0	1	0	0	16	22	4	1	0	3	0	0	30	67	14	3	3	3	1	0	91
0745-0845	18	1	0	0	1	0	0	20	27	4	1	0	3	0	0	35	75	12	4	1	1	1	0	94
0800-0900	17	1	0	0	1	0	0	19	26	6	1	0	3	0	0	36	81	10	4	1	1	1	0	98
0815-0915	17	2	0	0	0	0	0	19	32	6	1	0	1	0	0	40	77	4	4	2	0	1	0	88
0830-0930	10	2	0	0	0	0	0	12	27	6	1	0	0	0	0	34	70	6	4	2	0	0	0	82
0845-0945	8	2	0	0	0	0	0	10	22	8	1	0	1	0	0	32	64	7	3	2	0	0	0	76
0900-1000	6	3	0	0	0	0	0	9	23	6	1	0	1	0	0	31	57	6	2	1	1	0	0	67
HOURLY TOTALS									HOURLY TOTALS								HOURLY TOTALS							

Crown Road / Church Hill / New Street / Schoolhouse Lane (16:00-19:00) PM Peak

	MOVEMENT 10								MOVEMENT 11								MOVEMENT 12							
	FROM SCHOOLHOUSE LANE LEFT TURN TO NEW STREET								FROM SCHOOLHOUSE LANE STRAIGHT THEN LEFT TO CHURCH HILL								FROM SCHOOLHOUSE LANE STRAIGHT AHEAD TO CROWN ROAD							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
1600-1615	4	0	0	0	0	0	0	4	5	3	1	0	0	0	0	9	12	3	0	0	0	0	0	15
1615-1630	2	0	0	0	0	0	0	2	7	1	1	0	0	1	0	10	18	3	1	0	0	0	0	22
1630-1645	1	0	0	0	0	0	0	1	10	5	0	0	0	0	0	15	15	2	0	0	0	0	0	17
1645-1700	2	0	0	0	0	0	0	2	9	2	0	0	0	1	0	12	17	5	0	0	1	0	0	23
1700-1715	1	0	0	0	0	0	0	1	4	2	0	0	0	0	0	6	20	3	0	0	1	0	0	24
1715-1730	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	14	16	1	0	0	0	0	0	17
1730-1745	1	0	0	0	0	0	0	1	4	1	0	0	0	0	0	5	21	1	0	1	0	0	0	23
1745-1800	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4	13	5	0	0	0	0	0	18
1800-1815	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4	10	3	1	0	0	0	0	14
1815-1830	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	6	1	0	0	0	0	0	7
1830-1845	1	0	0	0	0	0	0	1	1	0	1	0	0	0	0	2	6	1	0	0	2	1	0	10
1845-1900	1	0	0	0	0	0	0	1	3	1	0	0	0	0	0	4	9	1	0	0	0	0	0	10
1600-1900	17	0	0	0	0	0	0	17	67	17	3	0	0	2	0	89	163	29	2	1	4	1	0	200
1600-1700	9	0	0	0	0	0	0	9	31	11	2	0	0	2	0	46	62	13	1	0	1	0	0	77
1615-1715	6	0	0	0	0	0	0	6	30	10	1	0	0	2	0	43	70	13	1	0	2	0	0	86
1630-1730	4	0	0	0	0	0	0	4	35	11	0	0	0	1	0	47	68	11	0	0	2	0	0	81
1645-1745	4	0	0	0	0	0	0	4	29	7	0	0	0	1	0	37	74	10	0	1	2	0	0	87
1700-1800	4	0	0	0	0	0	0	4	24	5	0	0	0	0	0	29	70	10	0	1	1	0	0	82
1715-1815	5	0	0	0	0	0	0	5	24	3	0	0	0	0	0	27	60	10	1	1	0	0	0	72
1730-1830	5	0	0	0	0	0	0	5	16	1	0	0	0	0	0	17	50	10	1	1	0	0	0	62
1745-1845	5	0	0	0	0	0	0	5	13	0	1	0	0	0	0	14	35	10	1	0	2	1	0	49
1800-1900	4	0	0	0	0	0	0	4	12	1	1	0	0	0	0	14	31	6	1	0	2	1	0	41
HOURLY TOTALS									HOURLY TOTALS								HOURLY TOTALS							



MCC - Crown Road / Church Hill / New Street / Schoolhouse Lane
Queue Length Survey

MCC
Crown Road
Church Hill
New Street
Schoolhouse Lane

Date
Tuesday 4th October 2022

Value+ indicates queues forming beyond the view of the camera

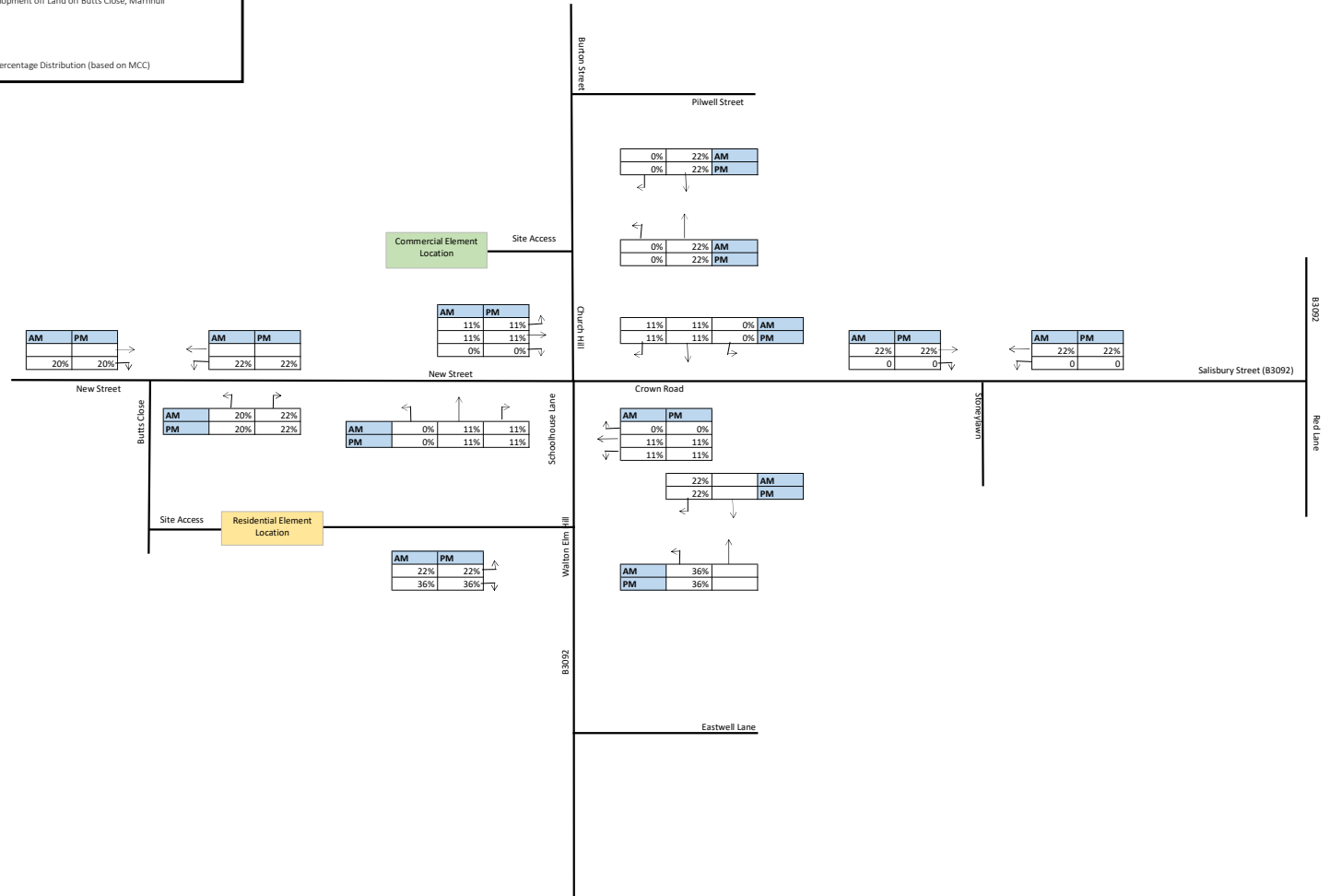
Crown Road		Church Hill		New Street		Schoolhouse Lane	
07:00 - 10:00 (Weekday AM Peak)		07:00 - 10:00 (Weekday AM Peak)		07:00 - 10:00 (Weekday AM Peak)		07:00 - 10:00 (Weekday AM Peak)	
TIME	QUEUE	TIME	QUEUE	TIME	QUEUE	TIME	QUEUE
07:05	0	07:05	0	07:05	0	07:05	0
07:10	0	07:10	2	07:10	2	07:10	0
07:15	0	07:15	1	07:15	1	07:15	0
07:20	0	07:20	1	07:20	0	07:20	0
07:25	0	07:25	1	07:25	0	07:25	0
07:30	0	07:30	1	07:30	2	07:30	0
07:35	1	07:35	1	07:35	0	07:35	0
07:40	0	07:40	2	07:40	2	07:40	0
07:45	1	07:45	0	07:45	0	07:45	0
07:50	0	07:50	1	07:50	0	07:50	0
07:55	0	07:55	1	07:55	1	07:55	0
08:00	1	08:00	1	08:00	0	08:00	0
08:05	0	08:05	2	08:05	1	08:05	0
08:10	0	08:10	1	08:10	1	08:10	0
08:15	0	08:15	0	08:15	0	08:15	0
08:20	0	08:20	1	08:20	1	08:20	0
08:25	0	08:25	1	08:25	1	08:25	0
08:30	0	08:30	2	08:30	1	08:30	0
08:35	0	08:35	1	08:35	0	08:35	0
08:40	0	08:40	1	08:40	1	08:40	0
08:45	0	08:45	0	08:45	1	08:45	0
08:50	0	08:50	3	08:50	1	08:50	0
08:55	0	08:55	2	08:55	1	08:55	0
09:00	0	09:00	1	09:00	1	09:00	0
09:05	0	09:05	1	09:05	0	09:05	0
09:10	0	09:10	1	09:10	0	09:10	0
09:15	1	09:15	1	09:15	2	09:15	0
09:20	1	09:20	1	09:20	0	09:20	0
09:25	0	09:25	1	09:25	0	09:25	0
09:30	0	09:30	1	09:30	0	09:30	0
09:35	0	09:35	0	09:35	0	09:35	0
09:40	0	09:40	1	09:40	1	09:40	0
09:45	0	09:45	0	09:45	0	09:45	0
09:50	0	09:50	1	09:50	1	09:50	0
09:55	0	09:55	1	09:55	1	09:55	0
10:00	0	10:00	1	10:00	1	10:00	0

Crown Road		Church Hill		New Street		Schoolhouse Lane	
16:00 - 19:00 (Weekday PM Peak)		16:00 - 19:00 (Weekday PM Peak)		16:00 - 19:00 (Weekday PM Peak)		16:00 - 19:00 (Weekday PM Peak)	
TIME	QUEUE	TIME	QUEUE	TIME	QUEUE	TIME	QUEUE
16:05	0	16:05	0	16:05	0	16:05	0
16:10	0	16:10	2	16:10	0	16:10	0
16:15	0	16:15	1	16:15	1	16:15	0
16:20	0	16:20	2	16:20	1	16:20	0
16:25	0	16:25	3	16:25	0	16:25	0
16:30	0	16:30	1	16:30	1	16:30	0
16:35	0	16:35	3	16:35	1	16:35	0
16:40	0	16:40	2	16:40	1	16:40	0
16:45	0	16:45	2	16:45	0	16:45	0
16:50	0	16:50	0	16:50	2	16:50	0
16:55	0	16:55	3	16:55	1	16:55	0
17:00	0	17:00	1	17:00	1	17:00	0
17:05	0	17:05	1	17:05	1	17:05	0
17:10	0	17:10	1	17:10	0	17:10	0
17:15	0	17:15	1	17:15	2	17:15	0
17:20	0	17:20	0	17:20	2	17:20	0
17:25	0	17:25	1	17:25	1	17:25	0
17:30	0	17:30	1	17:30	1	17:30	0
17:35	0	17:35	0	17:35	3	17:35	0
17:40	0	17:40	1	17:40	1	17:40	0
17:45	1	17:45	0	17:45	1	17:45	0
17:50	0	17:50	1	17:50	1	17:50	0
17:55	0	17:55	1	17:55	0	17:55	0
18:00	0	18:00	0	18:00	0	18:00	0
18:05	0	18:05	1	18:05	0	18:05	0
18:10	0	18:10	1	18:10	0	18:10	0
18:15	0	18:15	1	18:15	1	18:15	0
18:20	0	18:20	0	18:20	0	18:20	0
18:25	0	18:25	1	18:25	0	18:25	0
18:30	0	18:30	0	18:30	0	18:30	0
18:35	0	18:35	1	18:35	0	18:35	0
18:40	0	18:40	1	18:40	0	18:40	0
18:45	0	18:45	1	18:45	1	18:45	0
18:50	0	18:50	1	18:50	0	18:50	0
18:55	0	18:55	1	18:55	0	18:55	0
19:00	0	19:00	0	19:00	0	19:00	0

Appendix H



Project Name: Mixed Development off Land off Butts Close, Marnhull
Project Number: 106.0026
Drawn By: JH
Approved By: HC
Scenario: 2022 Network Percentage Distribution (based on MCC)



Appendix I

Calculation Reference: AUDIT-247601-180720-0752

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	SC SURREY	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days

Secondary Filtering selection:

Parameter: Number of dwellings
Actual Range: 54 to 82 (units:)
Range Selected by User: 50 to 100 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 28/03/17

Selected survey days:

Tuesday	1 days
Thursday	2 days
Friday	1 days

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town	4
--------------	---

Selected Location Sub Categories:

Residential Zone	2
No Sub Category	2

Secondary Filtering selection:

Use Class:

C3	4 days
----	--------

Population within 1 mile:

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

Population within 5 miles:

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	3 days

Travel Plan:

No	4 days
----	--------

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

LIST OF SITES relevant to selection parameters

1	CB-03-A-04 SEMI DETACHED MOORCLOSE ROAD WORKINGTON SALTERBACK Edge of Town No Sub Category Total Number of dwellings: 82 Survey date: FRIDAY 24/04/09	CUMBRIA	Survey Type: MANUAL
2	NY-03-A-10 HOUSES AND FLATS BOROUGHBRIDGE ROAD RIPON Edge of Town No Sub Category Total Number of dwellings: 71 Survey date: TUESDAY 17/09/13	NORTH YORKSHIRE	Survey Type: MANUAL
3	SC-03-A-04 DETACHED & TERRACED HIGH ROAD BYFLEET Edge of Town Residential Zone Total Number of dwellings: 71 Survey date: THURSDAY 23/01/14	SURREY	Survey Type: MANUAL
4	SH-03-A-05 SEMI-DETACHED / TERRACED SANDCROFT TELFORD SUTTON HILL Edge of Town Residential Zone Total Number of dwellings: 54 Survey date: THURSDAY 24/10/13	SHROPSHIRE	Survey Type: MANUAL

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

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	70	0.097	4	70	0.291	4	70	0.388
08:00 - 09:00	4	70	0.162	4	70	0.403	4	70	0.565
09:00 - 10:00	4	70	0.151	4	70	0.191	4	70	0.342
10:00 - 11:00	4	70	0.144	4	70	0.187	4	70	0.331
11:00 - 12:00	4	70	0.176	4	70	0.194	4	70	0.370
12:00 - 13:00	4	70	0.176	4	70	0.183	4	70	0.359
13:00 - 14:00	4	70	0.180	4	70	0.191	4	70	0.371
14:00 - 15:00	4	70	0.201	4	70	0.176	4	70	0.377
15:00 - 16:00	4	70	0.270	4	70	0.169	4	70	0.439
16:00 - 17:00	4	70	0.313	4	70	0.183	4	70	0.496
17:00 - 18:00	4	70	0.367	4	70	0.137	4	70	0.504
18:00 - 19:00	4	70	0.270	4	70	0.158	4	70	0.428
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.507			2.463			4.970

Parameter summary

Trip rate parameter range selected:	54 - 82 (units:)
Survey date date range:	01/01/09 - 28/03/17
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	70	0.004	4	70	0.032	4	70	0.036
08:00 - 09:00	4	70	0.018	4	70	0.058	4	70	0.076
09:00 - 10:00	4	70	0.018	4	70	0.047	4	70	0.065
10:00 - 11:00	4	70	0.022	4	70	0.014	4	70	0.036
11:00 - 12:00	4	70	0.014	4	70	0.018	4	70	0.032
12:00 - 13:00	4	70	0.014	4	70	0.029	4	70	0.043
13:00 - 14:00	4	70	0.029	4	70	0.014	4	70	0.043
14:00 - 15:00	4	70	0.032	4	70	0.014	4	70	0.046
15:00 - 16:00	4	70	0.050	4	70	0.032	4	70	0.082
16:00 - 17:00	4	70	0.050	4	70	0.029	4	70	0.079
17:00 - 18:00	4	70	0.050	4	70	0.022	4	70	0.072
18:00 - 19:00	4	70	0.043	4	70	0.014	4	70	0.057
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.344			0.323			0.667

Appendix J

Junctions 9							
PICADY 9 - Priority Intersection Module							
Version: 9.0.2.5947 © Copyright TRL Limited, 2017							
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk							
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution							

Filename: 106.0026 Church Hill - Crown Rd Jct (Hybrid App).j9

Path: P:\Southern\100-109\106 Chapman Lily Planning\106.0026 Mixed-use dev on land at Butts Close & land at Burton Street, Marnhull\Reports\Full Application - Commercial Element\Junction Modelling

Report generation date: 26/04/2023 10:40:59

»Baseline 2022, AM
 »Baseline 2022, PM
 »Baseline 2028, AM
 »Baseline 2028, PM
 »Baseline 2022 + PD, AM
 »Baseline 2022 + PD, PM
 »Baseline 2028 + PD, AM
 »Baseline 2028 + PD, PM
 »Baseline 2028 + PD + ST, AM
 »Baseline 2028 + PD + ST, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
[Lane Simulation] - Baseline 2022								
1 - Schoolhouse Lane/New Street/Crown Road - A - Schoolhouse Lane	0.0	0.00		A	0.0	0.00		A
1 - Schoolhouse Lane/New Street/Crown Road - B - New Street	0.4	10.03		B	0.3	8.55		A
1 - Schoolhouse Lane/New Street/Crown Road - C - Crown Road	0.4	4.24		A	0.2	3.87		A
2 - Crown Road/Church Hill - A - Crown Road	0.0	0.00		A	0.0	0.00		A
2 - Crown Road/Church Hill - B - Church Hill	0.2	12.50		B	0.2	10.68		B
2 - Crown Road/Church Hill - C - Crown Road	0.1	0.91		A	0.0	0.67		A
[Lane Simulation] - Baseline 2028								
1 - Schoolhouse Lane/New Street/Crown Road - A - Schoolhouse Lane	0.0	0.00		A	0.0	0.00		A
1 - Schoolhouse Lane/New Street/Crown Road - B - New Street	0.3	10.31		B	0.3	8.84		A
1 - Schoolhouse Lane/New Street/Crown Road - C - Crown Road	0.4	5.27		A	0.3	3.85		A
2 - Crown Road/Church Hill - A - Crown Road	0.0	0.00		A	0.0	0.00		A
2 - Crown Road/Church Hill - B - Church Hill	0.3	13.69		B	0.2	11.04		B
2 - Crown Road/Church Hill - C - Crown Road	0.1	1.05		A	0.1	0.83		A
[Lane Simulation] - Baseline 2022 + PD								
1 - Schoolhouse Lane/New Street/Crown Road - A - Schoolhouse Lane	0.0	0.00		A	0.0	0.00		A
1 - Schoolhouse Lane/New Street/Crown Road - B - New Street	0.4	10.39		B	0.2	9.57		A
1 - Schoolhouse Lane/New Street/Crown Road - C - Crown Road	0.4	4.02		A	0.3	5.95		A
2 - Crown Road/Church Hill - A - Crown Road	0.0	0.00		A	0.0	0.00		A
2 - Crown Road/Church Hill - B - Church Hill	0.8	18.34		C	0.6	14.13		B
2 - Crown Road/Church Hill - C - Crown Road	0.3	1.66		A	0.2	2.44		A
[Lane Simulation] - Baseline 2028 + PD								
1 - Schoolhouse Lane/New Street/Crown Road - A - Schoolhouse Lane	0.0	0.00		A	0.0	0.00		A
1 - Schoolhouse Lane/New Street/Crown Road - B - New Street	0.5	11.80		B	0.3	9.14		A
1 - Schoolhouse Lane/New Street/Crown Road - C - Crown Road	0.6	5.59		A	0.4	4.62		A
2 - Crown Road/Church Hill - A - Crown Road	0.0	0.00		A	0.0	0.00		A
2 - Crown Road/Church Hill - B - Church Hill	0.8	21.23		C	0.6	14.60		B
2 - Crown Road/Church Hill - C - Crown Road	0.2	1.98		A	0.1	2.28		A
[Lane Simulation] - Baseline 2028 + PD + ST								
1 - Schoolhouse Lane/New Street/Crown Road - A - Schoolhouse Lane	0.0	0.00		A	0.0	0.00		A
1 - Schoolhouse Lane/New Street/Crown Road - B - New Street	0.6	11.39		B	0.3	9.46		A
1 - Schoolhouse Lane/New Street/Crown Road - C - Crown Road	0.8	5.85		A	0.4	4.52		A
2 - Crown Road/Church Hill - A - Crown Road	0.0	0.00		A	0.0	0.00		A

2 - Crown Road/Church Hill - B - Church Hill	1.0	21.87	C	0.6	16.02	C
2 - Crown Road/Church Hill - C - Crown Road	0.2	2.33	A	0.2	2.41	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. Arm and junction delays are averages for all movements, including movements with zero delay.

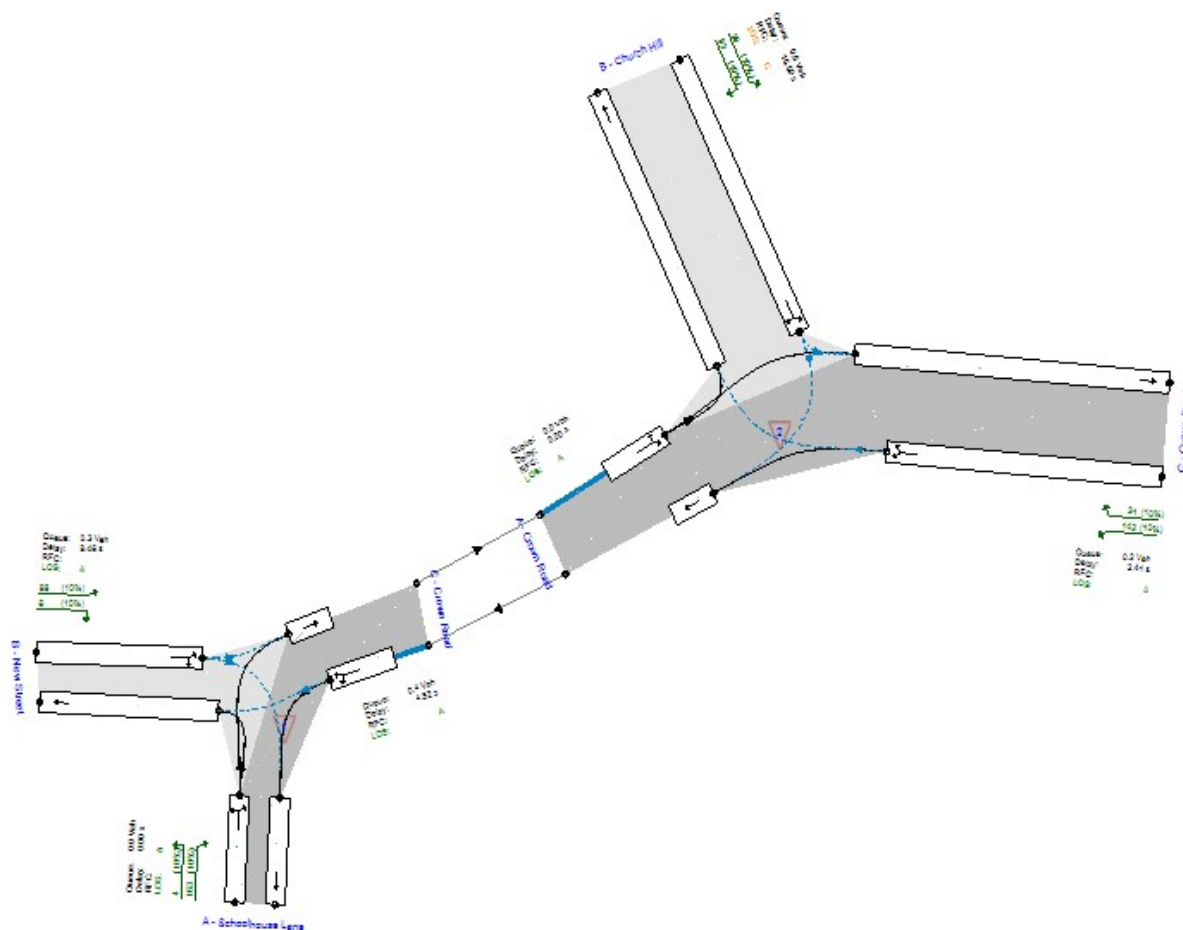
File summary

File Description

Title	Crown Road/Schoolhouse Lane/New Street/Church Hill
Location	Marnhull
Site number	Tess Sqaure, Butts Close, Marnhull
Date	15/06/2021
Version	
Status	(new file)
Identifier	
Client	CL Planning
Jobnumber	106.0026
Enumerator	JH
Description	

Units

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



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

Lane Simulation options

Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Use crossings quick response	Last run random seed	Last run number of trials	Last run time taken (s)
1.00	100000	100000	-1	3	1	✓	2139778708	101	2.48

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	Baseline 2022	AM	ONE HOUR	07:45	09:15	15	✓
D2	Baseline 2022	PM	ONE HOUR	14:45	16:15	15	✓
D3	Baseline 2028	AM	ONE HOUR	07:45	09:15	15	✓
D4	Baseline 2028	PM	ONE HOUR	14:45	16:15	15	✓
D5	Baseline 2022 + PD	AM	ONE HOUR	07:45	09:15	15	✓
D6	Baseline 2022 + PD	PM	ONE HOUR	14:45	16:15	15	✓
D7	Baseline 2028 + PD	AM	ONE HOUR	07:45	09:15	15	✓
D8	Baseline 2028 + PD	PM	ONE HOUR	14:45	16:15	15	✓
D9	Baseline 2028 + PD + ST	AM	ONE HOUR	07:45	09:15	15	✓
D10	Baseline 2028 + PD + ST	PM	ONE HOUR	14:45	16:15	15	✓

Analysis Set Details

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

Baseline 2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Schoolhouse Lane/New Street/Crown Road	T-Junction	Two-way	4.08	A
2	Crown Road/Church Hill	T-Junction	Two-way	2.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - Schoolhouse Lane/New Street/Crown Road	A	Schoolhouse Lane		Major
	B	New Street		Minor
	C	Crown Road		Major
2 - Crown Road/Church Hill	A	Crown Road		Major
	B	Church Hill		Minor
	C	Crown Road		Major

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
1 - Schoolhouse Lane/New Street/Crown Road	C - Crown Road	6.00			15.0	✓	0.00
2 - Crown Road/Church Hill	C - Crown Road	6.00			40.0	✓	0.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
1 - Schoolhouse Lane/New Street/Crown Road	B - New Street	One lane	2.50	70	12
2 - Crown Road/Church Hill	B - Church Hill	One lane	2.25	20	65

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	480	0.087	0.221	0.139	0.316
1	B-C	600	0.092	0.232	-	-
1	C-B	583	0.226	0.226	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	477	0.087	0.220	0.138	0.314
2	B-C	615	0.094	0.238	-	-
2	C-B	597	0.231	0.231	-	-

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.

Lanes

Junction	Arm	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	1 [Give-way line]	1	B, C		Infinity	0	99999
	B - New Street	1 [Give-way line]	1	A, C		Infinity	0	99999
	C - Crown Road	1 [Give-way line]	1	A, B	✓	3.00	0	99999
2 - Crown Road/Church Hill	A - Crown Road	1 [Give-way line]	1	B, C	✓	3.00	0	99999
	B - Church Hill	1 [Give-way line]	1	A, C		Infinity	0	99999
	C - Crown Road	1 [Give-way line]	1	A, B		Infinity	0	99999

Lane Movements

Junction	Arm	Lane Level	Lane	Destination arm		
				Schoolhouse Lane	New Street	Crown Road
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	1 [Give-way line]	1		✓	✓
	B - New Street	1 [Give-way line]	1	✓		✓
	C - Crown Road	1 [Give-way line]	1	✓	✓	

Lane Movements

Junction	Arm	Lane Level	Lane	Destination arm		
				Crown Road	Church Hill	Crown Road
2 - Crown Road/Church Hill	A - Crown Road	1 [Give-way line]	1		✓	✓
	B - Church Hill	1 [Give-way line]	1	✓		✓
	C - Crown Road	1 [Give-way line]	1	✓	✓	

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	Baseline 2022	AM	ONE HOUR	07:45	09:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Schoolhouse Lane/New Street/Crown Road	C - Crown Road	2	A	Simple (vertical queueing)	Normal	0	100.00	
2 - Crown Road/Church Hill	A - Crown Road	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane		ONE HOUR	✓	153	100.000
	B - New Street		ONE HOUR	✓	99	100.000
	C - Crown Road	✓				
2 - Crown Road/Church Hill	A - Crown Road	✓				
	B - Church Hill		ONE HOUR	✓	62	100.000
	C - Crown Road		ONE HOUR	✓	194	100.000

Origin-Destination Data

Demand (Veh/hr)					Proportions				
To					To				
1 -									

Schoolhouse Lane/New Street/Crown Road

		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0	19	134
	B - New Street	16	0	83
	C - Crown Road	166	74	0

		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0.00	0.12	0.88
	B - New Street	0.16	0.00	0.84
	C - Crown Road	0.69	0.31	0.00

Demand (Veh/hr)

2 - Crown Road/Church Hill

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	0	57	160
	B - Church Hill	57	0	5
	C - Crown Road	183	11	0

Proportions

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	0.00	0.26	0.74
	B - Church Hill	0.92	0.00	0.08
	C - Crown Road	0.94	0.06	0.00

Vehicle Mix

Heavy Vehicle Percentages

1 - Schoolhouse Lane/New Street/Crown Road

		To		
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	10	10	10
	B - New Street	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

		To		
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	1.100	1.100	1.100
	B - New Street	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

Heavy Vehicle Percentages

2 - Crown Road/Church Hill

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	10	10	10
	B - Church Hill	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

		To		
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	1.100	1.100	1.100
	B - Church Hill	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	115	127
		B - New Street	75	82
		C - Crown Road	181	199
	2 - Crown Road/Church Hill	A - Crown Road	163	180
		B - Church Hill	47	51
		C - Crown Road	146	161
08:00-08:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	138	151
		B - New Street	89	98
		C - Crown Road	216	237
	2 - Crown Road/Church Hill	A - Crown Road	195	215
		B - Church Hill	56	61
		C - Crown Road	174	192
08:15-08:30	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	168	185
		B - New Street	109	120
		C - Crown Road	264	291
	2 - Crown Road/Church Hill	A - Crown Road	239	263
		B - Church Hill	68	75
		C - Crown Road	214	235
08:30-08:45	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	168	185
		B - New Street	109	120
		C - Crown Road	264	291
	2 - Crown Road/Church Hill	A - Crown Road	239	263
		B - Church Hill	68	75
		C - Crown Road	214	235

08:45-09:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	138	151
		B - New Street	89	98
		C - Crown Road	216	237
	2 - Crown Road/Church Hill	A - Crown Road	195	215
		B - Church Hill	56	61
		C - Crown Road	174	192
09:00-09:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	115	127
		B - New Street	75	82
		C - Crown Road	181	199
	2 - Crown Road/Church Hill	A - Crown Road	163	180
		B - Church Hill	47	51
		C - Crown Road	146	161

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	0.00	0.0	A	140	210
	B - New Street	10.03	0.4	B	89	134
	C - Crown Road	4.24	0.4	A	221	331
2 - Crown Road/Church Hill	A - Crown Road	0.00	0.0	A	197	295
	B - Church Hill	12.50	0.2	B	58	87
	C - Crown Road	0.91	0.1	A	178	266

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	121	30	121	133	0.0	0.0	0.000	A
	B - New Street	73	18	72	77	0.0	0.2	9.026	A
	C - Crown Road	180	45	180	165	0.0	0.1	3.692	A
2 - Crown Road/Church Hill	A - Crown Road	165	41	165	180	0.0	0.0	0.000	A
	B - Church Hill	48	12	48	54	0.0	0.1	10.573	B
	C - Crown Road	143	36	142	122	0.0	0.0	0.540	A

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	137	34	137	162	0.0	0.0	0.000	A
	B - New Street	88	22	89	85	0.2	0.1	9.012	A
	C - Crown Road	215	54	214	194	0.1	0.3	3.582	A
2 - Crown Road/Church Hill	A - Crown Road	194	48	194	215	0.0	0.0	0.000	A
	B - Church Hill	56	14	56	58	0.1	0.2	11.169	B
	C - Crown Road	175	44	174	150	0.0	0.1	0.621	A

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	167	42	167	200	0.0	0.0	0.000	A
	B - New Street	111	28	110	106	0.1	0.3	9.840	A
	C - Crown Road	265	66	264	236	0.3	0.4	4.044	A
2 - Crown Road/Church Hill	A - Crown Road	236	59	236	265	0.0	0.0	0.000	A
	B - Church Hill	70	18	72	76	0.2	0.2	12.496	B
	C - Crown Road	213	53	212	179	0.1	0.1	0.779	A

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
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1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	171	43	171	202	0.0	0.0	0.000	A
	B - New Street	106	26	103	103	0.3	0.4	10.034	B
	C - Crown Road	273	68	270	238	0.4	0.4	4.245	A
2 - Crown Road/Church Hill	A - Crown Road	238	59	238	273	0.0	0.0	0.000	A
	B - Church Hill	69	17	69	77	0.2	0.2	11.828	B
	C - Crown Road	221	55	220	176	0.1	0.1	0.827	A

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	133	33	133	163	0.0	0.0	0.000	A
	B - New Street	89	22	88	84	0.4	0.3	9.493	A
	C - Crown Road	213	53	216	190	0.4	0.1	3.475	A
2 - Crown Road/Church Hill	A - Crown Road	190	48	190	213	0.0	0.0	0.000	A
	B - Church Hill	57	14	58	58	0.2	0.1	11.607	B
	C - Crown Road	171	43	170	148	0.1	0.0	0.912	A

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	111	28	111	138	0.0	0.0	0.000	A
	B - New Street	68	17	70	63	0.3	0.1	9.247	A
	C - Crown Road	177	44	178	158	0.1	0.1	3.129	A
2 - Crown Road/Church Hill	A - Crown Road	158	40	158	177	0.0	0.0	0.000	A
	B - Church Hill	46	11	46	49	0.1	0.1	10.970	B
	C - Crown Road	143	36	143	121	0.0	0.0	0.583	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	121	121	0.0	0.0	0.000	A
		Exit	1	1		133	133	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	73	72	0.0	0.2	9.026	A
		Exit	1	1		77	77	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	180	180	0.0	0.1	3.692	A
		Exit	1	1		165	165	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	165	165	0.0	0.0	0.000	A
		Exit	1	1		180	180	0.0	0.0	0.192	A
	B - Church Hill	Entry	1	1	A, C	48	48	0.0	0.1	10.573	B
		Exit	1	1		54	54	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	143	142	0.0	0.0	0.540	A
		Exit	1	1		122	122	0.0	0.0	0.000	A

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	137	137	0.0	0.0	0.000	A
		Exit	1	1		162	162	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	88	89	0.2	0.1	9.012	A
		Exit	1	1		85	85	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	215	214	0.1	0.3	3.582	A
		Exit	1	1		194	194	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	194	194	0.0	0.0	0.000	A
		Exit	1	1		215	215	0.0	0.0	0.201	A
	B - Church Hill	Entry	1	1	A, C	56	56	0.1	0.2	11.169	B
		Exit	1	1		58	58	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	175	174	0.0	0.1	0.621	A
		Exit	1	1		150	150	0.0	0.0	0.000	A

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	167	167	0.0	0.0	0.000	A
		Exit	1	1		200	200	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	111	110	0.1	0.3	9.840	A
		Exit	1	1		106	106	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	265	264	0.3	0.4	4.044	A
		Exit	1	1		236	236	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	236	236	0.0	0.0	0.000	A
		Exit	1	1		265	265	0.0	0.0	0.473	A
	B - Church Hill	Entry	1	1	A, C	70	72	0.2	0.2	12.496	B
		Exit	1	1		76	76	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	213	212	0.1	0.1	0.779	A
		Exit	1	1		179	179	0.0	0.0	0.000	A

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	171	171	0.0	0.0	0.000	A
		Exit	1	1		202	202	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	106	103	0.3	0.4	10.034	B
		Exit	1	1		103	103	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	273	270	0.4	0.4	4.245	A
		Exit	1	1		238	238	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	238	238	0.0	0.0	0.000	A
		Exit	1	1		273	273	0.0	0.0	0.414	A
	B - Church Hill	Entry	1	1	A, C	69	69	0.2	0.2	11.828	B
		Exit	1	1		77	77	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	221	220	0.1	0.1	0.827	A
		Exit	1	1		176	176	0.0	0.0	0.000	A

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	133	133	0.0	0.0	0.000	A
		Exit	1	1		163	163	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	89	88	0.4	0.3	9.493	A
		Exit	1	1		84	84	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	213	216	0.4	0.1	3.475	A
		Exit	1	1		190	190	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	190	190	0.0	0.0	0.000	A
		Exit	1	1		213	213	0.0	0.0	0.254	A
	B - Church Hill	Entry	1	1	A, C	57	58	0.2	0.1	11.607	B
		Exit	1	1		58	58	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	171	170	0.1	0.0	0.912	A
		Exit	1	1		148	148	0.0	0.0	0.000	A

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	111	111	0.0	0.0	0.000	A
		Exit	1	1		138	138	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	68	70	0.3	0.1	9.247	A
		Exit	1	1		63	63	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	177	178	0.1	0.1	3.129	A
		Exit	1	1		158	158	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	158	158	0.0	0.0	0.000	A
		Exit	1	1		177	177	0.0	0.0	0.164	A
	B - Church Hill	Entry	1	1	A, C	46	46	0.1	0.1	10.970	B
		Exit	1	1		49	49	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	143	143	0.0	0.0	0.583	A
		Exit	1	1		121	121	0.0	0.0	0.000	A

Baseline 2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Schoolhouse Lane/New Street/Crown Road	T-Junction	Two-way	2.91	A
2	Crown Road/Church Hill	T-Junction	Two-way	1.85	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
D2	Baseline 2022	PM	ONE HOUR	14:45	16:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Schoolhouse Lane/New Street/Crown Road	C - Crown Road	2	A	Simple (vertical queueing)	Normal	0	100.00	
2 - Crown Road/Church Hill	A - Crown Road	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane		ONE HOUR	✓	168	100.000
	B - New Street		ONE HOUR	✓	63	100.000
	C - Crown Road	✓				
2 - Crown Road/Church Hill	A - Crown Road	✓				
	B - Church Hill		ONE HOUR	✓	51	100.000
	C - Crown Road		ONE HOUR	✓	123	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From				
	A - Schoolhouse Lane	0	57	111
	B - New Street	6	0	57
	C - Crown Road	99	55	0

Proportions

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From				
	A - Schoolhouse Lane	0.00	0.34	0.66
	B - New Street	0.10	0.00	0.90
	C - Crown Road	0.64	0.36	0.00

Demand (Veh/hr)

Proportions

2 - Crown Road/Church Hill

From	To			
		A - Crown Road	B - Church Hill	C - Crown Road
	A - Crown Road	0	46	122
	B - Church Hill	39	0	12
	C - Crown Road	115	8	0

From	To			
		A - Crown Road	B - Church Hill	C - Crown Road
	A - Crown Road	0.00	0.27	0.73
	B - Church Hill	0.76	0.00	0.24
	C - Crown Road	0.93	0.07	0.00

Vehicle Mix

1 - Schoolhouse Lane/New Street/Crown Road

Heavy Vehicle Percentages

From	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
	A - Schoolhouse Lane	10	10	10
	B - New Street	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

From	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
	A - Schoolhouse Lane	1.100	1.100	1.100
	B - New Street	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

2 - Crown Road/Church Hill

Heavy Vehicle Percentages

From	To			
		A - Crown Road	B - Church Hill	C - Crown Road
	A - Crown Road	10	10	10
	B - Church Hill	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

From	To			
		A - Crown Road	B - Church Hill	C - Crown Road
	A - Crown Road	1.100	1.100	1.100
	B - Church Hill	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
14:45-15:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	126	139
		B - New Street	47	52
		C - Crown Road	116	128
	2 - Crown Road/Church Hill	A - Crown Road	126	139
		B - Church Hill	38	42
		C - Crown Road	93	102
15:00-15:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	151	166
		B - New Street	57	62
		C - Crown Road	138	152
	2 - Crown Road/Church Hill	A - Crown Road	151	166
		B - Church Hill	46	50
		C - Crown Road	111	122
15:15-15:30	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	185	203
		B - New Street	69	76
		C - Crown Road	170	187
	2 - Crown Road/Church Hill	A - Crown Road	185	203
		B - Church Hill	56	62
		C - Crown Road	135	149
15:30-15:45	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	185	203
		B - New Street	69	76
		C - Crown Road	170	187
	2 - Crown Road/Church Hill	A - Crown Road	185	203
		B - Church Hill	56	62
		C - Crown Road	135	149
15:45-16:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	151	166
		B - New Street	57	62
		C - Crown Road	138	152
	2 - Crown Road/Church Hill	A - Crown Road	151	166
		B - Church Hill	46	50
		C - Crown Road	111	122
	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	126	139
		B - New Street	47	52
		C - Crown Road	116	128

16:00-16:15	2 - Crown Road/Church Hill	A - Crown Road	126	139
		B - Church Hill	38	42
		C - Crown Road	93	102

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	0.00	0.0	A	155	232
	B - New Street	8.55	0.3	A	56	84
	C - Crown Road	3.87	0.2	A	142	213
2 - Crown Road/Church Hill	A - Crown Road	0.00	0.0	A	151	226
	B - Church Hill	10.68	0.2	B	47	70
	C - Crown Road	0.67	0.0	A	112	169

Main Results for each time segment

14:45 - 15:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	129	32	129	73	0.0	0.0	0.000	A
	B - New Street	44	11	44	86	0.0	0.1	7.615	A
	C - Crown Road	110	28	110	123	0.0	0.1	3.219	A
2 - Crown Road/Church Hill	A - Crown Road	124	31	124	110	0.0	0.0	0.000	A
	B - Church Hill	39	10	40	41	0.0	0.1	9.778	A
	C - Crown Road	87	22	88	100	0.0	0.0	0.634	A

15:00 - 15:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	149	37	149	92	0.0	0.0	0.000	A
	B - New Street	54	14	53	99	0.1	0.2	8.009	A
	C - Crown Road	135	34	135	146	0.1	0.1	3.469	A
2 - Crown Road/Church Hill	A - Crown Road	146	37	146	135	0.0	0.0	0.000	A
	B - Church Hill	46	11	46	48	0.1	0.1	9.269	A
	C - Crown Road	108	27	108	116	0.0	0.0	0.627	A

15:15 - 15:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	186	46	186	117	0.0	0.0	0.000	A
	B - New Street	75	19	73	121	0.2	0.3	8.369	A
	C - Crown Road	165	41	165	186	0.1	0.1	3.869	A
2 - Crown Road/Church Hill	A - Crown Road	186	47	186	165	0.0	0.0	0.000	A
	B - Church Hill	53	13	53	59	0.1	0.2	10.683	B
	C - Crown Road	131	33	131	146	0.0	0.0	0.548	A

15:30 - 15:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	185	46	185	118	0.0	0.0	0.000	A
	B - New Street	62	16	62	124	0.3	0.2	8.553	A
	C - Crown Road	171	43	170	175	0.1	0.2	3.466	A
2 - Crown Road/Church Hill	A - Crown Road	175	44	175	171	0.0	0.0	0.000	A
	B - Church Hill	54	14	54	60	0.2	0.2	9.755	A
	C - Crown Road	137	34	138	135	0.0	0.0	0.667	A

15:45 - 16:00

		Total	Junction		Throughput	Start	End		
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Junction	Arm	Demand (Veh/hr)	Arrivals (Veh)	Throughput (Veh/hr)	(exit side) (Veh/hr)	queue (Veh)	queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	151	38	151	100	0.0	0.0	0.000	A
	B - New Street	51	13	51	101	0.2	0.1	7.892	A
	C - Crown Road	147	37	147	149	0.2	0.1	3.614	A
2 - Crown Road/Church Hill	A - Crown Road	149	37	149	147	0.0	0.0	0.000	A
	B - Church Hill	51	13	51	47	0.2	0.1	9.632	A
	C - Crown Road	115	29	115	121	0.0	0.0	0.657	A

16:00 - 16:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	129	32	129	87	0.0	0.0	0.000	A
	B - New Street	47	12	47	86	0.1	0.1	7.850	A
	C - Crown Road	123	31	123	127	0.1	0.2	3.379	A
2 - Crown Road/Church Hill	A - Crown Road	126	32	126	123	0.0	0.0	0.000	A
	B - Church Hill	39	10	40	39	0.1	0.0	9.556	A
	C - Crown Road	97	24	98	103	0.0	0.0	0.499	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

14:45 - 15:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	129	129	0.0	0.0	0.000	A
		Exit	1	1		73	73	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	44	44	0.0	0.1	7.615	A
		Exit	1	1		86	86	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	110	110	0.0	0.1	3.219	A
		Exit	1	1		123	123	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	124	124	0.0	0.0	0.000	A
		Exit	1	1		110	110	0.0	0.0	0.089	A
	B - Church Hill	Entry	1	1	A, C	39	40	0.0	0.1	9.778	A
		Exit	1	1		41	41	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	87	88	0.0	0.0	0.634	A
		Exit	1	1		100	100	0.0	0.0	0.000	A

15:00 - 15:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	149	149	0.0	0.0	0.000	A
		Exit	1	1		92	92	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	54	53	0.1	0.2	8.009	A
		Exit	1	1		99	99	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	135	135	0.1	0.1	3.469	A
		Exit	1	1		146	146	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	146	146	0.0	0.0	0.000	A
		Exit	1	1		135	135	0.0	0.0	0.143	A
	B - Church Hill	Entry	1	1	A, C	46	46	0.1	0.1	9.269	A
		Exit	1	1		48	48	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	108	108	0.0	0.0	0.627	A
		Exit	1	1		116	116	0.0	0.0	0.000	A

15:15 - 15:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	186	186	0.0	0.0	0.000	A
		Exit	1	1		117	117	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	75	73	0.2	0.3	8.369	A
		Exit	1	1		121	121	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	165	165	0.1	0.1	3.869	A
		Exit									

		Exit	1	1		186	186	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	186	186	0.0	0.0	0.000	A
		Exit	1	1		165	165	0.0	0.0	0.247	A
	B - Church Hill	Entry	1	1	A, C	53	53	0.1	0.2	10.683	B
		Exit	1	1		59	59	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	131	131	0.0	0.0	0.548	A
		Exit	1	1		146	146	0.0	0.0	0.000	A

15:30 - 15:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	185	185	0.0	0.0	0.000	A
		Exit	1	1		118	118	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	62	62	0.3	0.2	8.553	A
		Exit	1	1		124	124	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	171	170	0.1	0.2	3.466	A
		Exit	1	1		175	175	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	175	175	0.0	0.0	0.000	A
		Exit	1	1		171	171	0.0	0.0	0.121	A
	B - Church Hill	Entry	1	1	A, C	54	54	0.2	0.2	9.755	A
		Exit	1	1		60	60	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	137	138	0.0	0.0	0.667	A
		Exit	1	1		135	135	0.0	0.0	0.000	A

15:45 - 16:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	151	151	0.0	0.0	0.000	A
		Exit	1	1		100	100	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	51	51	0.2	0.1	7.892	A
		Exit	1	1		101	101	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	147	147	0.2	0.1	3.614	A
		Exit	1	1		149	149	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	149	149	0.0	0.0	0.000	A
		Exit	1	1		147	147	0.0	0.0	0.140	A
	B - Church Hill	Entry	1	1	A, C	51	51	0.2	0.1	9.632	A
		Exit	1	1		47	47	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	115	115	0.0	0.0	0.657	A
		Exit	1	1		121	121	0.0	0.0	0.000	A

16:00 - 16:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	129	129	0.0	0.0	0.000	A
		Exit	1	1		87	87	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	47	47	0.1	0.1	7.850	A
		Exit	1	1		86	86	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	123	123	0.1	0.2	3.379	A
		Exit	1	1		127	127	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	126	126	0.0	0.0	0.000	A
		Exit	1	1		123	123	0.0	0.0	0.060	A
	B - Church Hill	Entry	1	1	A, C	39	40	0.1	0.0	9.556	A
		Exit	1	1		39	39	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	97	98	0.0	0.0	0.499	A
		Exit	1	1		103	103	0.0	0.0	0.000	A

Baseline 2028, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Schoolhouse Lane/New Street/Crown Road	T-Junction	Two-way	4.62	A
2	Crown Road/Church Hill	T-Junction	Two-way	2.22	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)	Run automatically
D3	Baseline 2028	AM	ONE HOUR	07:45	09:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Schoolhouse Lane/New Street/Crown Road	C - Crown Road	2	A	Simple (vertical queueing)	Normal	0	100.00	
2 - Crown Road/Church Hill	A - Crown Road	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane		ONE HOUR	✓	163	100.000
	B - New Street		ONE HOUR	✓	106	100.000
	C - Crown Road	✓				
2 - Crown Road/Church Hill	A - Crown Road	✓				
	B - Church Hill		ONE HOUR	✓	66	100.000
	C - Crown Road		ONE HOUR	✓	207	100.000

Origin-Destination Data

1 - Schoolhouse Lane/New Street/Crown Road

Demand (Veh/hr)

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0	20	143
	B - New Street	17	0	89
	C - Crown Road	177	116	0

Demand (Veh/hr)

Proportions

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0.00	0.12	0.88
	B - New Street	0.16	0.00	0.84
	C - Crown Road	0.60	0.40	0.00

Proportions

2 - Crown Road/Church Hill

From	To			
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	0	22	66
	B - Church Hill	61	0	5
	C - Crown Road	195	12	0

From	To			
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	0.00	0.25	0.75
	B - Church Hill	0.92	0.00	0.08
	C - Crown Road	0.94	0.06	0.00

Vehicle Mix

1 - Schoolhouse Lane/New Street/Crown Road

Heavy Vehicle Percentages

From	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	10	10	10
	B - New Street	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

From	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	1.100	1.100	1.100
	B - New Street	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

2 - Crown Road/Church Hill

Heavy Vehicle Percentages

From	To			
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	10	10	10
	B - Church Hill	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

From	To			
		A - Crown Road	B - Church Hill	C - Crown Road
From	A - Crown Road	1.100	1.100	1.100
	B - Church Hill	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	123	135
		B - New Street	80	88
		C - Crown Road	221	243
	2 - Crown Road/Church Hill	A - Crown Road	66	73
		B - Church Hill	50	55
		C - Crown Road	156	171
08:00-08:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	147	161
		B - New Street	95	105
		C - Crown Road	263	290
	2 - Crown Road/Church Hill	A - Crown Road	79	87
		B - Church Hill	59	65
		C - Crown Road	186	205
08:15-08:30	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	179	197
		B - New Street	117	128
		C - Crown Road	323	355
	2 - Crown Road/Church Hill	A - Crown Road	97	107
		B - Church Hill	73	80
		C - Crown Road	228	251
08:30-08:45	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	179	197
		B - New Street	117	128
		C - Crown Road	323	355
	2 - Crown Road/Church Hill	A - Crown Road	97	107
		B - Church Hill	73	80
		C - Crown Road	228	251
08:45-09:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	147	161
		B - New Street	95	105
		C - Crown Road	263	290
	2 - Crown Road/Church Hill	A - Crown Road	79	87
		B - Church Hill	59	65
		C - Crown Road	186	205
	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	123	135
		B - New Street	80	88
		C - Crown Road	221	243

09:00-09:15	2 - Crown Road/Church Hill	A - Crown Road	66	73
		B - Church Hill	50	55
		C - Crown Road	156	171

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	0.00	0.0	A	149	224
	B - New Street	10.31	0.3	B	94	141
	C - Crown Road	5.27	0.4	A	233	350
2 - Crown Road/Church Hill	A - Crown Road	0.00	0.0	A	210	315
	B - Church Hill	13.69	0.3	B	59	89
	C - Crown Road	1.05	0.1	A	190	285

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	124	31	124	122	0.0	0.0	0.000	A
	B - New Street	79	20	79	92	0.0	0.2	8.799	A
	C - Crown Road	186	46	186	175	0.0	0.2	4.505	A
2 - Crown Road/Church Hill	A - Crown Road	175	44	175	186	0.0	0.0	0.000	A
	B - Church Hill	43	11	42	53	0.0	0.2	10.149	B
	C - Crown Road	157	39	157	135	0.0	0.0	0.720	A

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	148	37	148	147	0.0	0.0	0.000	A
	B - New Street	93	23	93	112	0.2	0.2	9.952	A
	C - Crown Road	228	57	227	209	0.2	0.3	4.676	A
2 - Crown Road/Church Hill	A - Crown Road	209	52	209	228	0.0	0.0	0.000	A
	B - Church Hill	59	15	59	65	0.2	0.2	11.722	B
	C - Crown Road	185	46	185	158	0.0	0.1	0.682	A

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	178	45	178	185	0.0	0.0	0.000	A
	B - New Street	112	28	112	132	0.2	0.3	10.309	B
	C - Crown Road	278	69	277	251	0.3	0.4	5.230	A
2 - Crown Road/Church Hill	A - Crown Road	252	63	252	278	0.0	0.0	0.000	A
	B - Church Hill	68	17	69	76	0.2	0.2	13.689	B
	C - Crown Road	228	57	228	195	0.1	0.0	1.046	A

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	177	44	177	189	0.0	0.0	0.000	A
	B - New Street	117	29	118	134	0.3	0.3	9.781	A
	C - Crown Road	280	70	280	252	0.4	0.4	5.266	A
2 - Crown Road/Church Hill	A - Crown Road	252	63	252	280	0.0	0.0	0.000	A
	B - Church Hill	73	18	74	81	0.2	0.2	13.112	B
	C - Crown Road	227	57	226	192	0.0	0.1	1.018	A

08:45 - 09:00

		Total	Junction		Throughput	Start	End		
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Junction	Arm	Demand (Veh/hr)	Arrivals (Veh)	Throughput (Veh/hr)	(exit side) (Veh/hr)	queue (Veh)	queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	147	37	147	155	0.0	0.0	0.000	A
	B - New Street	87	22	87	114	0.3	0.2	9.530	A
	C - Crown Road	236	59	236	201	0.4	0.3	5.109	A
2 - Crown Road/Church Hill	A - Crown Road	201	50	201	236	0.0	0.0	0.000	A
	B - Church Hill	61	15	61	63	0.2	0.2	12.748	B
	C - Crown Road	191	48	192	155	0.1	0.0	0.848	A

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	122	31	122	129	0.0	0.0	0.000	A
	B - New Street	79	20	79	94	0.2	0.2	9.893	A
	C - Crown Road	192	48	193	172	0.3	0.2	4.240	A
2 - Crown Road/Church Hill	A - Crown Road	172	43	172	192	0.0	0.0	0.000	A
	B - Church Hill	53	13	53	55	0.2	0.1	11.187	B
	C - Crown Road	153	38	153	131	0.0	0.0	0.860	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	124	124	0.0	0.0	0.000	A
		Exit	1	1		122	122	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	79	79	0.0	0.2	8.799	A
		Exit	1	1		92	92	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	186	186	0.0	0.2	4.505	A
		Exit	1	1		175	175	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	175	175	0.0	0.0	0.000	A
		Exit	1	1		186	186	0.0	0.0	0.259	A
	B - Church Hill	Entry	1	1	A, C	43	42	0.0	0.2	10.149	B
		Exit	1	1		53	53	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	157	157	0.0	0.0	0.720	A
		Exit	1	1		135	135	0.0	0.0	0.000	A

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	148	148	0.0	0.0	0.000	A
		Exit	1	1		147	147	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	93	93	0.2	0.2	9.952	A
		Exit	1	1		112	112	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	228	227	0.2	0.3	4.676	A
		Exit	1	1		209	209	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	209	209	0.0	0.0	0.000	A
		Exit	1	1		229	228	0.0	0.0	0.336	A
	B - Church Hill	Entry	1	1	A, C	59	59	0.2	0.2	11.722	B
		Exit	1	1		65	65	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	185	185	0.0	0.1	0.682	A
		Exit	1	1		158	158	0.0	0.0	0.000	A

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	178	178	0.0	0.0	0.000	A
		Exit	1	1		185	185	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	112	112	0.2	0.3	10.309	B
		Exit	1	1		132	132	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	278	277	0.3	0.4	5.230	A
		Exit									

		Exit	1	1		251	251	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	252	252	0.0	0.0	0.000	A
		Exit	1	1		277	278	0.0	0.0	0.555	A
	B - Church Hill	Entry	1	1	A, C	68	69	0.2	0.2	13.689	B
		Exit	1	1		76	76	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	228	228	0.1	0.0	1.046	A
		Exit	1	1		195	195	0.0	0.0	0.000	A

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	177	177	0.0	0.0	0.000	A
		Exit	1	1		189	189	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	117	118	0.3	0.3	9.781	A
		Exit	1	1		134	134	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	280	280	0.4	0.4	5.266	A
		Exit	1	1		252	252	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	252	252	0.0	0.0	0.000	A
		Exit	1	1		280	280	0.0	0.1	0.646	A
	B - Church Hill	Entry	1	1	A, C	73	74	0.2	0.2	13.112	B
		Exit	1	1		81	81	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	227	226	0.0	0.1	1.018	A
		Exit	1	1		192	192	0.0	0.0	0.000	A

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	147	147	0.0	0.0	0.000	A
		Exit	1	1		155	155	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	87	87	0.3	0.2	9.530	A
		Exit	1	1		114	114	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	236	236	0.4	0.3	5.109	A
		Exit	1	1		201	201	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	201	201	0.0	0.0	0.000	A
		Exit	1	1		237	236	0.1	0.0	0.508	A
	B - Church Hill	Entry	1	1	A, C	61	61	0.2	0.2	12.748	B
		Exit	1	1		63	63	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	191	192	0.1	0.0	0.848	A
		Exit	1	1		155	155	0.0	0.0	0.000	A

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	122	122	0.0	0.0	0.000	A
		Exit	1	1		129	129	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	79	79	0.2	0.2	9.893	A
		Exit	1	1		94	94	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	192	193	0.3	0.2	4.240	A
		Exit	1	1		172	172	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	172	172	0.0	0.0	0.000	A
		Exit	1	1		192	192	0.0	0.0	0.281	A
	B - Church Hill	Entry	1	1	A, C	53	53	0.2	0.1	11.187	B
		Exit	1	1		55	55	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	153	153	0.0	0.0	0.860	A
		Exit	1	1		131	131	0.0	0.0	0.000	A

Baseline 2028, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Schoolhouse Lane/New Street/Crown Road	T-Junction	Two-way	3.43	A
2	Crown Road/Church Hill	T-Junction	Two-way	1.97	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	Baseline 2028	PM	ONE HOUR	14:45	16:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Schoolhouse Lane/New Street/Crown Road	C - Crown Road	2	A	Simple (vertical queueing)	Normal	0	100.00	
2 - Crown Road/Church Hill	A - Crown Road	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane		ONE HOUR	✓	122	100.000
	B - New Street		ONE HOUR	✓	67	100.000
	C - Crown Road	✓				
2 - Crown Road/Church Hill	A - Crown Road	✓				
	B - Church Hill		ONE HOUR	✓	55	100.000
	C - Crown Road		ONE HOUR	✓	132	100.000

Origin-Destination Data

1 - Schoolhouse Lane/New Street/Crown Road

Demand (Veh/hr)

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0	4	118
	B - New Street	6	0	61
	C - Crown Road	106	59	0

Demand (Veh/hr)

Proportions

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0.00	0.03	0.97
	B - New Street	0.09	0.00	0.91
	C - Crown Road	0.64	0.36	0.00

Proportions

2 - Crown Road/Church Hill

From	To			
		A - Crown Road	B - Church Hill	C - Crown Road
	A - Crown Road	0	49	130
	B - Church Hill	42	0	13
	C - Crown Road	123	9	0

From	To			
		A - Crown Road	B - Church Hill	C - Crown Road
	A - Crown Road	0.00	0.27	0.73
	B - Church Hill	0.76	0.00	0.24
	C - Crown Road	0.93	0.07	0.00

Vehicle Mix

1 - Schoolhouse Lane/New Street/Crown Road

Heavy Vehicle Percentages

From	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
	A - Schoolhouse Lane	10	10	10
	B - New Street	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

From	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
	A - Schoolhouse Lane	1.100	1.100	1.100
	B - New Street	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

2 - Crown Road/Church Hill

Heavy Vehicle Percentages

From	To			
		A - Crown Road	B - Church Hill	C - Crown Road
	A - Crown Road	10	10	10
	B - Church Hill	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

From	To			
		A - Crown Road	B - Church Hill	C - Crown Road
	A - Crown Road	1.100	1.100	1.100
	B - Church Hill	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
14:45-15:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	92	101
		B - New Street	50	55
		C - Crown Road	124	137
	2 - Crown Road/Church Hill	A - Crown Road	135	148
		B - Church Hill	41	46
		C - Crown Road	99	109
15:00-15:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	110	121
		B - New Street	60	66
		C - Crown Road	148	163
	2 - Crown Road/Church Hill	A - Crown Road	161	177
		B - Church Hill	49	54
		C - Crown Road	119	131
15:15-15:30	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	134	148
		B - New Street	74	81
		C - Crown Road	182	200
	2 - Crown Road/Church Hill	A - Crown Road	197	217
		B - Church Hill	61	67
		C - Crown Road	145	160
15:30-15:45	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	134	148
		B - New Street	74	81
		C - Crown Road	182	200
	2 - Crown Road/Church Hill	A - Crown Road	197	217
		B - Church Hill	61	67
		C - Crown Road	145	160
15:45-16:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	110	121
		B - New Street	60	66
		C - Crown Road	148	163
	2 - Crown Road/Church Hill	A - Crown Road	161	177
		B - Church Hill	49	54
		C - Crown Road	119	131
	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	92	101
		B - New Street	50	55
		C - Crown Road	124	137

16:00-16:15	2 - Crown Road/Church Hill	A - Crown Road	135	148
		B - Church Hill	41	46
		C - Crown Road	99	109

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	0.00	0.0	A	113	169
	B - New Street	8.84	0.3	A	61	91
	C - Crown Road	3.85	0.3	A	149	223
2 - Crown Road/Church Hill	A - Crown Road	0.00	0.0	A	165	247
	B - Church Hill	11.04	0.2	B	51	76
	C - Crown Road	0.83	0.1	A	119	178

Main Results for each time segment

14:45 - 15:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	92	23	92	79	0.0	0.0	0.000	A
	B - New Street	49	12	49	45	0.0	0.1	7.152	A
	C - Crown Road	117	29	117	135	0.0	0.1	3.258	A
2 - Crown Road/Church Hill	A - Crown Road	135	34	135	117	0.0	0.0	0.000	A
	B - Church Hill	42	10	41	45	0.0	0.2	9.354	A
	C - Crown Road	93	23	94	108	0.0	0.0	0.660	A

15:00 - 15:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	107	27	107	98	0.0	0.0	0.000	A
	B - New Street	56	14	55	55	0.1	0.2	8.190	A
	C - Crown Road	144	36	144	154	0.1	0.1	3.494	A
2 - Crown Road/Church Hill	A - Crown Road	154	39	154	144	0.0	0.0	0.000	A
	B - Church Hill	49	12	49	52	0.2	0.1	9.807	A
	C - Crown Road	113	28	113	121	0.0	0.0	0.519	A

15:15 - 15:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	134	34	134	123	0.0	0.0	0.000	A
	B - New Street	76	19	75	70	0.2	0.3	8.844	A
	C - Crown Road	183	46	182	199	0.1	0.2	3.846	A
2 - Crown Road/Church Hill	A - Crown Road	199	50	199	183	0.0	0.0	0.000	A
	B - Church Hill	61	15	61	64	0.1	0.1	11.040	B
	C - Crown Road	149	37	148	161	0.0	0.0	0.766	A

15:30 - 15:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	139	35	139	119	0.0	0.0	0.000	A
	B - New Street	75	19	76	66	0.3	0.1	8.502	A
	C - Crown Road	174	44	174	204	0.2	0.2	3.684	A
2 - Crown Road/Church Hill	A - Crown Road	204	51	204	174	0.0	0.0	0.000	A
	B - Church Hill	59	15	60	68	0.1	0.2	10.442	B
	C - Crown Road	140	35	140	161	0.0	0.0	0.828	A

15:45 - 16:00

		Total	Junction		Throughput	Start	End		
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Junction	Arm	Demand (Veh/hr)	Arrivals (Veh)	Throughput (Veh/hr)	(exit side) (Veh/hr)	queue (Veh)	queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	113	28	113	98	0.0	0.0	0.000	A
	B - New Street	62	15	62	54	0.1	0.1	8.613	A
	C - Crown Road	144	36	144	166	0.2	0.1	3.585	A
2 - Crown Road/Church Hill	A - Crown Road	166	41	166	144	0.0	0.0	0.000	A
	B - Church Hill	49	12	49	53	0.2	0.1	9.922	A
	C - Crown Road	115	29	115	133	0.0	0.0	0.604	A

16:00 - 16:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	90	23	90	87	0.0	0.0	0.000	A
	B - New Street	47	12	47	50	0.1	0.1	8.317	A
	C - Crown Road	128	32	129	129	0.1	0.1	3.224	A
2 - Crown Road/Church Hill	A - Crown Road	129	32	129	128	0.0	0.0	0.000	A
	B - Church Hill	43	11	43	40	0.1	0.1	9.262	A
	C - Crown Road	104	26	104	109	0.0	0.0	0.707	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

14:45 - 15:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	92	92	0.0	0.0	0.000	A
		Exit	1	1		79	79	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	49	49	0.0	0.1	7.152	A
		Exit	1	1		45	45	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	117	117	0.0	0.1	3.258	A
		Exit	1	1		135	135	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	135	135	0.0	0.0	0.000	A
		Exit	1	1		116	117	0.0	0.0	0.113	A
	B - Church Hill	Entry	1	1	A, C	42	41	0.0	0.2	9.354	A
		Exit	1	1		45	45	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	93	94	0.0	0.0	0.660	A
		Exit	1	1		108	108	0.0	0.0	0.000	A

15:00 - 15:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	107	107	0.0	0.0	0.000	A
		Exit	1	1		98	98	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	56	55	0.1	0.2	8.190	A
		Exit	1	1		55	55	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	144	144	0.1	0.1	3.494	A
		Exit	1	1		154	154	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	154	154	0.0	0.0	0.000	A
		Exit	1	1		144	144	0.0	0.0	0.076	A
	B - Church Hill	Entry	1	1	A, C	49	49	0.2	0.1	9.807	A
		Exit	1	1		52	52	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	113	113	0.0	0.0	0.519	A
		Exit	1	1		121	121	0.0	0.0	0.000	A

15:15 - 15:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	134	134	0.0	0.0	0.000	A
		Exit	1	1		123	123	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	76	75	0.2	0.3	8.844	A
		Exit	1	1		70	70	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	183	182	0.1	0.2	3.846	A
		Exit									

		Exit	1	1		199	199	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	199	199	0.0	0.0	0.000	A
		Exit	1	1		184	183	0.0	0.0	0.356	A
	B - Church Hill	Entry	1	1	A, C	61	61	0.1	0.1	11.040	B
		Exit	1	1		64	64	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	149	148	0.0	0.0	0.766	A
		Exit	1	1		161	161	0.0	0.0	0.000	A

15:30 - 15:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	139	139	0.0	0.0	0.000	A
		Exit	1	1		119	119	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	75	76	0.3	0.1	8.502	A
		Exit	1	1		66	66	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	174	174	0.2	0.2	3.684	A
		Exit	1	1		204	204	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	204	204	0.0	0.0	0.000	A
		Exit	1	1		174	174	0.0	0.0	0.186	A
	B - Church Hill	Entry	1	1	A, C	59	60	0.1	0.2	10.442	B
		Exit	1	1		68	68	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	140	140	0.0	0.0	0.828	A
		Exit	1	1		161	161	0.0	0.0	0.000	A

15:45 - 16:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	113	113	0.0	0.0	0.000	A
		Exit	1	1		98	98	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	62	62	0.1	0.1	8.613	A
		Exit	1	1		54	54	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	144	144	0.2	0.1	3.585	A
		Exit	1	1		166	166	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	166	166	0.0	0.0	0.000	A
		Exit	1	1		144	144	0.0	0.0	0.109	A
	B - Church Hill	Entry	1	1	A, C	49	49	0.2	0.1	9.922	A
		Exit	1	1		53	53	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	115	115	0.0	0.0	0.604	A
		Exit	1	1		133	133	0.0	0.0	0.000	A

16:00 - 16:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	90	90	0.0	0.0	0.000	A
		Exit	1	1		87	87	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	47	47	0.1	0.1	8.317	A
		Exit	1	1		50	50	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	128	129	0.1	0.1	3.224	A
		Exit	1	1		129	129	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	129	129	0.0	0.0	0.000	A
		Exit	1	1		128	128	0.0	0.0	0.065	A
	B - Church Hill	Entry	1	1	A, C	43	43	0.1	0.1	9.262	A
		Exit	1	1		40	40	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	104	104	0.0	0.0	0.707	A
		Exit	1	1		109	109	0.0	0.0	0.000	A

Baseline 2022 + PD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Schoolhouse Lane/New Street/Crown Road	T-Junction	Two-way	4.12	A
2	Crown Road/Church Hill	T-Junction	Two-way	4.53	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)	Run automatically
D5	Baseline 2022 + PD	AM	ONE HOUR	07:45	09:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Schoolhouse Lane/New Street/Crown Road	C - Crown Road	2	A	Simple (vertical queueing)	Normal	0	100.00	
2 - Crown Road/Church Hill	A - Crown Road	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane		ONE HOUR	✓	175	100.000
	B - New Street		ONE HOUR	✓	115	100.000
	C - Crown Road	✓				
2 - Crown Road/Church Hill	A - Crown Road	✓				
	B - Church Hill		ONE HOUR	✓	127	100.000
	C - Crown Road		ONE HOUR	✓	213	100.000

Origin-Destination Data

1 - Schoolhouse Lane/New Street/Crown Road

Demand (Veh/hr)

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0	19	156
	B - New Street	16	0	99
	C - Crown Road	188	75	0

Demand (Veh/hr)

Proportions

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0.00	0.11	0.89
	B - New Street	0.14	0.00	0.86
	C - Crown Road	0.71	0.29	0.00

Proportions

2 - Crown Road/Church Hill

From	To			
		A - Crown Road	B - Church Hill	C - Crown Road
	A - Crown Road	0	86	169
	B - Church Hill	112	0	15
	C - Crown Road	188	25	0

From	To			
		A - Crown Road	B - Church Hill	C - Crown Road
	A - Crown Road	0.00	0.34	0.66
	B - Church Hill	0.88	0.00	0.12
	C - Crown Road	0.88	0.12	0.00

Vehicle Mix

1 - Schoolhouse Lane/New Street/Crown Road

Heavy Vehicle Percentages

From	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
	A - Schoolhouse Lane	10	10	10
	B - New Street	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

From	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
	A - Schoolhouse Lane	1.100	1.100	1.100
	B - New Street	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

2 - Crown Road/Church Hill

Heavy Vehicle Percentages

From	To			
		A - Crown Road	B - Church Hill	C - Crown Road
	A - Crown Road	10	10	10
	B - Church Hill	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

From	To			
		A - Crown Road	B - Church Hill	C - Crown Road
	A - Crown Road	1.100	1.100	1.100
	B - Church Hill	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	132	145
		B - New Street	87	95
		C - Crown Road	198	218
	2 - Crown Road/Church Hill	A - Crown Road	192	211
		B - Church Hill	96	105
		C - Crown Road	160	176
08:00-08:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	157	173
		B - New Street	103	114
		C - Crown Road	236	260
	2 - Crown Road/Church Hill	A - Crown Road	229	252
		B - Church Hill	114	126
		C - Crown Road	191	211
08:15-08:30	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	193	212
		B - New Street	127	139
		C - Crown Road	290	319
	2 - Crown Road/Church Hill	A - Crown Road	281	309
		B - Church Hill	140	154
		C - Crown Road	235	258
08:30-08:45	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	193	212
		B - New Street	127	139
		C - Crown Road	290	319
	2 - Crown Road/Church Hill	A - Crown Road	281	309
		B - Church Hill	140	154
		C - Crown Road	235	258
08:45-09:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	157	173
		B - New Street	103	114
		C - Crown Road	236	260
	2 - Crown Road/Church Hill	A - Crown Road	229	252
		B - Church Hill	114	126
		C - Crown Road	191	211
	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	132	145
		B - New Street	87	95
		C - Crown Road	198	218

09:00-09:15	2 - Crown Road/Church Hill	A - Crown Road	192	211
		B - Church Hill	96	105
		C - Crown Road	160	176

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	0.00	0.0	A	157	236
	B - New Street	10.39	0.4	B	107	160
	C - Crown Road	4.02	0.4	A	272	408
2 - Crown Road/Church Hill	A - Crown Road	0.00	0.0	A	232	348
	B - Church Hill	18.34	0.8	C	116	174
	C - Crown Road	1.66	0.3	A	193	289

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	123	31	123	167	0.0	0.0	0.000	A
	B - New Street	83	21	82	73	0.0	0.2	9.205	A
	C - Crown Road	217	54	217	182	0.0	0.2	3.132	A
2 - Crown Road/Church Hill	A - Crown Road	182	46	182	217	0.0	0.0	0.000	A
	B - Church Hill	95	24	95	77	0.0	0.4	12.053	B
	C - Crown Road	152	38	151	133	0.0	0.1	1.370	A

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	165	41	165	206	0.0	0.0	0.000	A
	B - New Street	101	25	102	98	0.2	0.3	9.318	A
	C - Crown Road	273	68	273	237	0.2	0.2	3.548	A
2 - Crown Road/Church Hill	A - Crown Road	237	59	237	273	0.0	0.0	0.000	A
	B - Church Hill	112	28	113	105	0.4	0.5	14.178	B
	C - Crown Road	196	49	195	167	0.1	0.1	1.416	A

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	185	46	185	260	0.0	0.0	0.000	A
	B - New Street	137	34	137	117	0.3	0.3	10.296	B
	C - Crown Road	335	84	336	281	0.2	0.3	4.025	A
2 - Crown Road/Church Hill	A - Crown Road	281	70	281	335	0.0	0.0	0.000	A
	B - Church Hill	141	35	144	119	0.5	0.6	17.617	C
	C - Crown Road	236	59	236	207	0.1	0.1	1.660	A

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	192	48	192	245	0.0	0.0	0.000	A
	B - New Street	124	31	124	113	0.3	0.4	10.395	B
	C - Crown Road	319	80	320	278	0.3	0.3	4.008	A
2 - Crown Road/Church Hill	A - Crown Road	278	69	278	319	0.0	0.0	0.000	A
	B - Church Hill	142	36	141	118	0.6	0.7	18.344	C
	C - Crown Road	222	55	220	202	0.1	0.2	1.612	A

08:45 - 09:00

		Total	Junction		Throughput	Start	End		
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Junction	Arm	Demand (Veh/hr)	Arrivals (Veh)	Throughput (Veh/hr)	(exit side) (Veh/hr)	queue (Veh)	queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	152	38	152	202	0.0	0.0	0.000	A
	B - New Street	104	26	102	95	0.4	0.3	9.479	A
	C - Crown Road	268	67	266	223	0.3	0.3	3.705	A
2 - Crown Road/Church Hill	A - Crown Road	223	56	223	268	0.0	0.0	0.000	A
	B - Church Hill	111	28	112	97	0.7	0.4	15.202	C
	C - Crown Road	191	48	191	161	0.2	0.1	1.462	A

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	127	32	127	167	0.0	0.0	0.000	A
	B - New Street	91	23	92	78	0.3	0.2	8.879	A
	C - Crown Road	220	55	220	193	0.3	0.2	3.164	A
2 - Crown Road/Church Hill	A - Crown Road	193	48	193	220	0.0	0.0	0.000	A
	B - Church Hill	95	24	94	88	0.4	0.4	13.140	B
	C - Crown Road	158	39	158	137	0.1	0.0	1.340	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	123	123	0.0	0.0	0.000	A
		Exit	1	1		167	167	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	83	82	0.0	0.2	9.205	A
		Exit	1	1		73	73	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	217	217	0.0	0.2	3.132	A
		Exit	1	1		182	182	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	182	182	0.0	0.0	0.000	A
		Exit	1	1		217	217	0.0	0.0	0.234	A
	B - Church Hill	Entry	1	1	A, C	95	95	0.0	0.4	12.053	B
		Exit	1	1		77	77	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	152	151	0.0	0.1	1.370	A
		Exit	1	1		133	133	0.0	0.0	0.000	A

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	165	165	0.0	0.0	0.000	A
		Exit	1	1		206	206	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	101	102	0.2	0.3	9.318	A
		Exit	1	1		98	98	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	273	273	0.2	0.2	3.548	A
		Exit	1	1		237	237	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	237	237	0.0	0.0	0.000	A
		Exit	1	1		273	273	0.0	0.0	0.260	A
	B - Church Hill	Entry	1	1	A, C	112	113	0.4	0.5	14.178	B
		Exit	1	1		105	105	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	196	195	0.1	0.1	1.416	A
		Exit	1	1		167	167	0.0	0.0	0.000	A

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	185	185	0.0	0.0	0.000	A
		Exit	1	1		260	260	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	137	137	0.3	0.3	10.296	B
		Exit	1	1		117	117	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	335	336	0.2	0.3	4.025	A
		Exit									

		Exit	1	1		281	281	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	281	281	0.0	0.0	0.000	A
		Exit	1	1		335	335	0.0	0.0	0.494	A
	B - Church Hill	Entry	1	1	A, C	141	144	0.5	0.6	17.617	C
		Exit	1	1		119	119	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	236	236	0.1	0.1	1.660	A
		Exit	1	1		207	207	0.0	0.0	0.000	A

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	192	192	0.0	0.0	0.000	A
		Exit	1	1		245	245	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	124	124	0.3	0.4	10.395	B
		Exit	1	1		113	113	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	319	320	0.3	0.3	4.008	A
		Exit	1	1		278	278	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	278	278	0.0	0.0	0.000	A
		Exit	1	1		318	319	0.0	0.1	0.494	A
	B - Church Hill	Entry	1	1	A, C	142	141	0.6	0.7	18.344	C
		Exit	1	1		118	118	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	222	220	0.1	0.2	1.612	A
		Exit	1	1		202	202	0.0	0.0	0.000	A

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	152	152	0.0	0.0	0.000	A
		Exit	1	1		202	202	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	104	102	0.4	0.3	9.479	A
		Exit	1	1		95	95	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	268	266	0.3	0.3	3.705	A
		Exit	1	1		223	223	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	223	223	0.0	0.0	0.000	A
		Exit	1	1		267	268	0.1	0.0	0.388	A
	B - Church Hill	Entry	1	1	A, C	111	112	0.7	0.4	15.202	C
		Exit	1	1		97	97	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	191	191	0.2	0.1	1.462	A
		Exit	1	1		161	161	0.0	0.0	0.000	A

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	127	127	0.0	0.0	0.000	A
		Exit	1	1		167	167	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	91	92	0.3	0.2	8.879	A
		Exit	1	1		78	78	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	220	220	0.3	0.2	3.164	A
		Exit	1	1		193	193	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	193	193	0.0	0.0	0.000	A
		Exit	1	1		220	220	0.0	0.0	0.186	A
	B - Church Hill	Entry	1	1	A, C	95	94	0.4	0.4	13.140	B
		Exit	1	1		88	88	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	158	158	0.1	0.0	1.340	A
		Exit	1	1		137	137	0.0	0.0	0.000	A

Baseline 2022 + PD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Schoolhouse Lane/New Street/Crown Road	T-Junction	Two-way	4.64	A
2	Crown Road/Church Hill	T-Junction	Two-way	4.16	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
D6	Baseline 2022 + PD	PM	ONE HOUR	14:45	16:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Schoolhouse Lane/New Street/Crown Road	C - Crown Road	2	A	Simple (vertical queueing)	Normal	0	100.00	
2 - Crown Road/Church Hill	A - Crown Road	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane		ONE HOUR	✓	141	100.000
	B - New Street		ONE HOUR	✓	79	100.000
	C - Crown Road	✓				
2 - Crown Road/Church Hill	A - Crown Road	✓				
	B - Church Hill		ONE HOUR	✓	114	100.000
	C - Crown Road		ONE HOUR	✓	153	100.000

Origin-Destination Data

1 - Schoolhouse Lane/New Street/Crown Road

Demand (Veh/hr)

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0	4	137
	B - New Street	6	0	73
	C - Crown Road	75	77	0

Demand (Veh/hr)

Proportions

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0.00	0.03	0.97
	B - New Street	0.08	0.00	0.92
	C - Crown Road	0.49	0.51	0.00

Proportions

2 - Crown Road/Church Hill

From	To			
		A - Crown Road	B - Church Hill	C - Crown Road
	A - Crown Road	0	83	145
	B - Church Hill	79	0	35
	C - Crown Road	124	29	0

From	To			
		A - Crown Road	B - Church Hill	C - Crown Road
	A - Crown Road	0.00	0.36	0.64
	B - Church Hill	0.69	0.00	0.31
	C - Crown Road	0.81	0.19	0.00

Vehicle Mix

Heavy Vehicle Percentages

1 - Schoolhouse Lane/New Street/Crown Road

From	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
	A - Schoolhouse Lane	10	10	10
	B - New Street	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

From	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
	A - Schoolhouse Lane	1.100	1.100	1.100
	B - New Street	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

Heavy Vehicle Percentages

2 - Crown Road/Church Hill

From	To			
		A - Crown Road	B - Church Hill	C - Crown Road
	A - Crown Road	10	10	10
	B - Church Hill	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

From	To			
		A - Crown Road	B - Church Hill	C - Crown Road
	A - Crown Road	1.100	1.100	1.100
	B - Church Hill	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
14:45-15:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	106	117
		B - New Street	59	65
		C - Crown Road	114	126
	2 - Crown Road/Church Hill	A - Crown Road	172	189
		B - Church Hill	86	94
		C - Crown Road	115	127
15:00-15:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	127	139
		B - New Street	71	78
		C - Crown Road	137	150
	2 - Crown Road/Church Hill	A - Crown Road	205	225
		B - Church Hill	102	113
		C - Crown Road	138	151
15:15-15:30	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	155	171
		B - New Street	87	96
		C - Crown Road	167	184
	2 - Crown Road/Church Hill	A - Crown Road	251	276
		B - Church Hill	126	138
		C - Crown Road	168	185
15:30-15:45	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	155	171
		B - New Street	87	96
		C - Crown Road	167	184
	2 - Crown Road/Church Hill	A - Crown Road	251	276
		B - Church Hill	126	138
		C - Crown Road	168	185
15:45-16:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	127	139
		B - New Street	71	78
		C - Crown Road	137	150
	2 - Crown Road/Church Hill	A - Crown Road	205	225
		B - Church Hill	102	113
		C - Crown Road	138	151
	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	106	117
		B - New Street	59	65
		C - Crown Road	114	126

16:00-16:15	2 - Crown Road/Church Hill	A - Crown Road	172	189
		B - Church Hill	86	94
		C - Crown Road	115	127

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	0.00	0.0	A	129	193
	B - New Street	9.57	0.2	A	71	107
	C - Crown Road	5.95	0.3	A	186	278
2 - Crown Road/Church Hill	A - Crown Road	0.00	0.0	A	191	287
	B - Church Hill	14.13	0.6	B	103	155
	C - Crown Road	2.44	0.2	A	139	209

Main Results for each time segment

14:45 - 15:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	105	26	105	80	0.0	0.0	0.000	A
	B - New Street	58	15	58	79	0.0	0.1	8.586	A
	C - Crown Road	152	38	151	155	0.0	0.3	5.257	A
2 - Crown Road/Church Hill	A - Crown Road	155	39	155	152	0.0	0.0	0.000	A
	B - Church Hill	85	21	86	76	0.0	0.2	11.219	B
	C - Crown Road	112	28	113	126	0.0	0.0	1.648	A

15:00 - 15:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	125	31	125	93	0.0	0.0	0.000	A
	B - New Street	69	17	69	97	0.1	0.2	8.160	A
	C - Crown Road	179	45	180	185	0.3	0.3	5.179	A
2 - Crown Road/Church Hill	A - Crown Road	185	46	185	179	0.0	0.0	0.000	A
	B - Church Hill	100	25	100	91	0.2	0.3	11.464	B
	C - Crown Road	132	33	132	146	0.0	0.2	1.959	A

15:15 - 15:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	153	38	153	120	0.0	0.0	0.000	A
	B - New Street	89	22	90	114	0.2	0.1	9.571	A
	C - Crown Road	222	56	224	234	0.3	0.3	5.811	A
2 - Crown Road/Church Hill	A - Crown Road	234	58	234	223	0.0	0.0	0.000	A
	B - Church Hill	123	31	122	118	0.3	0.6	13.954	B
	C - Crown Road	171	43	172	188	0.2	0.1	2.438	A

15:30 - 15:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	157	39	157	119	0.0	0.0	0.000	A
	B - New Street	88	22	89	121	0.1	0.2	9.184	A
	C - Crown Road	227	57	228	234	0.3	0.3	5.954	A
2 - Crown Road/Church Hill	A - Crown Road	234	58	234	227	0.0	0.0	0.000	A
	B - Church Hill	124	31	125	118	0.6	0.4	14.132	B
	C - Crown Road	172	43	171	185	0.1	0.2	2.212	A

15:45 - 16:00

		Total	Junction		Throughput	Start	End		
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Junction	Arm	Demand (Veh/hr)	Arrivals (Veh)	Throughput (Veh/hr)	(exit side) (Veh/hr)	queue (Veh)	queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	130	33	130	92	0.0	0.0	0.000	A
	B - New Street	69	17	69	102	0.2	0.2	8.859	A
	C - Crown Road	183	46	183	188	0.3	0.3	5.709	A
2 - Crown Road/Church Hill	A - Crown Road	188	47	188	183	0.0	0.0	0.000	A
	B - Church Hill	103	26	103	96	0.4	0.4	12.097	B
	C - Crown Road	136	34	136	147	0.2	0.1	1.920	A

16:00 - 16:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	103	26	103	78	0.0	0.0	0.000	A
	B - New Street	54	14	55	78	0.2	0.1	8.437	A
	C - Crown Road	150	37	150	152	0.3	0.1	5.034	A
2 - Crown Road/Church Hill	A - Crown Road	152	38	152	150	0.0	0.0	0.000	A
	B - Church Hill	84	21	84	71	0.4	0.2	11.363	B
	C - Crown Road	111	28	112	127	0.1	0.0	1.879	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

14:45 - 15:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	105	105	0.0	0.0	0.000	A
		Exit	1	1		80	80	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	58	58	0.0	0.1	8.586	A
		Exit	1	1		79	79	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	152	151	0.0	0.3	5.257	A
		Exit	1	1		155	155	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	155	155	0.0	0.0	0.000	A
		Exit	1	1		152	152	0.0	0.0	0.310	A
	B - Church Hill	Entry	1	1	A, C	85	86	0.0	0.2	11.219	B
		Exit	1	1		76	76	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	112	113	0.0	0.0	1.648	A
		Exit	1	1		126	126	0.0	0.0	0.000	A

15:00 - 15:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	125	125	0.0	0.0	0.000	A
		Exit	1	1		93	93	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	69	69	0.1	0.2	8.160	A
		Exit	1	1		97	97	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	179	180	0.3	0.3	5.179	A
		Exit	1	1		185	185	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	185	185	0.0	0.0	0.000	A
		Exit	1	1		179	179	0.0	0.0	0.263	A
	B - Church Hill	Entry	1	1	A, C	100	100	0.2	0.3	11.464	B
		Exit	1	1		91	91	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	132	132	0.0	0.2	1.959	A
		Exit	1	1		146	146	0.0	0.0	0.000	A

15:15 - 15:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	153	153	0.0	0.0	0.000	A
		Exit	1	1		120	120	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	89	90	0.2	0.1	9.571	A
		Exit	1	1		114	114	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	222	224	0.3	0.3	5.811	A
		Exit									

		Exit	1	1		234	234	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	234	234	0.0	0.0	0.000	A
		Exit	1	1		222	223	0.0	0.0	0.425	A
	B - Church Hill	Entry	1	1	A, C	123	122	0.3	0.6	13.954	B
		Exit	1	1		118	118	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	171	172	0.2	0.1	2.438	A
		Exit	1	1		188	188	0.0	0.0	0.000	A

15:30 - 15:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	157	157	0.0	0.0	0.000	A
		Exit	1	1		119	119	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	88	89	0.1	0.2	9.184	A
		Exit	1	1		121	121	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	227	228	0.3	0.3	5.954	A
		Exit	1	1		234	234	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	234	234	0.0	0.0	0.000	A
		Exit	1	1		227	227	0.0	0.0	0.578	A
	B - Church Hill	Entry	1	1	A, C	124	125	0.6	0.4	14.132	B
		Exit	1	1		118	118	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	172	171	0.1	0.2	2.212	A
		Exit	1	1		185	185	0.0	0.0	0.000	A

15:45 - 16:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	130	130	0.0	0.0	0.000	A
		Exit	1	1		92	92	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	69	69	0.2	0.2	8.859	A
		Exit	1	1		102	102	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	183	183	0.3	0.3	5.709	A
		Exit	1	1		188	188	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	188	188	0.0	0.0	0.000	A
		Exit	1	1		183	183	0.0	0.0	0.372	A
	B - Church Hill	Entry	1	1	A, C	103	103	0.4	0.4	12.097	B
		Exit	1	1		96	96	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	136	136	0.2	0.1	1.920	A
		Exit	1	1		147	147	0.0	0.0	0.000	A

16:00 - 16:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	103	103	0.0	0.0	0.000	A
		Exit	1	1		78	78	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	54	55	0.2	0.1	8.437	A
		Exit	1	1		78	78	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	150	150	0.3	0.1	5.034	A
		Exit	1	1		152	152	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	152	152	0.0	0.0	0.000	A
		Exit	1	1		150	150	0.0	0.0	0.248	A
	B - Church Hill	Entry	1	1	A, C	84	84	0.4	0.2	11.363	B
		Exit	1	1		71	71	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	111	112	0.1	0.0	1.879	A
		Exit	1	1		127	127	0.0	0.0	0.000	A

Baseline 2028 + PD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Schoolhouse Lane/New Street/Crown Road	T-Junction	Two-way	5.10	A
2	Crown Road/Church Hill	T-Junction	Two-way	5.15	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
D7	Baseline 2028 + PD	AM	ONE HOUR	07:45	09:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Schoolhouse Lane/New Street/Crown Road	C - Crown Road	2	A	Simple (vertical queueing)	Normal	0	100.00	
2 - Crown Road/Church Hill	A - Crown Road	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane		ONE HOUR	✓	185	100.000
	B - New Street		ONE HOUR	✓	121	100.000
	C - Crown Road	✓				
2 - Crown Road/Church Hill	A - Crown Road	✓				
	B - Church Hill		ONE HOUR	✓	133	100.000
	C - Crown Road		ONE HOUR	✓	225	100.000

Origin-Destination Data

1 - Schoolhouse Lane/New Street/Crown Road

Demand (Veh/hr)

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0	20	165
	B - New Street	17	0	104
	C - Crown Road	200	126	0

Demand (Veh/hr)

Proportions

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0.00	0.11	0.89
	B - New Street	0.14	0.00	0.86
	C - Crown Road	0.61	0.39	0.00

Proportions

2 - Crown Road/Church Hill

From	To			
		A - Crown Road	B - Church Hill	C - Crown Road
	A - Crown Road	0	90	180
	B - Church Hill	118	0	15
	C - Crown Road	200	25	0

From	To			
		A - Crown Road	B - Church Hill	C - Crown Road
	A - Crown Road	0.00	0.33	0.67
	B - Church Hill	0.89	0.00	0.11
	C - Crown Road	0.89	0.11	0.00

Vehicle Mix

1 - Schoolhouse Lane/New Street/Crown Road

Heavy Vehicle Percentages

From	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
	A - Schoolhouse Lane	10	10	10
	B - New Street	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

From	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
	A - Schoolhouse Lane	1.100	1.100	1.100
	B - New Street	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

2 - Crown Road/Church Hill

Heavy Vehicle Percentages

From	To			
		A - Crown Road	B - Church Hill	C - Crown Road
	A - Crown Road	10	10	10
	B - Church Hill	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

From	To			
		A - Crown Road	B - Church Hill	C - Crown Road
	A - Crown Road	1.100	1.100	1.100
	B - Church Hill	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	139	153
		B - New Street	91	100
		C - Crown Road	245	270
	2 - Crown Road/Church Hill	A - Crown Road	203	224
		B - Church Hill	100	110
		C - Crown Road	169	186
08:00-08:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	166	183
		B - New Street	109	120
		C - Crown Road	293	322
	2 - Crown Road/Church Hill	A - Crown Road	243	267
		B - Church Hill	120	132
		C - Crown Road	202	222
08:15-08:30	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	204	224
		B - New Street	133	147
		C - Crown Road	359	395
	2 - Crown Road/Church Hill	A - Crown Road	297	327
		B - Church Hill	146	161
		C - Crown Road	248	273
08:30-08:45	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	204	224
		B - New Street	133	147
		C - Crown Road	359	395
	2 - Crown Road/Church Hill	A - Crown Road	297	327
		B - Church Hill	146	161
		C - Crown Road	248	273
08:45-09:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	166	183
		B - New Street	109	120
		C - Crown Road	293	322
	2 - Crown Road/Church Hill	A - Crown Road	243	267
		B - Church Hill	120	132
		C - Crown Road	202	222
	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	139	153
		B - New Street	91	100
		C - Crown Road	245	270

09:00-09:15	2 - Crown Road/Church Hill	A - Crown Road	203	224
		B - Church Hill	100	110
		C - Crown Road	169	186

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	0.00	0.0	A	170	255
	B - New Street	11.80	0.5	B	109	164
	C - Crown Road	5.59	0.6	A	290	435
2 - Crown Road/Church Hill	A - Crown Road	0.00	0.0	A	244	367
	B - Church Hill	21.23	0.8	C	119	178
	C - Crown Road	1.98	0.2	A	207	311

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	139	35	139	161	0.0	0.0	0.000	A
	B - New Street	89	22	89	103	0.0	0.2	9.071	A
	C - Crown Road	237	59	236	200	0.0	0.3	4.806	A
2 - Crown Road/Church Hill	A - Crown Road	200	50	200	237	0.0	0.0	0.000	A
	B - Church Hill	97	24	96	84	0.0	0.3	13.059	B
	C - Crown Road	171	43	170	145	0.0	0.1	1.191	A

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	173	43	173	187	0.0	0.0	0.000	A
	B - New Street	110	28	110	126	0.2	0.3	9.986	A
	C - Crown Road	281	70	280	250	0.3	0.4	5.008	A
2 - Crown Road/Church Hill	A - Crown Road	250	63	250	281	0.0	0.0	0.000	A
	B - Church Hill	114	29	111	104	0.3	0.7	15.093	C
	C - Crown Road	203	51	205	181	0.1	0.0	1.485	A

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	202	50	202	236	0.0	0.0	0.000	A
	B - New Street	133	33	132	156	0.3	0.4	11.773	B
	C - Crown Road	351	88	352	294	0.4	0.5	5.482	A
2 - Crown Road/Church Hill	A - Crown Road	295	74	295	351	0.0	0.0	0.000	A
	B - Church Hill	144	36	146	125	0.7	0.8	21.232	C
	C - Crown Road	248	62	248	212	0.0	0.2	1.980	A

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	207	52	207	234	0.0	0.0	0.000	A
	B - New Street	130	33	130	153	0.4	0.4	11.799	B
	C - Crown Road	347	87	345	294	0.5	0.6	5.588	A
2 - Crown Road/Church Hill	A - Crown Road	294	74	294	347	0.0	0.0	0.000	A
	B - Church Hill	144	36	144	126	0.8	0.6	18.434	C
	C - Crown Road	247	62	246	211	0.2	0.1	1.743	A

08:45 - 09:00

		Total	Junction		Throughput	Start	End		
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Junction	Arm	Demand (Veh/hr)	Arrivals (Veh)	Throughput (Veh/hr)	(exit side) (Veh/hr)	queue (Veh)	queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	163	41	163	191	0.0	0.0	0.000	A
	B - New Street	99	25	97	126	0.4	0.3	10.254	B
	C - Crown Road	286	71	284	228	0.6	0.4	4.782	A
2 - Crown Road/Church Hill	A - Crown Road	228	57	228	286	0.0	0.0	0.000	A
	B - Church Hill	119	30	121	94	0.6	0.4	15.506	C
	C - Crown Road	200	50	199	168	0.1	0.1	1.345	A

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	137	34	137	156	0.0	0.0	0.000	A
	B - New Street	93	23	92	113	0.3	0.3	9.321	A
	C - Crown Road	239	60	239	198	0.4	0.3	4.556	A
2 - Crown Road/Church Hill	A - Crown Road	198	50	198	239	0.0	0.0	0.000	A
	B - Church Hill	96	24	97	88	0.4	0.4	13.163	B
	C - Crown Road	174	43	173	142	0.1	0.1	1.265	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	139	139	0.0	0.0	0.000	A
		Exit	1	1		161	161	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	89	89	0.0	0.2	9.071	A
		Exit	1	1		103	103	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	237	236	0.0	0.3	4.806	A
		Exit	1	1		200	200	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	200	200	0.0	0.0	0.000	A
		Exit	1	1		237	237	0.0	0.0	0.451	A
	B - Church Hill	Entry	1	1	A, C	97	96	0.0	0.3	13.059	B
		Exit	1	1		84	84	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	171	170	0.0	0.1	1.191	A
		Exit	1	1		145	145	0.0	0.0	0.000	A

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	173	173	0.0	0.0	0.000	A
		Exit	1	1		187	187	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	110	110	0.2	0.3	9.986	A
		Exit	1	1		126	126	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	281	280	0.3	0.4	5.008	A
		Exit	1	1		250	250	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	250	250	0.0	0.0	0.000	A
		Exit	1	1		282	281	0.0	0.0	0.532	A
	B - Church Hill	Entry	1	1	A, C	114	111	0.3	0.7	15.093	C
		Exit	1	1		104	104	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	203	205	0.1	0.0	1.485	A
		Exit	1	1		181	181	0.0	0.0	0.000	A

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	202	202	0.0	0.0	0.000	A
		Exit	1	1		236	236	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	133	132	0.3	0.4	11.773	B
		Exit	1	1		156	156	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	351	352	0.4	0.5	5.482	A
		Exit									

2 - Crown Road/Church Hill	A - Crown Road	Exit	1	1		294	294	0.0	0.0	0.000	A
		Entry	1	1	B, C	295	295	0.0	0.0	0.000	A
		Exit	1	1		352	351	0.0	0.1	0.886	A
	B - Church Hill	Entry	1	1	A, C	144	146	0.7	0.8	21.232	C
		Exit	1	1		125	125	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	248	248	0.0	0.2	1.980	A
		Exit	1	1		212	212	0.0	0.0	0.000	A

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	207	207	0.0	0.0	0.000	A
		Exit	1	1		234	234	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	130	130	0.4	0.4	11.799	B
		Exit	1	1		153	153	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	347	345	0.5	0.6	5.588	A
		Exit	1	1		294	294	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	294	294	0.0	0.0	0.000	A
		Exit	1	1		347	347	0.1	0.1	0.805	A
	B - Church Hill	Entry	1	1	A, C	144	144	0.8	0.6	18.434	C
		Exit	1	1		126	126	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	247	246	0.2	0.1	1.743	A
		Exit	1	1		211	211	0.0	0.0	0.000	A

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	163	163	0.0	0.0	0.000	A
		Exit	1	1		191	191	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	99	97	0.4	0.3	10.254	B
		Exit	1	1		126	126	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	286	284	0.6	0.4	4.782	A
		Exit	1	1		228	228	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	228	228	0.0	0.0	0.000	A
		Exit	1	1		286	286	0.1	0.0	0.485	A
	B - Church Hill	Entry	1	1	A, C	119	121	0.6	0.4	15.506	C
		Exit	1	1		94	94	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	200	199	0.1	0.1	1.345	A
		Exit	1	1		168	168	0.0	0.0	0.000	A

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	137	137	0.0	0.0	0.000	A
		Exit	1	1		156	156	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	93	92	0.3	0.3	9.321	A
		Exit	1	1		113	113	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	239	239	0.4	0.3	4.556	A
		Exit	1	1		198	198	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	198	198	0.0	0.0	0.000	A
		Exit	1	1		238	239	0.0	0.0	0.281	A
	B - Church Hill	Entry	1	1	A, C	96	97	0.4	0.4	13.163	B
		Exit	1	1		88	88	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	174	173	0.1	0.1	1.265	A
		Exit	1	1		142	142	0.0	0.0	0.000	A

Baseline 2028 + PD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Schoolhouse Lane/New Street/Crown Road	T-Junction	Two-way	3.94	A
2	Crown Road/Church Hill	T-Junction	Two-way	4.28	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)	Run automatically
D8	Baseline 2028 + PD	PM	ONE HOUR	14:45	16:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Schoolhouse Lane/New Street/Crown Road	C - Crown Road	2	A	Simple (vertical queueing)	Normal	0	100.00	
2 - Crown Road/Church Hill	A - Crown Road	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane		ONE HOUR	✓	149	100.000
	B - New Street		ONE HOUR	✓	83	100.000
	C - Crown Road	✓				
2 - Crown Road/Church Hill	A - Crown Road	✓				
	B - Church Hill		ONE HOUR	✓	121	100.000
	C - Crown Road		ONE HOUR	✓	161	100.000

Origin-Destination Data

1 - Schoolhouse Lane/New Street/Crown Road

Demand (Veh/hr)

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0	4	145
	B - New Street	6	0	77
	C - Crown Road	131	79	0

Demand (Veh/hr)

Proportions

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0.00	0.03	0.97
	B - New Street	0.07	0.00	0.93
	C - Crown Road	0.62	0.38	0.00

Proportions

2 - Crown
Road/Church Hill

From	To			
		A - Crown Road	B - Church Hill	C - Crown Road
	A - Crown Road	0	86	222
	B - Church Hill	85	0	36
	C - Crown Road	131	30	0

From	To			
		A - Crown Road	B - Church Hill	C - Crown Road
	A - Crown Road	0.00	0.28	0.72
	B - Church Hill	0.70	0.00	0.30
	C - Crown Road	0.81	0.19	0.00

Vehicle Mix

Heavy Vehicle Percentages

1 -
Schoolhouse
Lane/New
Street/Crown
Road

From	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
	A - Schoolhouse Lane	10	10	10
	B - New Street	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

From	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
	A - Schoolhouse Lane	1.100	1.100	1.100
	B - New Street	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

Heavy Vehicle Percentages

2 - Crown
Road/Church Hill

From	To			
		A - Crown Road	B - Church Hill	C - Crown Road
	A - Crown Road	10	10	10
	B - Church Hill	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

From	To			
		A - Crown Road	B - Church Hill	C - Crown Road
	A - Crown Road	1.100	1.100	1.100
	B - Church Hill	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
14:45-15:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	112	123
		B - New Street	62	69
		C - Crown Road	158	174
	2 - Crown Road/Church Hill	A - Crown Road	232	255
		B - Church Hill	91	100
		C - Crown Road	121	133
15:00-15:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	134	147
		B - New Street	75	82
		C - Crown Road	189	208
	2 - Crown Road/Church Hill	A - Crown Road	277	305
		B - Church Hill	109	120
		C - Crown Road	145	159
15:15-15:30	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	164	180
		B - New Street	91	101
		C - Crown Road	231	254
	2 - Crown Road/Church Hill	A - Crown Road	339	373
		B - Church Hill	133	147
		C - Crown Road	177	195
15:30-15:45	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	164	180
		B - New Street	91	101
		C - Crown Road	231	254
	2 - Crown Road/Church Hill	A - Crown Road	339	373
		B - Church Hill	133	147
		C - Crown Road	177	195
15:45-16:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	134	147
		B - New Street	75	82
		C - Crown Road	189	208
	2 - Crown Road/Church Hill	A - Crown Road	277	305
		B - Church Hill	109	120
		C - Crown Road	145	159
	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	112	123
		B - New Street	62	69
		C - Crown Road	158	174

16:00-16:15	2 - Crown Road/Church Hill	A - Crown Road	232	255
		B - Church Hill	91	100
		C - Crown Road	121	133

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	0.00	0.0	A	136	205
	B - New Street	9.14	0.3	A	77	115
	C - Crown Road	4.62	0.4	A	202	303
2 - Crown Road/Church Hill	A - Crown Road	0.00	0.0	A	204	306
	B - Church Hill	14.60	0.6	B	113	170
	C - Crown Road	2.28	0.1	A	150	225

Main Results for each time segment

14:45 - 15:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	110	28	110	105	0.0	0.0	0.000	A
	B - New Street	60	15	60	65	0.0	0.1	8.472	A
	C - Crown Road	164	41	163	164	0.0	0.2	3.834	A
2 - Crown Road/Church Hill	A - Crown Road	164	41	164	163	0.0	0.0	0.000	A
	B - Church Hill	97	24	97	71	0.0	0.4	12.215	B
	C - Crown Road	117	29	116	143	0.0	0.1	1.759	A

15:00 - 15:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	138	34	138	132	0.0	0.0	0.000	A
	B - New Street	74	19	75	76	0.1	0.1	8.380	A
	C - Crown Road	199	50	199	203	0.2	0.2	4.180	A
2 - Crown Road/Church Hill	A - Crown Road	204	51	204	199	0.0	0.0	0.000	A
	B - Church Hill	111	28	111	85	0.4	0.3	12.104	B
	C - Crown Road	149	37	150	180	0.1	0.1	2.255	A

15:15 - 15:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	169	42	169	158	0.0	0.0	0.000	A
	B - New Street	95	24	94	95	0.1	0.3	8.915	A
	C - Crown Road	242	60	241	250	0.2	0.3	4.612	A
2 - Crown Road/Church Hill	A - Crown Road	250	63	250	242	0.0	0.0	0.000	A
	B - Church Hill	133	33	135	101	0.3	0.5	14.604	B
	C - Crown Road	182	46	182	225	0.1	0.1	2.279	A

15:30 - 15:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	163	41	163	160	0.0	0.0	0.000	A
	B - New Street	93	23	93	98	0.3	0.2	9.143	A
	C - Crown Road	245	61	245	244	0.3	0.3	4.619	A
2 - Crown Road/Church Hill	A - Crown Road	244	61	244	245	0.0	0.0	0.000	A
	B - Church Hill	141	35	142	104	0.5	0.6	14.061	B
	C - Crown Road	180	45	180	216	0.1	0.1	2.170	A

15:45 - 16:00

		Total	Junction		Throughput	Start	End		
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Junction	Arm	Demand (Veh/hr)	Arrivals (Veh)	Throughput (Veh/hr)	(exit side) (Veh/hr)	queue (Veh)	queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	130	32	130	125	0.0	0.0	0.000	A
	B - New Street	79	20	78	80	0.2	0.2	8.480	A
	C - Crown Road	195	49	196	199	0.3	0.1	4.091	A
2 - Crown Road/Church Hill	A - Crown Road	199	50	199	195	0.0	0.0	0.000	A
	B - Church Hill	110	27	109	80	0.6	0.5	13.135	B
	C - Crown Road	147	37	147	179	0.1	0.0	2.062	A

16:00 - 16:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	108	27	108	111	0.0	0.0	0.000	A
	B - New Street	61	15	60	65	0.2	0.2	8.331	A
	C - Crown Road	170	42	170	163	0.1	0.2	3.872	A
2 - Crown Road/Church Hill	A - Crown Road	163	41	163	170	0.0	0.0	0.000	A
	B - Church Hill	88	22	91	65	0.5	0.2	11.594	B
	C - Crown Road	126	32	127	145	0.0	0.1	1.772	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

14:45 - 15:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	110	110	0.0	0.0	0.000	A
		Exit	1	1		105	105	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	60	60	0.0	0.1	8.472	A
		Exit	1	1		65	65	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	164	163	0.0	0.2	3.834	A
		Exit	1	1		164	164	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	164	164	0.0	0.0	0.000	A
		Exit	1	1		163	163	0.0	0.0	0.151	A
	B - Church Hill	Entry	1	1	A, C	97	97	0.0	0.4	12.215	B
		Exit	1	1		71	71	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	117	116	0.0	0.1	1.759	A
		Exit	1	1		143	143	0.0	0.0	0.000	A

15:00 - 15:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	138	138	0.0	0.0	0.000	A
		Exit	1	1		132	132	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	74	75	0.1	0.1	8.380	A
		Exit	1	1		76	76	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	199	199	0.2	0.2	4.180	A
		Exit	1	1		203	203	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	204	204	0.0	0.0	0.000	A
		Exit	1	1		199	199	0.0	0.0	0.253	A
	B - Church Hill	Entry	1	1	A, C	111	111	0.4	0.3	12.104	B
		Exit	1	1		85	85	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	149	150	0.1	0.1	2.255	A
		Exit	1	1		180	180	0.0	0.0	0.000	A

15:15 - 15:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	169	169	0.0	0.0	0.000	A
		Exit	1	1		158	158	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	95	94	0.1	0.3	8.915	A
		Exit	1	1		95	95	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	242	241	0.2	0.3	4.612	A
		Exit									

		Exit	1	1		250	250	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	250	250	0.0	0.0	0.000	A
		Exit	1	1		241	242	0.0	0.0	0.490	A
	B - Church Hill	Entry	1	1	A, C	133	135	0.3	0.5	14.604	B
		Exit	1	1		101	101	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	182	182	0.1	0.1	2.279	A
		Exit	1	1		225	225	0.0	0.0	0.000	A

15:30 - 15:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	163	163	0.0	0.0	0.000	A
		Exit	1	1		160	160	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	93	93	0.3	0.2	9.143	A
		Exit	1	1		98	98	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	245	245	0.3	0.3	4.619	A
		Exit	1	1		244	244	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	244	244	0.0	0.0	0.000	A
		Exit	1	1		245	245	0.0	0.0	0.360	A
	B - Church Hill	Entry	1	1	A, C	141	142	0.5	0.6	14.061	B
		Exit	1	1		104	104	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	180	180	0.1	0.1	2.170	A
		Exit	1	1		216	216	0.0	0.0	0.000	A

15:45 - 16:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	130	130	0.0	0.0	0.000	A
		Exit	1	1		125	125	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	79	78	0.2	0.2	8.480	A
		Exit	1	1		80	80	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	195	196	0.3	0.1	4.091	A
		Exit	1	1		199	199	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	199	199	0.0	0.0	0.000	A
		Exit	1	1		195	195	0.0	0.0	0.249	A
	B - Church Hill	Entry	1	1	A, C	110	109	0.6	0.5	13.135	B
		Exit	1	1		80	80	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	147	147	0.1	0.0	2.062	A
		Exit	1	1		179	179	0.0	0.0	0.000	A

16:00 - 16:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	108	108	0.0	0.0	0.000	A
		Exit	1	1		111	111	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	61	60	0.2	0.2	8.331	A
		Exit	1	1		65	65	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	170	170	0.1	0.2	3.872	A
		Exit	1	1		163	163	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	163	163	0.0	0.0	0.000	A
		Exit	1	1		170	170	0.0	0.0	0.154	A
	B - Church Hill	Entry	1	1	A, C	88	91	0.5	0.2	11.594	B
		Exit	1	1		65	65	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	126	127	0.0	0.1	1.772	A
		Exit	1	1		145	145	0.0	0.0	0.000	A

Baseline 2028 + PD + ST, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Schoolhouse Lane/New Street/Crown Road	T-Junction	Two-way	5.18	A
2	Crown Road/Church Hill	T-Junction	Two-way	5.25	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
D9	Baseline 2028 + PD + ST	AM	ONE HOUR	07:45	09:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Schoolhouse Lane/New Street/Crown Road	C - Crown Road	2	A	Simple (vertical queueing)	Normal	0	100.00	
2 - Crown Road/Church Hill	A - Crown Road	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane		ONE HOUR	✓	194	100.000
	B - New Street		ONE HOUR	✓	125	100.000
	C - Crown Road	✓				
2 - Crown Road/Church Hill	A - Crown Road	✓				
	B - Church Hill		ONE HOUR	✓	134	100.000
	C - Crown Road		ONE HOUR	✓	258	100.000

Origin-Destination Data

1 - Schoolhouse Lane/New Street/Crown Road

Demand (Veh/hr)

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0	20	174
	B - New Street	17	0	108
	C - Crown Road	221	136	0

Demand (Veh/hr)

Proportions

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0.00	0.10	0.90
	B - New Street	0.14	0.00	0.86
	C - Crown Road	0.62	0.38	0.00

Proportions

2 - Crown Road/Church Hill

From	To			
		A - Crown Road	B - Church Hill	C - Crown Road
	A - Crown Road	0	90	192
	B - Church Hill	118	0	16
	C - Crown Road	231	27	0

From	To			
		A - Crown Road	B - Church Hill	C - Crown Road
	A - Crown Road	0.00	0.32	0.68
	B - Church Hill	0.88	0.00	0.12
	C - Crown Road	0.90	0.10	0.00

Vehicle Mix

Heavy Vehicle Percentages

1 - Schoolhouse Lane/New Street/Crown Road

From	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
	A - Schoolhouse Lane	10	10	10
	B - New Street	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

From	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
	A - Schoolhouse Lane	1.100	1.100	1.100
	B - New Street	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

Heavy Vehicle Percentages

2 - Crown Road/Church Hill

From	To			
		A - Crown Road	B - Church Hill	C - Crown Road
	A - Crown Road	10	10	10
	B - Church Hill	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

From	To			
		A - Crown Road	B - Church Hill	C - Crown Road
	A - Crown Road	1.100	1.100	1.100
	B - Church Hill	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	146	161
		B - New Street	94	104
		C - Crown Road	269	296
	2 - Crown Road/Church Hill	A - Crown Road	212	234
		B - Church Hill	101	111
		C - Crown Road	194	214
08:00-08:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	174	192
		B - New Street	112	124
		C - Crown Road	321	353
	2 - Crown Road/Church Hill	A - Crown Road	254	279
		B - Church Hill	120	133
		C - Crown Road	232	255
08:15-08:30	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	214	235
		B - New Street	138	151
		C - Crown Road	393	432
	2 - Crown Road/Church Hill	A - Crown Road	310	342
		B - Church Hill	148	162
		C - Crown Road	284	312
08:30-08:45	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	214	235
		B - New Street	138	151
		C - Crown Road	393	432
	2 - Crown Road/Church Hill	A - Crown Road	310	342
		B - Church Hill	148	162
		C - Crown Road	284	312
08:45-09:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	174	192
		B - New Street	112	124
		C - Crown Road	321	353
	2 - Crown Road/Church Hill	A - Crown Road	254	279
		B - Church Hill	120	133
		C - Crown Road	232	255
	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	146	161
		B - New Street	94	104
		C - Crown Road	269	296

09:00-09:15	2 - Crown Road/Church Hill	A - Crown Road	212	234
		B - Church Hill	101	111
		C - Crown Road	194	214

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	0.00	0.0	A	179	269
	B - New Street	11.39	0.6	B	115	173
	C - Crown Road	5.85	0.8	A	320	480
2 - Crown Road/Church Hill	A - Crown Road	0.00	0.0	A	261	391
	B - Church Hill	21.87	1.0	C	124	186
	C - Crown Road	2.33	0.2	A	237	355

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	149	37	149	176	0.0	0.0	0.000	A
	B - New Street	91	23	90	117	0.0	0.2	10.204	B
	C - Crown Road	266	66	266	212	0.0	0.3	4.756	A
2 - Crown Road/Church Hill	A - Crown Road	212	53	212	266	0.0	0.0	0.000	A
	B - Church Hill	94	24	94	92	0.0	0.4	12.076	B
	C - Crown Road	207	52	208	156	0.0	0.0	1.338	A

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	175	44	175	210	0.0	0.0	0.000	A
	B - New Street	115	29	115	148	0.2	0.3	10.067	B
	C - Crown Road	323	81	324	256	0.3	0.5	5.379	A
2 - Crown Road/Church Hill	A - Crown Road	256	64	256	323	0.0	0.0	0.000	A
	B - Church Hill	127	32	126	106	0.4	0.6	16.609	C
	C - Crown Road	234	58	233	188	0.0	0.1	1.598	A

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	215	54	215	260	0.0	0.0	0.000	A
	B - New Street	138	35	140	166	0.3	0.3	11.390	B
	C - Crown Road	385	96	385	314	0.5	0.7	5.766	A
2 - Crown Road/Church Hill	A - Crown Road	315	79	315	385	0.0	0.0	0.000	A
	B - Church Hill	151	38	147	136	0.6	1.0	21.872	C
	C - Crown Road	292	73	292	232	0.1	0.1	2.293	A

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	208	52	208	260	0.0	0.0	0.000	A
	B - New Street	140	35	138	166	0.3	0.6	10.958	B
	C - Crown Road	383	96	384	304	0.7	0.5	5.852	A
2 - Crown Road/Church Hill	A - Crown Road	304	76	304	383	0.0	0.0	0.000	A
	B - Church Hill	153	38	154	125	1.0	0.8	20.994	C
	C - Crown Road	277	69	277	227	0.1	0.1	2.326	A

08:45 - 09:00

		Total	Junction		Throughput	Start	End		
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Junction	Arm	Demand (Veh/hr)	Arrivals (Veh)	Throughput (Veh/hr)	(exit side) (Veh/hr)	queue (Veh)	queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	182	46	182	202	0.0	0.0	0.000	A
	B - New Street	110	27	110	138	0.6	0.2	10.683	B
	C - Crown Road	307	77	307	261	0.5	0.5	5.461	A
2 - Crown Road/Church Hill	A - Crown Road	261	65	261	307	0.0	0.0	0.000	A
	B - Church Hill	123	31	120	109	0.8	0.6	16.772	C
	C - Crown Road	226	56	225	190	0.1	0.2	1.819	A

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	146	37	146	169	0.0	0.0	0.000	A
	B - New Street	97	24	97	111	0.2	0.2	8.850	A
	C - Crown Road	256	64	255	218	0.5	0.3	4.770	A
2 - Crown Road/Church Hill	A - Crown Road	218	55	218	256	0.0	0.0	0.000	A
	B - Church Hill	99	25	99	91	0.6	0.4	14.099	B
	C - Crown Road	188	47	188	158	0.2	0.0	1.411	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	149	149	0.0	0.0	0.000	A
		Exit	1	1		176	176	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	91	90	0.0	0.2	10.204	B
		Exit	1	1		117	117	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	266	266	0.0	0.3	4.756	A
		Exit	1	1		212	212	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	212	212	0.0	0.0	0.000	A
		Exit	1	1		265	266	0.0	0.0	0.492	A
	B - Church Hill	Entry	1	1	A, C	94	94	0.0	0.4	12.076	B
		Exit	1	1		92	92	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	207	208	0.0	0.0	1.338	A
		Exit	1	1		156	156	0.0	0.0	0.000	A

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	175	175	0.0	0.0	0.000	A
		Exit	1	1		210	210	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	115	115	0.2	0.3	10.067	B
		Exit	1	1		148	148	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	323	324	0.3	0.5	5.379	A
		Exit	1	1		256	256	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	256	256	0.0	0.0	0.000	A
		Exit	1	1		322	323	0.0	0.0	0.735	A
	B - Church Hill	Entry	1	1	A, C	127	126	0.4	0.6	16.609	C
		Exit	1	1		106	106	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	234	233	0.0	0.1	1.598	A
		Exit	1	1		188	188	0.0	0.0	0.000	A

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	215	215	0.0	0.0	0.000	A
		Exit	1	1		260	260	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	138	140	0.3	0.3	11.390	B
		Exit	1	1		166	166	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	385	385	0.5	0.7	5.766	A
		Exit									

		Exit	1	1		314	314	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	315	315	0.0	0.0	0.000	A
		Exit	1	1		386	385	0.0	0.1	0.978	A
	B - Church Hill	Entry	1	1	A, C	151	147	0.6	1.0	21.872	C
		Exit	1	1		136	136	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	292	292	0.1	0.1	2.293	A
		Exit	1	1		232	232	0.0	0.0	0.000	A

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	208	208	0.0	0.0	0.000	A
		Exit	1	1		260	260	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	140	138	0.3	0.6	10.958	B
		Exit	1	1		166	166	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	383	384	0.7	0.5	5.852	A
		Exit	1	1		304	304	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	304	304	0.0	0.0	0.000	A
		Exit	1	1		383	383	0.1	0.1	1.100	A
	B - Church Hill	Entry	1	1	A, C	153	154	1.0	0.8	20.994	C
		Exit	1	1		125	125	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	277	277	0.1	0.1	2.326	A
		Exit	1	1		227	227	0.0	0.0	0.000	A

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	182	182	0.0	0.0	0.000	A
		Exit	1	1		202	202	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	110	110	0.6	0.2	10.683	B
		Exit	1	1		138	138	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	307	307	0.5	0.5	5.461	A
		Exit	1	1		261	261	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	261	261	0.0	0.0	0.000	A
		Exit	1	1		307	307	0.1	0.1	0.776	A
	B - Church Hill	Entry	1	1	A, C	123	120	0.8	0.6	16.772	C
		Exit	1	1		109	109	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	226	225	0.1	0.2	1.819	A
		Exit	1	1		190	190	0.0	0.0	0.000	A

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	146	146	0.0	0.0	0.000	A
		Exit	1	1		169	169	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	97	97	0.2	0.2	8.850	A
		Exit	1	1		111	111	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	256	255	0.5	0.3	4.770	A
		Exit	1	1		218	218	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	218	218	0.0	0.0	0.000	A
		Exit	1	1		255	256	0.1	0.0	0.476	A
	B - Church Hill	Entry	1	1	A, C	99	99	0.6	0.4	14.099	B
		Exit	1	1		91	91	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	188	188	0.2	0.0	1.411	A
		Exit	1	1		158	158	0.0	0.0	0.000	A

Baseline 2028 + PD + ST, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Schoolhouse Lane/New Street/Crown Road	T-Junction	Two-way	3.96	A
2	Crown Road/Church Hill	T-Junction	Two-way	4.30	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
D10	Baseline 2028 + PD + ST	PM	ONE HOUR	14:45	16:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Schoolhouse Lane/New Street/Crown Road	C - Crown Road	2	A	Simple (vertical queueing)	Normal	0	100.00	
2 - Crown Road/Church Hill	A - Crown Road	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane		ONE HOUR	✓	167	100.000
	B - New Street		ONE HOUR	✓	94	100.000
	C - Crown Road	✓				
2 - Crown Road/Church Hill	A - Crown Road	✓				
	B - Church Hill		ONE HOUR	✓	121	100.000
	C - Crown Road		ONE HOUR	✓	173	100.000

Origin-Destination Data

1 - Schoolhouse Lane/New Street/Crown Road

Demand (Veh/hr)

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0	4	163
	B - New Street	6	0	88
	C - Crown Road	144	83	0

Demand (Veh/hr)

Proportions

	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
From	A - Schoolhouse Lane	0.00	0.02	0.98
	B - New Street	0.06	0.00	0.94
	C - Crown Road	0.63	0.37	0.00

Proportions

2 - Crown Road/Church Hill

From	To			
		A - Crown Road	B - Church Hill	C - Crown Road
	A - Crown Road	0	88	164
	B - Church Hill	83	0	38
	C - Crown Road	142	31	0

From	To			
		A - Crown Road	B - Church Hill	C - Crown Road
	A - Crown Road	0.00	0.35	0.65
	B - Church Hill	0.69	0.00	0.31
	C - Crown Road	0.82	0.18	0.00

Vehicle Mix

1 - Schoolhouse Lane/New Street/Crown Road

Heavy Vehicle Percentages

From	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
	A - Schoolhouse Lane	10	10	10
	B - New Street	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

From	To			
		A - Schoolhouse Lane	B - New Street	C - Crown Road
	A - Schoolhouse Lane	1.100	1.100	1.100
	B - New Street	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

2 - Crown Road/Church Hill

Heavy Vehicle Percentages

From	To			
		A - Crown Road	B - Church Hill	C - Crown Road
	A - Crown Road	10	10	10
	B - Church Hill	10	10	10
	C - Crown Road	10	10	10

Average PCU Per Veh

From	To			
		A - Crown Road	B - Church Hill	C - Crown Road
	A - Crown Road	1.100	1.100	1.100
	B - Church Hill	1.100	1.100	1.100
	C - Crown Road	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
14:45-15:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	126	138
		B - New Street	71	78
		C - Crown Road	171	188
	2 - Crown Road/Church Hill	A - Crown Road	190	209
		B - Church Hill	91	100
		C - Crown Road	130	143
15:00-15:15	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	150	165
		B - New Street	85	93
		C - Crown Road	204	224
	2 - Crown Road/Church Hill	A - Crown Road	227	249
		B - Church Hill	109	120
		C - Crown Road	156	171
15:15-15:30	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	184	202
		B - New Street	103	114
		C - Crown Road	250	275
	2 - Crown Road/Church Hill	A - Crown Road	277	305
		B - Church Hill	133	147
		C - Crown Road	190	210
15:30-15:45	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	184	202
		B - New Street	103	114
		C - Crown Road	250	275
	2 - Crown Road/Church Hill	A - Crown Road	277	305
		B - Church Hill	133	147
		C - Crown Road	190	210
15:45-16:00	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	150	165
		B - New Street	85	93
		C - Crown Road	204	224
	2 - Crown Road/Church Hill	A - Crown Road	227	249
		B - Church Hill	109	120
		C - Crown Road	156	171
	1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	126	138
		B - New Street	71	78
		C - Crown Road	171	188

16:00-16:15	2 - Crown Road/Church Hill	A - Crown Road	190	209
		B - Church Hill	91	100
		C - Crown Road	130	143

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	0.00	0.0	A	152	228
	B - New Street	9.46	0.3	A	87	131
	C - Crown Road	4.52	0.4	A	208	312
2 - Crown Road/Church Hill	A - Crown Road	0.00	0.0	A	230	345
	B - Church Hill	16.02	0.6	C	111	166
	C - Crown Road	2.41	0.2	A	161	242

Main Results for each time segment

14:45 - 15:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	123	31	123	114	0.0	0.0	0.000	A
	B - New Street	72	18	74	66	0.0	0.1	8.266	A
	C - Crown Road	171	43	172	189	0.0	0.1	3.645	A
2 - Crown Road/Church Hill	A - Crown Road	189	47	189	171	0.0	0.0	0.000	A
	B - Church Hill	95	24	95	91	0.0	0.2	12.166	B
	C - Crown Road	130	33	130	153	0.0	0.0	1.786	A

15:00 - 15:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	145	36	145	131	0.0	0.0	0.000	A
	B - New Street	82	20	81	83	0.1	0.2	9.128	A
	C - Crown Road	207	52	205	218	0.1	0.3	4.516	A
2 - Crown Road/Church Hill	A - Crown Road	218	55	218	207	0.0	0.0	0.000	A
	B - Church Hill	107	27	108	109	0.2	0.3	12.384	B
	C - Crown Road	162	41	161	171	0.0	0.2	2.269	A

15:15 - 15:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	179	45	179	166	0.0	0.0	0.000	A
	B - New Street	108	27	108	97	0.2	0.3	9.459	A
	C - Crown Road	252	63	251	274	0.3	0.3	4.365	A
2 - Crown Road/Church Hill	A - Crown Road	274	68	274	252	0.0	0.0	0.000	A
	B - Church Hill	136	34	137	130	0.3	0.6	15.398	C
	C - Crown Road	190	47	191	219	0.2	0.0	2.249	A

15:30 - 15:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	186	46	186	164	0.0	0.0	0.000	A
	B - New Street	103	26	103	95	0.3	0.2	8.994	A
	C - Crown Road	247	62	248	278	0.3	0.2	4.512	A
2 - Crown Road/Church Hill	A - Crown Road	277	69	277	247	0.0	0.0	0.000	A
	B - Church Hill	128	32	129	123	0.6	0.5	16.019	C
	C - Crown Road	190	48	190	226	0.0	0.1	2.406	A

15:45 - 16:00

		Total	Junction		Throughput	Start	End		
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Junction	Arm	Demand (Veh/hr)	Arrivals (Veh)	Throughput (Veh/hr)	(exit side) (Veh/hr)	queue (Veh)	queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	153	38	153	134	0.0	0.0	0.000	A
	B - New Street	87	22	87	76	0.2	0.2	8.733	A
	C - Crown Road	201	50	201	231	0.2	0.3	4.199	A
2 - Crown Road/Church Hill	A - Crown Road	231	58	231	201	0.0	0.0	0.000	A
	B - Church Hill	107	27	109	113	0.5	0.3	12.626	B
	C - Crown Road	161	40	161	187	0.1	0.1	1.985	A

16:00 - 16:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	125	31	125	112	0.0	0.0	0.000	A
	B - New Street	72	18	72	65	0.2	0.1	8.529	A
	C - Crown Road	170	42	170	189	0.3	0.1	3.655	A
2 - Crown Road/Church Hill	A - Crown Road	189	47	189	170	0.0	0.0	0.000	A
	B - Church Hill	89	22	89	87	0.3	0.3	11.691	B
	C - Crown Road	133	33	134	155	0.1	0.0	1.942	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

14:45 - 15:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	123	123	0.0	0.0	0.000	A
		Exit	1	1		114	114	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	72	74	0.0	0.1	8.266	A
		Exit	1	1		66	66	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	171	172	0.0	0.1	3.645	A
		Exit	1	1		189	189	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	189	189	0.0	0.0	0.000	A
		Exit	1	1		171	171	0.0	0.0	0.137	A
	B - Church Hill	Entry	1	1	A, C	95	95	0.0	0.2	12.166	B
		Exit	1	1		91	91	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	130	130	0.0	0.0	1.786	A
		Exit	1	1		153	153	0.0	0.0	0.000	A

15:00 - 15:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	145	145	0.0	0.0	0.000	A
		Exit	1	1		131	131	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	82	81	0.1	0.2	9.128	A
		Exit	1	1		83	83	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	207	205	0.1	0.3	4.516	A
		Exit	1	1		218	218	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	218	218	0.0	0.0	0.000	A
		Exit	1	1		208	207	0.0	0.0	0.361	A
	B - Church Hill	Entry	1	1	A, C	107	108	0.2	0.3	12.384	B
		Exit	1	1		109	109	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	162	161	0.0	0.2	2.269	A
		Exit	1	1		171	171	0.0	0.0	0.000	A

15:15 - 15:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	179	179	0.0	0.0	0.000	A
		Exit	1	1		166	166	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	108	108	0.2	0.3	9.459	A
		Exit	1	1		97	97	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	252	251	0.3	0.3	4.365	A
		Exit									

		Exit	1	1		274	274	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	274	274	0.0	0.0	0.000	A
		Exit	1	1		252	252	0.0	0.0	0.345	A
	B - Church Hill	Entry	1	1	A, C	136	137	0.3	0.6	15.398	C
		Exit	1	1		130	130	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	190	191	0.2	0.0	2.249	A
		Exit	1	1		219	219	0.0	0.0	0.000	A

15:30 - 15:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	186	186	0.0	0.0	0.000	A
		Exit	1	1		164	164	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	103	103	0.3	0.2	8.994	A
		Exit	1	1		95	95	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	247	248	0.3	0.2	4.512	A
		Exit	1	1		278	278	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	277	277	0.0	0.0	0.000	A
		Exit	1	1		247	247	0.0	0.0	0.365	A
	B - Church Hill	Entry	1	1	A, C	128	129	0.6	0.5	16.019	C
		Exit	1	1		123	123	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	190	190	0.0	0.1	2.406	A
		Exit	1	1		226	226	0.0	0.0	0.000	A

15:45 - 16:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	153	153	0.0	0.0	0.000	A
		Exit	1	1		134	134	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	87	87	0.2	0.2	8.733	A
		Exit	1	1		76	76	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	201	201	0.2	0.3	4.199	A
		Exit	1	1		231	231	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	231	231	0.0	0.0	0.000	A
		Exit	1	1		201	201	0.0	0.0	0.258	A
	B - Church Hill	Entry	1	1	A, C	107	109	0.5	0.3	12.626	B
		Exit	1	1		113	113	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	161	161	0.1	0.1	1.985	A
		Exit	1	1		187	187	0.0	0.0	0.000	A

16:00 - 16:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Schoolhouse Lane/New Street/Crown Road	A - Schoolhouse Lane	Entry	1	1	B, C	125	125	0.0	0.0	0.000	A
		Exit	1	1		112	112	0.0	0.0	0.000	A
	B - New Street	Entry	1	1	A, C	72	72	0.2	0.1	8.529	A
		Exit	1	1		65	65	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	170	170	0.3	0.1	3.655	A
		Exit	1	1		189	189	0.0	0.0	0.000	A
2 - Crown Road/Church Hill	A - Crown Road	Entry	1	1	B, C	189	189	0.0	0.0	0.000	A
		Exit	1	1		170	170	0.0	0.0	0.211	A
	B - Church Hill	Entry	1	1	A, C	89	89	0.3	0.3	11.691	B
		Exit	1	1		87	87	0.0	0.0	0.000	A
	C - Crown Road	Entry	1	1	A, B	133	134	0.1	0.0	1.942	A
		Exit	1	1		155	155	0.0	0.0	0.000	A