

## **APPENDIX G.**Tempro output

**AM**  
Dataset Version:  
Result Type:  
Base Year:  
Future Year:  
Trip Purpose Group:  
Time Period:  
Trip End Type:  
Alternative Assumptions applied:  
MSOA  
Local Growth Figure

Trip ends by time period  
2019  
2023  
All purposes  
Weekday AM peak period (0700 - 0959)  
Origin/Destination  
No  
East Hampshire 014  
1.053065

**Results**

Select data base:  
Growth factors  
Future year minus base year  
Base year data  
Future year data

\*Statistical results indicate that there is a lower level of confidence in data presented at the local level than when aggregated to higher geographical levels.

Use Drive Combined Modes

| Area Description | Name               | Origin | All Purposes | Destination |
|------------------|--------------------|--------|--------------|-------------|
| Level: E05004702 | East Hampshire 014 | E.0504 |              | E.0504      |

**NTN Traffic Growth Calculations**

1. Select NTN Dataset:  
NTN Dataset Description  
From To  
NTN AP 15 Dataset 2010 2040  
NTN AP10 Dataset 2003 2010  
NTN AP10 Dataset 2003 2010

2. Select Areas to make up the geographic region:  
East Hampshire 014 (E05004702)

3. Select area type:  
Urban  
Rural  
All

4. Select road type:  
Motorway  
Trunk  
Principal  
Minor  
All

5. Select which area it serves:  
England  
Wales  
Scotland  
Northern Ireland  
All

Calculate the adjusted local growth figure

**Results**

| Level     | Area               | Local Growth Figure |
|-----------|--------------------|---------------------|
| E05004702 | East Hampshire 014 | 1.053065            |

**AM**  
Dataset Version:  
Result Type:  
Base Year:  
Future Year:  
Trip Purpose Group:  
Time Period:  
Trip End Type:  
Alternative Assumptions applied:  
MSOA  
Local Growth Figure

Trip ends by time period  
2019  
2025  
All purposes  
Weekday AM peak period (0700 - 0959)  
Origin/Destination  
No  
East Hampshire 014  
1.081925

**Results**

Select data base:  
Growth factors  
Future year minus base year  
Base year data  
Future year data

\*Statistical results indicate that there is a lower level of confidence in data presented at the local level than when aggregated to higher geographical levels.

Use Drive Combined Modes

| Area Description | Name               | Origin | All Purposes | Destination |
|------------------|--------------------|--------|--------------|-------------|
| Level: E05004702 | East Hampshire 014 | E.0504 |              | E.0504      |

**NTN Traffic Growth Calculations**

1. Select NTN Dataset:  
NTN Dataset Description  
From To  
NTN AP 15 Dataset 2010 2040  
NTN AP10 Dataset 2003 2010  
NTN AP10 Dataset 2003 2010

2. Select Areas to make up the geographic region:  
East Hampshire 014 (E05004702)

3. Select area type:  
Urban  
Rural  
All

4. Select road type:  
Motorway  
Trunk  
Principal  
Minor  
All

5. Select which area it serves:  
England  
Wales  
Scotland  
Northern Ireland  
All

Calculate the adjusted local growth figure

**Results**

| Level     | Area               | Local Growth Figure |
|-----------|--------------------|---------------------|
| E05004702 | East Hampshire 014 | 1.081925            |

**PM**  
Dataset Version:  
Result Type:  
Base Year:  
Future Year:  
Trip Purpose Group:  
Time Period:  
Trip End Type:  
Alternative Assumptions applied:  
MSOA  
Local Growth Figure

Trip ends by time period  
2019  
2023  
All purposes  
Weekday PM peak period (1600-1859)  
Origin/Destination  
No  
East Hampshire 014  
1.052053

**Results**

Select data base:  
Growth factors  
Future year minus base year  
Base year data  
Future year data

\*Statistical results indicate that there is a lower level of confidence in data presented at the local level than when aggregated to higher geographical levels.

Use Drive Combined Modes

| Area Description | Name               | Origin | All Purposes | Destination |
|------------------|--------------------|--------|--------------|-------------|
| Level: E05004702 | East Hampshire 014 | E.0504 |              | E.0504      |

**NTN Traffic Growth Calculations**

1. Select NTN Dataset:  
NTN Dataset Description  
From To  
NTN AP 15 Dataset 2010 2040  
NTN AP10 Dataset 2003 2010  
NTN AP10 Dataset 2003 2010

2. Select Areas to make up the geographic region:  
East Hampshire 014 (E05004702)

3. Select area type:  
Urban  
Rural  
All

4. Select road type:  
Motorway  
Trunk  
Principal  
Minor  
All

5. Select which area it serves:  
England  
Wales  
Scotland  
Northern Ireland  
All

Calculate the adjusted local growth figure

**Results**

| Level     | Area               | Local Growth Figure |
|-----------|--------------------|---------------------|
| E05004702 | East Hampshire 014 | 1.052053            |

**PM**  
Dataset Version:  
Result Type:  
Base Year:  
Future Year:  
Trip Purpose Group:  
Time Period:  
Trip End Type:  
Alternative Assumptions applied:  
MSOA  
Local Growth Figure

Trip ends by time period  
2019  
2025  
All purposes  
Weekday PM peak period (1600-1859)  
Origin/Destination  
No  
East Hampshire 014  
1.081669

**Results**

Select data base:  
Growth factors  
Future year minus base year  
Base year data  
Future year data

\*Statistical results indicate that there is a lower level of confidence in data presented at the local level than when aggregated to higher geographical levels.

Use Drive Combined Modes

| Area Description | Name               | Origin | All Purposes | Destination |
|------------------|--------------------|--------|--------------|-------------|
| Level: E05004702 | East Hampshire 014 | E.0504 |              | E.0504      |

**NTN Traffic Growth Calculations**

1. Select NTN Dataset:  
NTN Dataset Description  
From To  
NTN AP 15 Dataset 2010 2040  
NTN AP10 Dataset 2003 2010  
NTN AP10 Dataset 2003 2010

2. Select Areas to make up the geographic region:  
East Hampshire 014 (E05004702)

3. Select area type:  
Urban  
Rural  
All

4. Select road type:  
Motorway  
Trunk  
Principal  
Minor  
All

5. Select which area it serves:  
England  
Wales  
Scotland  
Northern Ireland  
All

Calculate the adjusted local growth figure

**Results**

| Level     | Area               | Local Growth Figure |
|-----------|--------------------|---------------------|
| E05004702 | East Hampshire 014 | 1.081669            |

## **APPENDIX H.**TRICS traffic generation output

Calculation Reference: AUDIT-236601-191003-1009

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

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

##### Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 02 | SOUTH EAST                     |        |
|    | HC HAMPSHIRE                   | 1 days |
|    | KC KENT                        | 1 days |
|    | SC SURREY                      | 1 days |
| 03 | SOUTH WEST                     |        |
|    | DV DEVON                       | 1 days |
| 04 | EAST ANGLIA                    |        |
|    | NF NORFOLK                     | 1 days |
|    | SF SUFFOLK                     | 1 days |
| 06 | WEST MIDLANDS                  |        |
|    | SH SHROPSHIRE                  | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | NY NORTH YORKSHIRE             | 2 days |
| 09 | NORTH                          |        |
|    | DH DURHAM                      | 1 days |

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

##### Secondary Filtering selection:

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

Parameter: Number of dwellings  
 Actual Range: 51 to 98 (units: )  
 Range Selected by User: 50 to 100 (units: )

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

##### Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 09/05/19

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

##### Selected survey days:

|          |        |
|----------|--------|
| Monday   | 3 days |
| Tuesday  | 2 days |
| Thursday | 4 days |
| Friday   | 1 days |

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

##### Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 10 days |
| Directional ATC Count | 0 days  |

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

##### Selected Locations:

|                                    |   |
|------------------------------------|---|
| Suburban Area (PPS6 Out of Centre) | 6 |
| Edge of Town                       | 4 |

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

##### Selected Location Sub Categories:

|                  |   |
|------------------|---|
| Residential Zone | 9 |
| No Sub Category  | 1 |

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

Secondary Filtering selection:

Use Class:

C3 10 days

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

Population within 1 mile:

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

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 5,001 to 25,000    | 1 days |
| 25,001 to 50,000   | 2 days |
| 75,001 to 100,000  | 3 days |
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 3 days |

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

Car ownership within 5 miles:

1.1 to 1.5 10 days

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

Travel Plan:

|     |        |
|-----|--------|
| Yes | 2 days |
| No  | 8 days |

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

PTAL Rating:

No PTAL Present 10 days

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

LIST OF SITES relevant to selection parameters

|   |                                                                                                                           |                          |                     |
|---|---------------------------------------------------------------------------------------------------------------------------|--------------------------|---------------------|
| 1 | DH-03-A-03<br>PILGRIMS WAY<br>DURHAM                                                                                      | SEMI-DETACHED & TERRACED | DURHAM              |
|   | Edge of Town<br>Residential Zone<br>Total Number of dwellings: 57<br>Survey date: FRIDAY 19/10/18                         |                          | Survey Type: MANUAL |
| 2 | DV-03-A-03<br>LOWER BRAND LANE<br>HONITON                                                                                 | TERRACED & SEMI DETACHED | DEVON               |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of dwellings: 70<br>Survey date: MONDAY 28/09/15   |                          | Survey Type: MANUAL |
| 3 | HC-03-A-20<br>CANADA WAY<br>LIPHOOK                                                                                       | HOUSES & FLATS           | HAMPSHIRE           |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of dwellings: 62<br>Survey date: TUESDAY 20/11/18  |                          | Survey Type: MANUAL |
| 4 | KC-03-A-03<br>HYTHE ROAD<br>ASHFORD<br>WILLESBOROUGH                                                                      | MIXED HOUSES & FLATS     | KENT                |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of dwellings: 51<br>Survey date: THURSDAY 14/07/16 |                          | Survey Type: MANUAL |
| 5 | NF-03-A-02<br>DEREHAM ROAD<br>NORWICH                                                                                     | HOUSES & FLATS           | NORFOLK             |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of dwellings: 98<br>Survey date: MONDAY 22/10/12   |                          | Survey Type: MANUAL |
| 6 | NY-03-A-09<br>GRAMMAR SCHOOL LANE<br>NORTHALLERTON                                                                        | MIXED HOUSING            | NORTH YORKSHIRE     |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of dwellings: 52<br>Survey date: MONDAY 16/09/13   |                          | Survey Type: MANUAL |
| 7 | NY-03-A-10<br>BOROUGHBRIDGE ROAD<br>RIPON                                                                                 | HOUSES AND FLATS         | NORTH YORKSHIRE     |
|   | Edge of Town<br>No Sub Category<br>Total Number of dwellings: 71<br>Survey date: TUESDAY 17/09/13                         |                          | Survey Type: MANUAL |
| 8 | SC-03-A-04<br>HIGH ROAD<br>BYFLEET                                                                                        | DETACHED & TERRACED      | SURREY              |
|   | Edge of Town<br>Residential Zone<br>Total Number of dwellings: 71<br>Survey date: THURSDAY 23/01/14                       |                          | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                                        |                          |            |
|----|--------------------------------------------------------|--------------------------|------------|
| 9  | SF-03-A-07<br>FOXHALL ROAD<br>IPSWICH                  | MIXED HOUSES             | SUFFOLK    |
|    | Suburban Area (PPS6 Out of Centre)<br>Residential Zone |                          |            |
|    | Total Number of dwellings:                             |                          | 73         |
|    | Survey date: THURSDAY                                  |                          | 09/05/19   |
| 10 | SH-03-A-05<br>SANDCROFT<br>TELFORD<br>SUTTON HILL      | SEMI-DETACHED / TERRACED | SHROPSHIRE |
|    | Edge of Town<br>Residential Zone                       |                          |            |
|    | Total Number of dwellings:                             |                          | 54         |
|    | Survey date: THURSDAY                                  |                          | 24/10/13   |
|    | Survey Type: MANUAL                                    |                          |            |

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

MANUALLY DESELECTED SITES

| Site Ref   | Reason for Deselection |
|------------|------------------------|
| DH-03-A-01 | Low trip rates         |
| SY-03-A-01 | Low trip rates         |
| WS-03-A-10 | Low trip rates         |

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 | 10       | 66          | 0.080     | 10         | 66          | 0.291     | 10       | 66          | 0.371     |
| 08:00 - 09:00 | 10       | 66          | 0.134     | 10         | 66          | 0.407     | 10       | 66          | 0.541     |
| 09:00 - 10:00 | 10       | 66          | 0.143     | 10         | 66          | 0.184     | 10       | 66          | 0.327     |
| 10:00 - 11:00 | 10       | 66          | 0.103     | 10         | 66          | 0.162     | 10       | 66          | 0.265     |
| 11:00 - 12:00 | 10       | 66          | 0.152     | 10         | 66          | 0.143     | 10       | 66          | 0.295     |
| 12:00 - 13:00 | 10       | 66          | 0.167     | 10         | 66          | 0.143     | 10       | 66          | 0.310     |
| 13:00 - 14:00 | 10       | 66          | 0.164     | 10         | 66          | 0.173     | 10       | 66          | 0.337     |
| 14:00 - 15:00 | 10       | 66          | 0.159     | 10         | 66          | 0.167     | 10       | 66          | 0.326     |
| 15:00 - 16:00 | 10       | 66          | 0.246     | 10         | 66          | 0.158     | 10       | 66          | 0.404     |
| 16:00 - 17:00 | 10       | 66          | 0.275     | 10         | 66          | 0.170     | 10       | 66          | 0.445     |
| 17:00 - 18:00 | 10       | 66          | 0.352     | 10         | 66          | 0.158     | 10       | 66          | 0.510     |
| 18:00 - 19:00 | 10       | 66          | 0.250     | 10         | 66          | 0.146     | 10       | 66          | 0.396     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          | 2.225       |           |            | 2.302       |           |          | 4.527       |           |

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

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

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#### Parameter summary

|                                               |                     |
|-----------------------------------------------|---------------------|
| Trip rate parameter range selected:           | 51 - 98 (units: )   |
| Survey date range:                            | 01/01/11 - 09/05/19 |
| Number of weekdays (Monday-Friday):           | 10                  |
| Number of Saturdays:                          | 0                   |
| Number of Sundays:                            | 0                   |
| Surveys automatically removed from selection: | 2                   |
| Surveys manually removed from selection:      | 3                   |

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

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

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 10       | 66          | 0.006     | 10         | 66          | 0.006     | 10       | 66          | 0.012     |
| 08:00 - 09:00 | 10       | 66          | 0.005     | 10         | 66          | 0.005     | 10       | 66          | 0.010     |
| 09:00 - 10:00 | 10       | 66          | 0.008     | 10         | 66          | 0.006     | 10       | 66          | 0.014     |
| 10:00 - 11:00 | 10       | 66          | 0.002     | 10         | 66          | 0.002     | 10       | 66          | 0.004     |
| 11:00 - 12:00 | 10       | 66          | 0.008     | 10         | 66          | 0.006     | 10       | 66          | 0.014     |
| 12:00 - 13:00 | 10       | 66          | 0.003     | 10         | 66          | 0.003     | 10       | 66          | 0.006     |
| 13:00 - 14:00 | 10       | 66          | 0.002     | 10         | 66          | 0.003     | 10       | 66          | 0.005     |
| 14:00 - 15:00 | 10       | 66          | 0.006     | 10         | 66          | 0.006     | 10       | 66          | 0.012     |
| 15:00 - 16:00 | 10       | 66          | 0.003     | 10         | 66          | 0.002     | 10       | 66          | 0.005     |
| 16:00 - 17:00 | 10       | 66          | 0.000     | 10         | 66          | 0.003     | 10       | 66          | 0.003     |
| 17:00 - 18:00 | 10       | 66          | 0.003     | 10         | 66          | 0.003     | 10       | 66          | 0.006     |
| 18:00 - 19:00 | 10       | 66          | 0.002     | 10         | 66          | 0.002     | 10       | 66          | 0.004     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.048     |            |             | 0.047     |          |             | 0.095     |

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

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

TRIP RATE for Land Use 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 | 10       | 66          | 0.000     | 10         | 66          | 0.000     | 10       | 66          | 0.000     |
| 08:00 - 09:00 | 10       | 66          | 0.002     | 10         | 66          | 0.002     | 10       | 66          | 0.004     |
| 09:00 - 10:00 | 10       | 66          | 0.002     | 10         | 66          | 0.002     | 10       | 66          | 0.004     |
| 10:00 - 11:00 | 10       | 66          | 0.002     | 10         | 66          | 0.002     | 10       | 66          | 0.004     |
| 11:00 - 12:00 | 10       | 66          | 0.003     | 10         | 66          | 0.002     | 10       | 66          | 0.005     |
| 12:00 - 13:00 | 10       | 66          | 0.000     | 10         | 66          | 0.002     | 10       | 66          | 0.002     |
| 13:00 - 14:00 | 10       | 66          | 0.003     | 10         | 66          | 0.002     | 10       | 66          | 0.005     |
| 14:00 - 15:00 | 10       | 66          | 0.002     | 10         | 66          | 0.003     | 10       | 66          | 0.005     |
| 15:00 - 16:00 | 10       | 66          | 0.002     | 10         | 66          | 0.000     | 10       | 66          | 0.002     |
| 16:00 - 17:00 | 10       | 66          | 0.002     | 10         | 66          | 0.003     | 10       | 66          | 0.005     |
| 17:00 - 18:00 | 10       | 66          | 0.002     | 10         | 66          | 0.002     | 10       | 66          | 0.004     |
| 18:00 - 19:00 | 10       | 66          | 0.000     | 10         | 66          | 0.000     | 10       | 66          | 0.000     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.020     |            |             | 0.020     |          |             | 0.040     |

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

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

TRIP RATE for Land Use 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 | 10       | 66          | 0.000     | 10         | 66          | 0.000     | 10       | 66          | 0.000     |
| 08:00 - 09:00 | 10       | 66          | 0.000     | 10         | 66          | 0.000     | 10       | 66          | 0.000     |
| 09:00 - 10:00 | 10       | 66          | 0.000     | 10         | 66          | 0.000     | 10       | 66          | 0.000     |
| 10:00 - 11:00 | 10       | 66          | 0.000     | 10         | 66          | 0.000     | 10       | 66          | 0.000     |
| 11:00 - 12:00 | 10       | 66          | 0.003     | 10         | 66          | 0.003     | 10       | 66          | 0.006     |
| 12:00 - 13:00 | 10       | 66          | 0.000     | 10         | 66          | 0.000     | 10       | 66          | 0.000     |
| 13:00 - 14:00 | 10       | 66          | 0.000     | 10         | 66          | 0.000     | 10       | 66          | 0.000     |
| 14:00 - 15:00 | 10       | 66          | 0.002     | 10         | 66          | 0.002     | 10       | 66          | 0.004     |
| 15:00 - 16:00 | 10       | 66          | 0.000     | 10         | 66          | 0.000     | 10       | 66          | 0.000     |
| 16:00 - 17:00 | 10       | 66          | 0.000     | 10         | 66          | 0.000     | 10       | 66          | 0.000     |
| 17:00 - 18:00 | 10       | 66          | 0.000     | 10         | 66          | 0.000     | 10       | 66          | 0.000     |
| 18:00 - 19:00 | 10       | 66          | 0.000     | 10         | 66          | 0.000     | 10       | 66          | 0.000     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.005     |            |             | 0.005     |          |             | 0.010     |

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

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

TRIP RATE for Land Use 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 | 10       | 66          | 0.006     | 10         | 66          | 0.021     | 10       | 66          | 0.027     |
| 08:00 - 09:00 | 10       | 66          | 0.003     | 10         | 66          | 0.027     | 10       | 66          | 0.030     |
| 09:00 - 10:00 | 10       | 66          | 0.003     | 10         | 66          | 0.014     | 10       | 66          | 0.017     |
| 10:00 - 11:00 | 10       | 66          | 0.005     | 10         | 66          | 0.009     | 10       | 66          | 0.014     |
| 11:00 - 12:00 | 10       | 66          | 0.008     | 10         | 66          | 0.005     | 10       | 66          | 0.013     |
| 12:00 - 13:00 | 10       | 66          | 0.005     | 10         | 66          | 0.002     | 10       | 66          | 0.007     |
| 13:00 - 14:00 | 10       | 66          | 0.008     | 10         | 66          | 0.002     | 10       | 66          | 0.010     |
| 14:00 - 15:00 | 10       | 66          | 0.006     | 10         | 66          | 0.006     | 10       | 66          | 0.012     |
| 15:00 - 16:00 | 10       | 66          | 0.021     | 10         | 66          | 0.008     | 10       | 66          | 0.029     |
| 16:00 - 17:00 | 10       | 66          | 0.024     | 10         | 66          | 0.006     | 10       | 66          | 0.030     |
| 17:00 - 18:00 | 10       | 66          | 0.024     | 10         | 66          | 0.005     | 10       | 66          | 0.029     |
| 18:00 - 19:00 | 10       | 66          | 0.008     | 10         | 66          | 0.006     | 10       | 66          | 0.014     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.121     |            |             | 0.111     |          |             | 0.232     |

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL VEHICLE OCCUPANTS  
 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 | 10       | 66          | 0.093     | 10         | 66          | 0.364     | 10       | 66          | 0.457     |
| 08:00 - 09:00 | 10       | 66          | 0.171     | 10         | 66          | 0.587     | 10       | 66          | 0.758     |
| 09:00 - 10:00 | 10       | 66          | 0.182     | 10         | 66          | 0.249     | 10       | 66          | 0.431     |
| 10:00 - 11:00 | 10       | 66          | 0.135     | 10         | 66          | 0.215     | 10       | 66          | 0.350     |
| 11:00 - 12:00 | 10       | 66          | 0.205     | 10         | 66          | 0.173     | 10       | 66          | 0.378     |
| 12:00 - 13:00 | 10       | 66          | 0.212     | 10         | 66          | 0.182     | 10       | 66          | 0.394     |
| 13:00 - 14:00 | 10       | 66          | 0.212     | 10         | 66          | 0.238     | 10       | 66          | 0.450     |
| 14:00 - 15:00 | 10       | 66          | 0.194     | 10         | 66          | 0.209     | 10       | 66          | 0.403     |
| 15:00 - 16:00 | 10       | 66          | 0.382     | 10         | 66          | 0.215     | 10       | 66          | 0.597     |
| 16:00 - 17:00 | 10       | 66          | 0.407     | 10         | 66          | 0.232     | 10       | 66          | 0.639     |
| 17:00 - 18:00 | 10       | 66          | 0.493     | 10         | 66          | 0.215     | 10       | 66          | 0.708     |
| 18:00 - 19:00 | 10       | 66          | 0.335     | 10         | 66          | 0.211     | 10       | 66          | 0.546     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 3.021     |            |             | 3.090     |          |             | 6.111     |

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

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

TRIP RATE for Land Use 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 | 10       | 66          | 0.014     | 10         | 66          | 0.093     | 10       | 66          | 0.107     |
| 08:00 - 09:00 | 10       | 66          | 0.067     | 10         | 66          | 0.199     | 10       | 66          | 0.266     |
| 09:00 - 10:00 | 10       | 66          | 0.055     | 10         | 66          | 0.062     | 10       | 66          | 0.117     |
| 10:00 - 11:00 | 10       | 66          | 0.041     | 10         | 66          | 0.046     | 10       | 66          | 0.087     |
| 11:00 - 12:00 | 10       | 66          | 0.052     | 10         | 66          | 0.026     | 10       | 66          | 0.078     |
| 12:00 - 13:00 | 10       | 66          | 0.052     | 10         | 66          | 0.035     | 10       | 66          | 0.087     |
| 13:00 - 14:00 | 10       | 66          | 0.050     | 10         | 66          | 0.058     | 10       | 66          | 0.108     |
| 14:00 - 15:00 | 10       | 66          | 0.042     | 10         | 66          | 0.049     | 10       | 66          | 0.091     |
| 15:00 - 16:00 | 10       | 66          | 0.141     | 10         | 66          | 0.086     | 10       | 66          | 0.227     |
| 16:00 - 17:00 | 10       | 66          | 0.100     | 10         | 66          | 0.061     | 10       | 66          | 0.161     |
| 17:00 - 18:00 | 10       | 66          | 0.117     | 10         | 66          | 0.046     | 10       | 66          | 0.163     |
| 18:00 - 19:00 | 10       | 66          | 0.047     | 10         | 66          | 0.044     | 10       | 66          | 0.091     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.778     |            |             | 0.805     |          |             | 1.583     |

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
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 | 10       | 66          | 0.002     | 10         | 66          | 0.023     | 10       | 66          | 0.025     |
| 08:00 - 09:00 | 10       | 66          | 0.000     | 10         | 66          | 0.014     | 10       | 66          | 0.014     |
| 09:00 - 10:00 | 10       | 66          | 0.005     | 10         | 66          | 0.008     | 10       | 66          | 0.013     |
| 10:00 - 11:00 | 10       | 66          | 0.009     | 10         | 66          | 0.014     | 10       | 66          | 0.023     |
| 11:00 - 12:00 | 10       | 66          | 0.006     | 10         | 66          | 0.008     | 10       | 66          | 0.014     |
| 12:00 - 13:00 | 10       | 66          | 0.008     | 10         | 66          | 0.009     | 10       | 66          | 0.017     |
| 13:00 - 14:00 | 10       | 66          | 0.000     | 10         | 66          | 0.005     | 10       | 66          | 0.005     |
| 14:00 - 15:00 | 10       | 66          | 0.011     | 10         | 66          | 0.008     | 10       | 66          | 0.019     |
| 15:00 - 16:00 | 10       | 66          | 0.006     | 10         | 66          | 0.002     | 10       | 66          | 0.008     |
| 16:00 - 17:00 | 10       | 66          | 0.015     | 10         | 66          | 0.000     | 10       | 66          | 0.015     |
| 17:00 - 18:00 | 10       | 66          | 0.018     | 10         | 66          | 0.003     | 10       | 66          | 0.021     |
| 18:00 - 19:00 | 10       | 66          | 0.017     | 10         | 66          | 0.000     | 10       | 66          | 0.017     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.097     |            |             | 0.094     |          |             | 0.191     |

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
MULTI-MODAL TOTAL RAIL 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 | 10       | 66          | 0.000     | 10         | 66          | 0.015     | 10       | 66          | 0.015     |
| 08:00 - 09:00 | 10       | 66          | 0.000     | 10         | 66          | 0.014     | 10       | 66          | 0.014     |
| 09:00 - 10:00 | 10       | 66          | 0.000     | 10         | 66          | 0.003     | 10       | 66          | 0.003     |
| 10:00 - 11:00 | 10       | 66          | 0.000     | 10         | 66          | 0.005     | 10       | 66          | 0.005     |
| 11:00 - 12:00 | 10       | 66          | 0.002     | 10         | 66          | 0.002     | 10       | 66          | 0.004     |
| 12:00 - 13:00 | 10       | 66          | 0.000     | 10         | 66          | 0.005     | 10       | 66          | 0.005     |
| 13:00 - 14:00 | 10       | 66          | 0.002     | 10         | 66          | 0.002     | 10       | 66          | 0.004     |
| 14:00 - 15:00 | 10       | 66          | 0.005     | 10         | 66          | 0.002     | 10       | 66          | 0.007     |
| 15:00 - 16:00 | 10       | 66          | 0.002     | 10         | 66          | 0.000     | 10       | 66          | 0.002     |
| 16:00 - 17:00 | 10       | 66          | 0.006     | 10         | 66          | 0.000     | 10       | 66          | 0.006     |
| 17:00 - 18:00 | 10       | 66          | 0.008     | 10         | 66          | 0.000     | 10       | 66          | 0.008     |
| 18:00 - 19:00 | 10       | 66          | 0.002     | 10         | 66          | 0.000     | 10       | 66          | 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     |            |             | 0.048     |          |             | 0.075     |

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

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

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

MULTI-MODAL COACH 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 | 10       | 66          | 0.000     | 10         | 66          | 0.000     | 10       | 66          | 0.000     |
| 08:00 - 09:00 | 10       | 66          | 0.000     | 10         | 66          | 0.000     | 10       | 66          | 0.000     |
| 09:00 - 10:00 | 10       | 66          | 0.000     | 10         | 66          | 0.000     | 10       | 66          | 0.000     |
| 10:00 - 11:00 | 10       | 66          | 0.000     | 10         | 66          | 0.000     | 10       | 66          | 0.000     |
| 11:00 - 12:00 | 10       | 66          | 0.000     | 10         | 66          | 0.000     | 10       | 66          | 0.000     |
| 12:00 - 13:00 | 10       | 66          | 0.000     | 10         | 66          | 0.000     | 10       | 66          | 0.000     |
| 13:00 - 14:00 | 10       | 66          | 0.000     | 10         | 66          | 0.000     | 10       | 66          | 0.000     |
| 14:00 - 15:00 | 10       | 66          | 0.002     | 10         | 66          | 0.000     | 10       | 66          | 0.002     |
| 15:00 - 16:00 | 10       | 66          | 0.000     | 10         | 66          | 0.000     | 10       | 66          | 0.000     |
| 16:00 - 17:00 | 10       | 66          | 0.000     | 10         | 66          | 0.000     | 10       | 66          | 0.000     |
| 17:00 - 18:00 | 10       | 66          | 0.000     | 10         | 66          | 0.000     | 10       | 66          | 0.000     |
| 18:00 - 19:00 | 10       | 66          | 0.000     | 10         | 66          | 0.000     | 10       | 66          | 0.000     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.002     |            |             | 0.000     |          |             | 0.002     |

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

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

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 | 10       | 66          | 0.002     | 10         | 66          | 0.038     | 10       | 66          | 0.040     |
| 08:00 - 09:00 | 10       | 66          | 0.000     | 10         | 66          | 0.027     | 10       | 66          | 0.027     |
| 09:00 - 10:00 | 10       | 66          | 0.005     | 10         | 66          | 0.011     | 10       | 66          | 0.016     |
| 10:00 - 11:00 | 10       | 66          | 0.009     | 10         | 66          | 0.018     | 10       | 66          | 0.027     |
| 11:00 - 12:00 | 10       | 66          | 0.008     | 10         | 66          | 0.009     | 10       | 66          | 0.017     |
| 12:00 - 13:00 | 10       | 66          | 0.008     | 10         | 66          | 0.014     | 10       | 66          | 0.022     |
| 13:00 - 14:00 | 10       | 66          | 0.002     | 10         | 66          | 0.006     | 10       | 66          | 0.008     |
| 14:00 - 15:00 | 10       | 66          | 0.017     | 10         | 66          | 0.009     | 10       | 66          | 0.026     |
| 15:00 - 16:00 | 10       | 66          | 0.008     | 10         | 66          | 0.002     | 10       | 66          | 0.010     |
| 16:00 - 17:00 | 10       | 66          | 0.021     | 10         | 66          | 0.000     | 10       | 66          | 0.021     |
| 17:00 - 18:00 | 10       | 66          | 0.026     | 10         | 66          | 0.003     | 10       | 66          | 0.029     |
| 18:00 - 19:00 | 10       | 66          | 0.018     | 10         | 66          | 0.000     | 10       | 66          | 0.018     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.124     |            |             | 0.137     |          |             | 0.261     |

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

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

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

MULTI-MODAL TOTAL PEOPLE

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 | 10       | 66          | 0.114     | 10         | 66          | 0.516     | 10       | 66          | 0.630     |
| 08:00 - 09:00 | 10       | 66          | 0.241     | 10         | 66          | 0.841     | 10       | 66          | 1.082     |
| 09:00 - 10:00 | 10       | 66          | 0.244     | 10         | 66          | 0.335     | 10       | 66          | 0.579     |
| 10:00 - 11:00 | 10       | 66          | 0.190     | 10         | 66          | 0.288     | 10       | 66          | 0.478     |
| 11:00 - 12:00 | 10       | 66          | 0.272     | 10         | 66          | 0.212     | 10       | 66          | 0.484     |
| 12:00 - 13:00 | 10       | 66          | 0.276     | 10         | 66          | 0.232     | 10       | 66          | 0.508     |
| 13:00 - 14:00 | 10       | 66          | 0.272     | 10         | 66          | 0.303     | 10       | 66          | 0.575     |
| 14:00 - 15:00 | 10       | 66          | 0.259     | 10         | 66          | 0.273     | 10       | 66          | 0.532     |
| 15:00 - 16:00 | 10       | 66          | 0.552     | 10         | 66          | 0.311     | 10       | 66          | 0.863     |
| 16:00 - 17:00 | 10       | 66          | 0.552     | 10         | 66          | 0.299     | 10       | 66          | 0.851     |
| 17:00 - 18:00 | 10       | 66          | 0.660     | 10         | 66          | 0.269     | 10       | 66          | 0.929     |
| 18:00 - 19:00 | 10       | 66          | 0.408     | 10         | 66          | 0.261     | 10       | 66          | 0.669     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 4.040     |            |             | 4.140     |          |             | 8.180     |

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

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

## **APPENDIX I.** Distribution and Assignment model

Journey to Work - Distribution

| Destination                                | Total<br>Proportion by<br>car | Driving a<br>car or<br>van | Proportion per route | Proportion<br>by Car | Route 1 (Site Access) | Route 2             | Route 3           |
|--------------------------------------------|-------------------------------|----------------------------|----------------------|----------------------|-----------------------|---------------------|-------------------|
| Alton                                      | 1.2%                          | 27                         | 50%                  | 0.6%                 | Lovedean Lane North   |                     |                   |
| Andover                                    | 0.1%                          | 3                          | 50%                  | 0.6%                 | Lovedean Lane North   |                     |                   |
| Ashurst / Cadnam                           | 0.1%                          | 2                          | 50%                  | 0.05%                | Lovedean Lane South   | Lovedean Lane East  | Portsmouth Road N |
| Baffins (Portsmouth)                       | 0.5%                          | 10                         | 100%                 | 0.45%                | Lovedean Lane South   | Lovedean Lane East  | Portsmouth Road S |
| Bassett (Southampton)                      | 0.0%                          | 0                          | 50%                  | 0.00%                | Lovedean Lane South   | Milton Road         |                   |
| Bedhampton                                 | 1.4%                          | 30                         | 50%                  | 0.00%                | Lovedean Lane South   | Lovedean Lane East  | Portsmouth Road N |
| Bishops Waltham                            | 0.5%                          | 11                         | 100%                 | 0.50%                | Lovedean Lane North   | Lovedean Lane East  | Portsmouth Road S |
| Bitterne (Southampton)                     | 0.0%                          | 1                          | 50%                  | 0.02%                | Lovedean Lane South   | Milton Road         |                   |
|                                            |                               |                            | 50%                  | 0.02%                | Lovedean Lane South   | Lovedean Lane East  | Portsmouth Road N |
| Blackfield / Fawley / Calshot              | 0.0%                          | 1                          | 100%                 | 0.05%                | Lovedean Lane North   |                     |                   |
| Bordon / Headley Down                      | 1.2%                          | 26                         | 100%                 | 1.17%                | Lovedean Lane North   |                     |                   |
| Central Southampton                        | 1.0%                          | 23                         | 50%                  | 0.52%                | Lovedean Lane South   | Lovedean Lane East  | Portsmouth Road N |
|                                            |                               |                            | 50%                  | 0.52%                | Lovedean Lane South   | Milton Road         |                   |
| Chandlers Ford                             | 0.2%                          | 4                          | 100%                 | 0.18%                | Lovedean Lane North   |                     |                   |
| Clanfield                                  | 2.0%                          | 45                         | 50%                  | 1.01%                | Lovedean Lane North   |                     |                   |
|                                            |                               |                            | 50%                  | 1.01%                | Yoellis Lane          |                     |                   |
| Cosham / Drayton / Farlington (Portsmouth) | 3.1%                          | 68                         | 50%                  | 1.53%                | Lovedean Lane South   | Frogmore Lane North | Stonechat Rd      |
|                                            |                               |                            | 50%                  | 1.53%                | Lovedean Lane South   | Lovedean Lane East  | Portsmouth Road S |
| Denmead                                    | 1.7%                          | 37                         | 100%                 | 1.67%                | Lovedean Lane North   |                     |                   |
| Eastleigh                                  | 0.4%                          | 8                          | 50%                  | 0.18%                | Lovedean Lane North   |                     |                   |
| Eastney (Portsmouth)                       | 0.1%                          | 3                          | 100%                 | 0.14%                | Lovedean Lane South   |                     |                   |
| Emsworth                                   | 1.2%                          | 27                         | 100%                 | 1.22%                | Lovedean Lane South   | Lovedean Lane East  | Portsmouth Road N |
| Fair Oak / Horton Heath                    | 0.1%                          | 2                          | 100%                 | 0.09%                | Lovedean Lane North   |                     |                   |
| Fareham                                    | 1.8%                          | 41                         | 50%                  | 0.92%                | Lovedean Lane South   | Lovedean Lane East  | Portsmouth Road N |
|                                            |                               |                            | 50%                  | 0.92%                | Lovedean Lane South   | Milton Road         |                   |
| Fordingbridge                              | 0.0%                          | 1                          | 100%                 | 0.05%                | Lovedean Lane South   | Lovedean Lane East  | Portsmouth Road N |
| Four Marks                                 | 0.2%                          | 5                          | 50%                  | 0.11%                | Lovedean Lane North   |                     |                   |
|                                            |                               |                            | 50%                  | 0.11%                | Yoellis Lane          | Frogmore Lane North | Victory Avenue    |
| Freemantle (Southampton)                   | 0.0%                          | 1                          | 100%                 | 0.05%                | Lovedean Lane North   |                     |                   |
| Gosport                                    | 0.7%                          | 16                         | 100%                 | 0.72%                | Lovedean Lane South   | Milton Road         |                   |
| Hamble-le-Rice                             | 0.4%                          | 8                          | 50%                  | 0.18%                | Lovedean Lane South   | Lovedean Lane East  | Portsmouth Road N |
|                                            |                               |                            | 50%                  | 0.18%                | Lovedean Lane South   | Milton Road         |                   |
| Havant                                     | 10.5%                         | 233                        | 100%                 | 10.51%               | Lovedean Lane South   | Lovedean Lane East  | Portsmouth Road S |
| Hayling Island                             | 0.4%                          | 9                          | 100%                 | 0.41%                | Lovedean Lane South   | Lovedean Lane East  | Portsmouth Road N |
| Hedge End                                  | 0.2%                          | 5                          | 0.11%                | 50%                  | Lovedean Lane North   |                     |                   |
|                                            |                               |                            | 50%                  | 0.11%                | Lovedean Lane South   | Milton Road         |                   |
| Hightown (Southampton)                     | 0.0%                          | 1                          | 100%                 | 0.05%                | Lovedean Lane South   | Milton Road         |                   |
| Hilsea / Anchorage Park (Portsmouth)       | 5.4%                          | 119                        | 50%                  | 2.68%                | Lovedean Lane South   | Lovedean Lane East  | Portsmouth Road N |
|                                            |                               |                            | 50%                  | 2.68%                | Lovedean Lane South   | Milton Road         |                   |
| Horndean / Caterington                     | 4.3%                          | 96                         | 100%                 | 4.13%                | Yoellis Lane          | Frogmore Lane North | Stonechat Rd      |
| Liphook                                    | 0.3%                          | 6                          | 100%                 | 0.27%                | Lovedean Lane North   |                     |                   |
| Liss                                       | 0.6%                          | 14                         | 50%                  | 0.32%                | Yoellis Lane          | Frogmore Lane North | Victory Avenue    |
|                                            |                               |                            | 50%                  | 0.32%                | Lovedean Lane North   |                     |                   |
| Lowford / Bursledon                        | 0.0%                          | 1                          | 100%                 | 0.05%                | Lovedean Lane South   | Lovedean Lane East  | Portsmouth Road N |
| Lymington                                  | 0.0%                          | 0                          | 100%                 | 0.00%                | Lovedean Lane North   |                     |                   |
| Marchwood                                  | 0.1%                          | 2                          | 100%                 | 0.09%                | Lovedean Lane South   | Milton Road         |                   |
| Micheldever / Sutton Scotney               | 0.0%                          | 1                          | 100%                 | 0.05%                | Lovedean Lane North   |                     |                   |
| Millbrook (Southampton)                    | 0.2%                          | 4                          | 50%                  | 0.09%                | Lovedean Lane North   |                     |                   |
|                                            |                               |                            | 50%                  | 0.09%                | Lovedean Lane South   | Lovedean Lane East  | Portsmouth Road N |
| Milton (Portsmouth)                        | 1.4%                          | 32                         | 100%                 | 1.44%                | Lovedean Lane South   | Milton Road         |                   |
| New Alresford                              | 0.2%                          | 5                          | 100%                 | 0.23%                | Lovedean Lane North   |                     |                   |
| New Milton                                 | 0.1%                          | 2                          | 100%                 | 0.09%                | Lovedean Lane South   | Lovedean Lane East  | Portsmouth Road N |
| Newport                                    | 0.0%                          | 1                          | 100%                 | 0.05%                | Lovedean Lane North   |                     |                   |
| Old Portsmouth (Portsmouth)                | 0.5%                          | 12                         | 50%                  | 0.27%                | Lovedean Lane South   | Lovedean Lane East  | Portsmouth Road N |
|                                            |                               |                            | 50%                  | 0.27%                | Lovedean Lane South   | Milton Road         |                   |
| Other North                                | 8.9%                          | 198                        | 50%                  | 4.47%                | Lovedean Lane North   |                     |                   |
|                                            |                               |                            | 50%                  | 4.47%                | Yoellis Lane          | Frogmore Lane North | Victory Avenue    |
| Other Northwest                            | 0.9%                          | 19                         | 100%                 | 0.86%                | Lovedean Lane North   |                     |                   |
| Other South                                | 0.3%                          | 7                          | 50%                  | 0.16%                | Lovedean Lane South   | Lovedean Lane East  | Portsmouth Road N |
|                                            |                               |                            | 50%                  | 0.16%                | Lovedean Lane South   | Milton Road         |                   |
| Other Southeast                            | 4.5%                          | 100                        | 100%                 | 4.51%                | Lovedean Lane South   | Lovedean Lane East  | Portsmouth Road N |
| Other Southwest                            | 0.5%                          | 11                         | 100%                 | 0.50%                | Lovedean Lane South   | Lovedean Lane East  | Portsmouth Road N |
| Petersfield                                | 7.6%                          | 168                        | 50%                  | 3.79%                | Lovedean Lane North   |                     |                   |
|                                            |                               |                            | 50%                  | 3.79%                | Yoellis Lane          | Frogmore Lane North | Victory Avenue    |
| Port Solent (Portsmouth)                   | 4.2%                          | 94                         | 50%                  | 2.12%                | Lovedean Lane South   | Lovedean Lane East  | Portsmouth Road S |
|                                            |                               |                            | 50%                  | 2.12%                | Lovedean Lane South   | Milton Road         |                   |
| Portchester                                | 0.2%                          | 5                          | 100%                 | 0.23%                | Lovedean Lane South   | Milton Road         |                   |
| Portsea / Central Portsmouth (Portsmouth)  | 5.5%                          | 122                        | 50%                  | 2.75%                | Lovedean Lane South   | Lovedean Lane East  | Portsmouth Road N |
|                                            |                               |                            | 50%                  | 2.75%                | Lovedean Lane South   | Milton Road         |                   |
| Portsmouth (Southampton)                   | 0.2%                          | 5                          | 50%                  | 0.11%                | Lovedean Lane North   |                     |                   |
|                                            |                               |                            | 50%                  | 0.11%                | Lovedean Lane South   | Milton Road         |                   |
| Redbridge (Southampton)                    | 0.1%                          | 2                          | 100%                 | 0.09%                | Lovedean Lane North   |                     |                   |
| Ringwood                                   | 0.1%                          | 2                          | 100%                 | 0.09%                | Lovedean Lane South   | Lovedean Lane East  | Portsmouth Road N |
| Rowlands Castle / Horndean                 | 4.6%                          | 101                        | 100%                 | 4.56%                | Yoellis Lane          | Frogmore Lane North | Victory Avenue    |
| Rownham / Nursling / Chilworth             | 0.3%                          | 7                          | 50%                  | 0.16%                | Lovedean Lane South   | Lovedean Lane East  | Portsmouth Road N |
|                                            |                               |                            | 50%                  | 0.16%                | Lovedean Lane North   |                     |                   |
| Byde                                       | 0.0%                          | 1                          | 100%                 | 0.05%                | Lovedean Lane South   | Milton Road         |                   |
| Sarisbury Green / Swanwick                 | 0.3%                          | 6                          | 100%                 | 0.27%                | Lovedean Lane South   | Milton Road         |                   |
| Shawford / Twyford / Colden Common         | 0.1%                          | 2                          | 100%                 | 0.09%                | Lovedean Lane North   |                     |                   |
| Shirley (Southampton)                      | 0.2%                          | 4                          | 50%                  | 0.09%                | Lovedean Lane North   |                     |                   |
|                                            |                               |                            | 50%                  | 0.09%                | Lovedean Lane South   | Lovedean Lane East  | Portsmouth Road N |
| Sholing (Southampton)                      | 0.1%                          | 2                          | 100%                 | 0.09%                | Lovedean Lane South   | Milton Road         |                   |
| Somerstown (Portsmouth)                    | 1.3%                          | 29                         | 100%                 | 1.31%                | Lovedean Lane South   | Lovedean Lane East  | Portsmouth Road N |
| Springvale / Iichen Abbas                  | 0.1%                          | 3                          | 100%                 | 0.14%                | Lovedean Lane North   |                     |                   |
| Stoneham                                   | 0.3%                          | 7                          | 100%                 | 0.32%                | Lovedean Lane North   |                     |                   |
| Stubbington                                | 0.4%                          | 9                          | 50%                  | 0.20%                | Lovedean Lane South   | Lovedean Lane East  | Portsmouth Road N |
|                                            |                               |                            | 50%                  | 0.20%                | Lovedean Lane South   | Milton Road         |                   |
| Swanwick                                   | 0.9%                          | 21                         | 50%                  | 0.47%                | Lovedean Lane South   | Lovedean Lane East  | Portsmouth Road N |
|                                            |                               |                            | 50%                  | 0.47%                | Lovedean Lane South   | Milton Road         |                   |
| Tipner (Portsmouth)                        | 1.2%                          | 26                         | 50%                  | 0.59%                | Lovedean Lane South   | Lovedean Lane East  | Portsmouth Road S |
|                                            |                               |                            | 50%                  | 0.59%                | Lovedean Lane South   | Milton Road         |                   |
| Titchfield                                 | 0.6%                          | 13                         | 50%                  | 0.29%                | Lovedean Lane South   | Lovedean Lane East  | Portsmouth Road N |
|                                            |                               |                            | 50%                  | 0.29%                | Lovedean Lane South   | Milton Road         |                   |
| Totton                                     | 0.1%                          | 2                          | 100%                 | 0.09%                | Lovedean Lane North   |                     |                   |
| Townhill Park (Southampton)                | 0.0%                          | 1                          | 100%                 | 0.05%                | Lovedean Lane South   | Milton Road         |                   |
| Warsash                                    | 0.1%                          | 3                          | 50%                  | 0.07%                | Lovedean Lane South   | Lovedean Lane East  | Portsmouth Road N |
|                                            |                               |                            | 50%                  | 0.07%                | Lovedean Lane South   | Milton Road         |                   |
| Waterlooville                              | 10.6%                         | 234                        | 50%                  | 5.28%                | Lovedean Lane South   | Lovedean Lane East  | Portsmouth Road S |
|                                            |                               |                            | 50%                  | 5.28%                | Lovedean Lane South   | Milton Road         |                   |
| West End                                   | 0.2%                          | 4                          | 50%                  | 0.09%                | Lovedean Lane South   | Lovedean Lane East  | Portsmouth Road N |
|                                            |                               |                            | 50%                  | 0.09%                | Lovedean Lane South   | Milton Road         |                   |
| Whiteley                                   | 1.4%                          | 31                         | 50%                  | 0.70%                | Lovedean Lane South   | Lovedean Lane East  | Portsmouth Road N |
|                                            |                               |                            | 50%                  | 0.70%                | Lovedean Lane South   | Milton Road         |                   |
| Winchester                                 | 1.6%                          | 35                         | 100%                 | 1.58%                | Lovedean Lane North   |                     |                   |

| Route 1 (Site Access) | Proportion of<br>Cars | 43.9% |
|-----------------------|-----------------------|-------|
| Lovedean Lane North   | 19.4%                 | 9%    |
| Lovedean Lane South   | 62.0%                 | 27%   |
| Yoellis Lane          | 18.6%                 | 8%    |
| Total                 | 100%                  | 44%   |

| Route 2             | Proportion of<br>Cars | 43.9% |
|---------------------|-----------------------|-------|
| Frogmore Lane North | 18.6%                 | 8%    |
| Lovedean Lane East  | 39.9%                 | 18%   |
| Milton Road         | 22.1%                 | 10%   |
| Total               | 80.6%                 | 35%   |

| Route 3           | Proportion of<br>Cars | 43.9% |
|-------------------|-----------------------|-------|
| Portsmouth Road N | 18.1%                 | 8%    |
| Portsmouth Road S | 21.8%                 | 10%   |
| Stonechat Rd      | 5.3%                  | 2%    |
| Victory Avenue    | 13.2%                 | 6%    |
| Total             | 45.2%                 | 20%   |

| Destination                                | Time (mins) | 2011 Census Total Population | P/T    | P/T*2 | % of Total | Car Driver Modal Split |       | % of Car Driver | 50%                 | Route 1             | Route 2           | Route 3 |
|--------------------------------------------|-------------|------------------------------|--------|-------|------------|------------------------|-------|-----------------|---------------------|---------------------|-------------------|---------|
| Baffins (Portsmouth)                       | 14          | 15121                        | 1080.1 | 77.1  | 3.6%       | 90.9%                  | 3.2%  | 4.01%           | Lovedean Lane South | Lovedean Lane East  | Portsmouth Road S |         |
| Bedhampton                                 | 12          | 8835                         | 736.3  | 61.4  | 2.8%       | 88.2%                  | 2.5%  | 3.10%           | Lovedean Lane South | Lovedean Lane East  | Portsmouth Road S |         |
| Bishops Waltham                            | 20          | 6275                         | 313.8  | 15.7  | 0.7%       | 100.0%                 | 0.7%  | 0.90%           | Lovedean Lane North |                     |                   |         |
| Clanfield                                  | 6           | 879                          | 146.5  | 24.4  | 1.1%       | 83.3%                  | 0.9%  | 1.16%           | Lovedean Lane North |                     |                   |         |
|                                            | 6           |                              |        |       |            |                        |       |                 | Yoells Lane         | Frogmore Lane North | Stonechat Rd      |         |
| Cosham / Drayton / Farlington (Portsmouth) | 14          | 13830                        | 987.9  | 70.6  | 3.3%       | 94.4%                  | 3.1%  | 3.81%           | Lovedean Lane South | Lovedean Lane East  | Portsmouth Road S |         |
|                                            | 14          |                              |        |       |            |                        |       |                 | Lovedean Lane South | Milton Road         |                   |         |
| Denmead                                    | 7           | 6107                         | 872.4  | 124.6 | 5.8%       | 92.5%                  | 5.3%  | 6.60%           | Lovedean Lane North |                     |                   |         |
| Eastney (Portsmouth)                       | 18          | 13591                        | 755.1  | 41.9  | 1.9%       | 75.0%                  | 1.5%  | 1.80%           | Lovedean Lane South | Lovedean Lane East  | Portsmouth Road N |         |
| Emsworth                                   | 14          | 9492                         | 678.0  | 48.4  | 2.2%       | 96.4%                  | 2.2%  | 2.67%           | Lovedean Lane South | Lovedean Lane East  | Portsmouth Road N |         |
| Fareham                                    | 20          | 42210                        | 2110.5 | 105.5 | 4.9%       | 91.1%                  | 4.4%  | 5.50%           | Lovedean Lane South | Lovedean Lane East  | Portsmouth Road N |         |
|                                            | 20          |                              |        |       |            |                        |       |                 | Lovedean Lane South | Milton Road         |                   |         |
| Havant                                     | 14          | 36290                        | 2592.1 | 185.2 | 8.6%       | 87.3%                  | 7.5%  | 9.25%           | Lovedean Lane South | Lovedean Lane East  | Portsmouth Road S |         |
| Hayling Island                             | 14          | 15485                        | 1106.1 | 79.0  | 3.7%       | 75.0%                  | 2.7%  | 3.39%           | Lovedean Lane South | Lovedean Lane East  | Portsmouth Road N |         |
| Hilsea / Anchorage Park (Portsmouth)       | 16          | 13552                        | 847.0  | 52.9  | 2.4%       | 92.2%                  | 2.3%  | 2.80%           | Lovedean Lane South | Lovedean Lane East  | Portsmouth Road N |         |
|                                            | 16          |                              |        |       |            |                        |       |                 | Lovedean Lane South | Milton Road         |                   |         |
| Horndean / Catherington                    | 5           | 12942                        | 2588.4 | 517.7 | 23.9%      | 68.1%                  | 16.3% | 20.17%          | Yoells Lane         | Frogmore Lane North | Stonechat Rd      |         |
| Liss                                       | 16          | 5121                         | 320.1  | 20.0  | 0.9%       | 93.3%                  | 0.9%  | 1.07%           | Yoells Lane         | Frogmore Lane North | Victory Avenue    |         |
|                                            | 16          |                              |        |       |            |                        |       |                 | Lovedean Lane North |                     |                   |         |
| Milton (Portsmouth)                        | 16          | 14111                        | 881.9  | 55.1  | 2.5%       | 80.0%                  | 2.0%  | 2.52%           | Lovedean Lane South | Milton Road         |                   |         |
| Old Portsmouth (Portsmouth)                | 20          | 16634                        | 831.7  | 41.6  | 1.9%       | 80.0%                  | 1.5%  | 1.90%           | Lovedean Lane South | Lovedean Lane East  | Portsmouth Road N |         |
|                                            | 20          |                              |        |       |            |                        |       |                 | Lovedean Lane South | Milton Road         |                   |         |
| Petersfield                                | 20          | 14974                        | 748.7  | 37.4  | 1.7%       | 85.3%                  | 1.5%  | 1.83%           | Lovedean Lane North |                     |                   |         |
|                                            | 20          |                              |        |       |            |                        |       |                 | Yoells Lane         | Frogmore Lane North | Victory Avenue    |         |
| Port Solent (Portsmouth)                   | 20          | 14010                        | 700.5  | 35.0  | 1.6%       | 81.0%                  | 1.3%  | 1.62%           | Lovedean Lane South | Lovedean Lane East  | Portsmouth Road S |         |
|                                            | 20          |                              |        |       |            |                        |       |                 | Lovedean Lane South | Milton Road         |                   |         |
| Portchester                                | 20          | 17789                        | 889.5  | 44.5  | 2.1%       | 100.0%                 | 2.1%  | 2.55%           | Lovedean Lane South | Milton Road         |                   |         |
| Portsea / Central Portsmouth (Portsmouth)  | 18          | 18642                        | 1035.7 | 57.5  | 2.7%       | 79.7%                  | 2.1%  | 2.63%           | Lovedean Lane South | Lovedean Lane East  | Portsmouth Road N |         |
|                                            | 18          |                              |        |       |            |                        |       |                 | Lovedean Lane South | Milton Road         |                   |         |
| Rowlands Castle / Horndean                 | 9           | 2530                         | 281.1  | 31.2  | 1.4%       | 66.4%                  | 1.0%  | 1.19%           | Yoells Lane         | Frogmore Lane North | Victory Avenue    |         |
| Tipner (Portsmouth)                        | 16          | 14250                        | 890.6  | 55.7  | 2.6%       | 92.9%                  | 2.4%  | 2.96%           | Lovedean Lane South | Lovedean Lane East  | Portsmouth Road S |         |
|                                            | 16          |                              |        |       |            |                        |       |                 | Lovedean Lane South | Milton Road         |                   |         |
| Waterlooville                              | 5           | 9549                         | 1909.8 | 382.0 | 17.6%      | 75.7%                  | 13.4% | 16.56%          | Lovedean Lane South | Lovedean Lane East  | Portsmouth Road S |         |
|                                            | 5           |                              |        |       |            |                        |       |                 | Lovedean Lane South | Milton Road         |                   |         |
| Total                                      |             | 322,219                      | 23,304 | 2,165 | 100.0%     |                        |       | 100.00%         |                     |                     |                   |         |

| Route 1 (Site Access) | Proportion of Cars | 56.1% |
|-----------------------|--------------------|-------|
| Lovedean Lane North   | 9.5%               | 5.3%  |
| Lovedean Lane South   | 67.1%              | 37.6% |
| Yoells Lane           | 23.4%              | 13.1% |
| Total                 | 100%               | 56.1% |

| Route 2             | Proportion of Cars | 56.1% |
|---------------------|--------------------|-------|
| Frogmore Lane North | 23.4%              | 13.1% |
| Lovedean Lane East  | 43.1%              | 24.2% |
| Milton Road         | 24.0%              | 13.4% |
| Total               | 90.5%              | 50.8% |

| Route 3           | Proportion of Cars | 56.1% |
|-------------------|--------------------|-------|
| Portsmouth Road N | 14.3%              | 8%    |
| Portsmouth Road S | 28.8%              | 16%   |
| Stonechat Rd      | 20.8%              | 12%   |
| Victory Avenue    | 2.6%               | 1%    |
| Total             | 66.5%              | 37%   |

i-Transport Project Title - Lovedean Lane, Waterloooville  
Combined Distribution (JtW and Gravity)

| Route 1 (Site Access) | Gravity | Journey to Work | Combined |
|-----------------------|---------|-----------------|----------|
| Lovedean Lane North   | 5.3%    | 8.5%            | 13.9%    |
| Lovedean Lane South   | 37.6%   | 27.2%           | 64.8%    |
| Yoells Lane           | 13.1%   | 8.2%            | 21.3%    |
| Total                 | 56.1%   | 43.9%           | 100.0%   |

| Route 2             | Gravity | Journey to Work | Combined |
|---------------------|---------|-----------------|----------|
| Frogmore Lane North | 13.1%   | 8.2%            | 21.3%    |
| Lovedean Lane East  | 24.2%   | 17.5%           | 41.7%    |
| Milton Road         | 13.4%   | 9.7%            | 23.1%    |
| Total               | 50.8%   | 35.4%           | 86.1%    |

| Route 3           | Gravity | Journey to Work | Combined |
|-------------------|---------|-----------------|----------|
| Portsmouth Road N | 8.0%    | 7.9%            | 15.9%    |
| Portsmouth Road S | 16.2%   | 9.6%            | 25.8%    |
| Stonechat Rd      | 11.6%   | 2.3%            | 14.0%    |
| Victory Avenue    | 1.5%    | 5.8%            | 7.3%     |
| Total             | 37.3%   | 25.7%           | 63.0%    |

|                                  | AM Peak Hour (0800-0900) |        |         | PM Peak Hour (1700-1800) |        |         |
|----------------------------------|--------------------------|--------|---------|--------------------------|--------|---------|
|                                  | Arrive                   | Depart | Two-way | Arrive                   | Depart | Two-way |
| Trip Rates (per dwelling)        | 0.134                    | 0.407  | 0.541   | 0.352                    | 0.158  | 0.51    |
| Trip Generation (total vehicles) | 8                        | 24     | 32      | 21                       | 9      | 31      |

Source: TRICS

Number of dwellings60

AM Peak

| Route 1 (Site Access) | Arrivals | Departures | Two-Way |
|-----------------------|----------|------------|---------|
| Lovedean Lane North   | 1        | 3          | 4       |
| Lovedean Lane South   | 5        | 16         | 21      |
| Yoells Lane           | 2        | 5          | 7       |
| Total                 | 8        | 24         | 32      |

| Route 2             | Arrivals | Departures | Two-Way |
|---------------------|----------|------------|---------|
| Frogmore Lane North | 2        | 5          | 7       |
| Lovedean Lane East  | 3        | 10         | 13      |
| Milton Road         | 2        | 6          | 8       |
| Total               | 7        | 21         | 28      |

| Route 3           | Arrivals | Departures | Two-Way |
|-------------------|----------|------------|---------|
| Portsmouth Road N | 1        | 4          | 5       |
| Portsmouth Road S | 2        | 6          | 8       |
| Stonechat Rd      | 1        | 3          | 4       |
| Victory Avenue    | 1        | 2          | 3       |
| Total             | 5        | 15         | 20      |

PM Peak

| Route 1 (Site Access) | Arrivals | Departures | Two-Way |
|-----------------------|----------|------------|---------|
| Lovedean Lane North   | 3        | 1          | 4       |
| Lovedean Lane South   | 14       | 6          | 20      |
| Yoells Lane           | 4        | 2          | 6       |
| Total                 | 21       | 9          | 30      |

| Route 2             | Arrivals | Departures | Two-Way |
|---------------------|----------|------------|---------|
| Frogmore Lane North | 4        | 2          | 6       |
| Lovedean Lane East  | 9        | 4          | 13      |
| Milton Road         | 5        | 2          | 7       |
| Total               | 18       | 8          | 26      |

| Route 3           | Arrivals | Departures | Two-Way |
|-------------------|----------|------------|---------|
| Portsmouth Road N | 3        | 1          | 4       |
| Portsmouth Road S | 5        | 2          | 7       |
| Stonechat Rd      | 3        | 1          | 4       |
| Victory Avenue    | 2        | 1          | 3       |
| Total             | 13       | 5          | 18      |

## **APPENDIX J.** Junction capacity models

| Junctions 9                                                                                                                                                      |  |  |  |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|
| PICADY 9 - Priority Intersection Module                                                                                                                          |  |  |  |  |  |  |
| Version: 9.5.1.7462<br>© Copyright TRL Limited, 2019                                                                                                             |  |  |  |  |  |  |
| For sales and distribution information, program advice and maintenance, contact TRL:<br>+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk              |  |  |  |  |  |  |
| The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution |  |  |  |  |  |  |

**Filename:** Site Access Crossroads (Lovedean Lane).j9

**Path:** T:\Projects\11000 Series Project Numbers\11383\TB Lovedean Lane\Tech\Junction Assessments\Picady

**Report generation date:** 15/01/2020 10:48:24

- »2023 with development, AM Peak
- »2023 with development , PM Peak
- »2025 with development, AM Peak
- »2025 with development, PM Peak

### Summary of junction performance

|                       | AM Peak     |           |      | PM Peak     |           |      |
|-----------------------|-------------|-----------|------|-------------|-----------|------|
|                       | Queue (Veh) | Delay (s) | RFC  | Queue (Veh) | Delay (s) | RFC  |
| 2023 with development |             |           |      |             |           |      |
| Stream B-ACD          | 0.6         | 14.88     | 0.37 | 0.3         | 12.19     | 0.22 |
| Stream A-BCD          | 0.0         | 5.74      | 0.00 | 0.0         | 5.46      | 0.01 |
| Stream D-ABC          | 0.1         | 11.41     | 0.08 | 0.0         | 10.79     | 0.03 |
| Stream C-ABD          | 0.1         | 5.76      | 0.07 | 0.2         | 6.31      | 0.12 |
| 2025 with development |             |           |      |             |           |      |
| Stream B-ACD          | 0.6         | 15.24     | 0.38 | 0.3         | 12.44     | 0.23 |
| Stream A-BCD          | 0.0         | 5.72      | 0.00 | 0.0         | 5.44      | 0.01 |
| Stream D-ABC          | 0.1         | 11.52     | 0.08 | 0.0         | 10.89     | 0.03 |
| Stream C-ABD          | 0.1         | 5.75      | 0.07 | 0.2         | 6.30      | 0.12 |

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

### File summary

#### File Description

|                    |                                |
|--------------------|--------------------------------|
| <b>Title</b>       | Lovedean Lane with Development |
| <b>Location</b>    | Lovedean Lane, Waterloooville  |
| <b>Site number</b> |                                |
| <b>Date</b>        | 30/03/2016                     |
| <b>Version</b>     |                                |
| <b>Status</b>      | (new file)                     |
| <b>Identifier</b>  |                                |
| <b>Client</b>      |                                |
| <b>Jobnumber</b>   | ITB11383                       |
| <b>Enumerator</b>  | I-TRANSPORT\Hotdesk            |
| <b>Description</b> |                                |

## Units

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

## Analysis Options

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

## Demand Set Summary

| ID | Scenario name         | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|----|-----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D1 | 2023 with development | AM Peak          | ONE HOUR             | 07:45              | 09:15               | 15                        |
| D2 | 2023 with development | PM Peak          | ONE HOUR             | 17:00              | 18:30               | 15                        |
| D3 | 2025 with development | AM Peak          | ONE HOUR             | 07:45              | 09:15               | 15                        |
| D4 | 2025 with development | PM Peak          | ONE HOUR             | 17:00              | 18:30               | 15                        |

## Analysis Set Details

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

# 2023 with development, AM Peak

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1        | untitled | Crossroads    | Two-way              |                       | 3.59               | A            |

### Junction Network Options

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

## Arms

### Arms

| Arm | Name              | Description | Arm type |
|-----|-------------------|-------------|----------|
| A   | Lovedean Lane (N) |             | Major    |
| B   | Yoells Lane       |             | Minor    |
| C   | Lovedean Lane (S) |             | Major    |
| D   | Site Access       |             | Minor    |

### Major Arm Geometry

| Arm                   | Width of carriageway (m) | Has kerbed central reserve | Has right turn bay | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|-----------------------|--------------------------|----------------------------|--------------------|-------------------------------|---------|----------------------|
| A - Lovedean Lane (N) | 6.75                     |                            |                    | 76.3                          | ✓       | 0.00                 |
| C - Lovedean Lane (S) | 6.75                     |                            |                    | 60.0                          | ✓       | 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

| Arm             | Minor arm type | Lane width (m) | Visibility to left (m) | Visibility to right (m) |
|-----------------|----------------|----------------|------------------------|-------------------------|
| B - Yoells Lane | One lane       | 2.75           | 44                     | 25                      |
| D - Site Access | One lane       | 2.75           | 23                     | 18                      |

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

| Stream             | Intercept (Veh/hr) | Slope for A-B | Slope for A-C | Slope for A-D | Slope for B-A | Slope for B-C | Slope for B-D | Slope for C-A | Slope for C-B | Slope for C-D | Slope for D-A | Slope for D-B | Slope for D-C |
|--------------------|--------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| A-D                | 618                | -             | -             | -             | -             | -             | -             | 0.232         | 0.331         | 0.232         | -             | -             | -             |
| B-A                | 491                | 0.087         | 0.219         | 0.219         | -             | -             | -             | 0.138         | 0.312         | -             | 0.219         | 0.219         | 0.109         |
| B-C                | 623                | 0.092         | 0.234         | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| B-D, nearside lane | 491                | 0.087         | 0.219         | 0.219         | -             | -             | -             | 0.138         | 0.312         | 0.138         | -             | -             | -             |
| B-D, offside lane  | 491                | 0.087         | 0.219         | 0.219         | -             | -             | -             | 0.138         | 0.312         | 0.138         | -             | -             | -             |
| C-B                | 609                | 0.228         | 0.228         | 0.326         | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| D-A                | 619                | -             | -             | -             | -             | -             | -             | 0.232         | -             | 0.092         | -             | -             | -             |
| D-B, nearside lane | 481                | 0.135         | 0.135         | 0.306         | -             | -             | -             | 0.214         | 0.214         | 0.085         | -             | -             | -             |
| D-B, offside lane  | 481                | 0.135         | 0.135         | 0.306         | -             | -             | -             | 0.214         | 0.214         | 0.085         | -             | -             | -             |
| D-C                | 481                | -             | 0.135         | 0.306         | 0.107         | 0.214         | 0.214         | 0.214         | 0.214         | 0.085         | -             | -             | -             |

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

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

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

## Traffic Demand

### Demand Set Details

| ID | Scenario name         | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|----|-----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D1 | 2023 with development | AM Peak          | ONE HOUR             | 07:45              | 09:15               | 15                        |

| Default vehicle mix | Vehicle mix source | PCU Factor for a HV (PCU) |
|---------------------|--------------------|---------------------------|
| ✓                   | HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm                   | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-----------------------|------------|--------------|-------------------------|--------------------|
| A - Lovedean Lane (N) |            | ✓            | 230                     | 100.000            |
| B - Yoells Lane       |            | ✓            | 129                     | 100.000            |
| C - Lovedean Lane (S) |            | ✓            | 291                     | 100.000            |
| D - Site Access       |            | ✓            | 24                      | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                    |                       |                 |                       |                 |
|------|-----------------------|-----------------------|-----------------|-----------------------|-----------------|
|      |                       | A - Lovedean Lane (N) | B - Yoells Lane | C - Lovedean Lane (S) | D - Site Access |
| From | A - Lovedean Lane (N) | 0                     | 67              | 162                   | 1               |
|      | B - Yoells Lane       | 91                    | 0               | 36                    | 2               |
|      | C - Lovedean Lane (S) | 262                   | 24              | 0                     | 5               |
|      | D - Site Access       | 3                     | 5               | 16                    | 0               |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                    |                       |                 |                       |                 |
|------|-----------------------|-----------------------|-----------------|-----------------------|-----------------|
|      |                       | A - Lovedean Lane (N) | B - Yoells Lane | C - Lovedean Lane (S) | D - Site Access |
| From | A - Lovedean Lane (N) | 10                    | 10              | 10                    | 10              |
|      | B - Yoells Lane       | 10                    | 10              | 10                    | 10              |
|      | C - Lovedean Lane (S) | 10                    | 10              | 10                    | 10              |
|      | D - Site Access       | 10                    | 10              | 10                    | 10              |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-ACD  | 0.37    | 14.88         | 0.6             | B       |
| ABCD   | 0.00    | 5.74          | 0.0             | A       |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |
| D-ABC  | 0.08    | 11.41         | 0.1             | B       |
| C-ABD  | 0.07    | 5.76          | 0.1             | A       |
| C-D    |         |               |                 |         |
| C-A    |         |               |                 |         |

## Main Results for each time segment

### 07:45 - 08:00

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 97                    | 413               | 0.235 | 96                  | 0.3             | 11.308    | B                             |
| A-BCD  | 1                     | 628               | 0.002 | 1                   | 0.0             | 5.740     | A                             |
| A-B    | 50                    |                   |       | 50                  |                 |           |                               |
| A-C    | 122                   |                   |       | 122                 |                 |           |                               |
| D-ABC  | 18                    | 377               | 0.048 | 18                  | 0.0             | 10.032    | B                             |
| C-ABD  | 26                    | 652               | 0.040 | 26                  | 0.1             | 5.751     | A                             |
| C-D    | 4                     |                   |       | 4                   |                 |           |                               |
| C-A    | 189                   |                   |       | 189                 |                 |           |                               |

### 08:00 - 08:15

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 116                   | 401               | 0.289 | 116                 | 0.4             | 12.600    | B                             |
| A-BCD  | 1                     | 642               | 0.002 | 1                   | 0.0             | 5.616     | A                             |
| A-B    | 60                    |                   |       | 60                  |                 |           |                               |
| A-C    | 145                   |                   |       | 145                 |                 |           |                               |
| D-ABC  | 22                    | 362               | 0.060 | 22                  | 0.1             | 10.572    | B                             |
| C-ABD  | 34                    | 672               | 0.050 | 34                  | 0.1             | 5.639     | A                             |
| C-D    | 4                     |                   |       | 4                   |                 |           |                               |
| C-A    | 224                   |                   |       | 224                 |                 |           |                               |

### 08:15 - 08:30

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 142                   | 384               | 0.370 | 141                 | 0.6             | 14.790    | B                             |
| A-BCD  | 2                     | 662               | 0.003 | 2                   | 0.0             | 5.448     | A                             |
| A-B    | 74                    |                   |       | 74                  |                 |           |                               |
| A-C    | 178                   |                   |       | 178                 |                 |           |                               |
| D-ABC  | 26                    | 342               | 0.077 | 26                  | 0.1             | 11.402    | B                             |
| C-ABD  | 46                    | 701               | 0.065 | 46                  | 0.1             | 5.497     | A                             |
| C-D    | 5                     |                   |       | 5                   |                 |           |                               |
| C-A    | 270                   |                   |       | 270                 |                 |           |                               |

### 08:30 - 08:45

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 142                   | 384               | 0.370 | 142                 | 0.6             | 14.875    | B                             |
| A-BCD  | 2                     | 662               | 0.003 | 2                   | 0.0             | 5.451     | A                             |
| A-B    | 74                    |                   |       | 74                  |                 |           |                               |
| A-C    | 178                   |                   |       | 178                 |                 |           |                               |
| D-ABC  | 26                    | 342               | 0.077 | 26                  | 0.1             | 11.410    | B                             |
| C-ABD  | 46                    | 701               | 0.065 | 46                  | 0.1             | 5.499     | A                             |
| C-D    | 5                     |                   |       | 5                   |                 |           |                               |
| C-A    | 270                   |                   |       | 270                 |                 |           |                               |

**08:45 - 09:00**

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 116                   | 401               | 0.289 | 117                 | 0.4             | 12.699    | B                             |
| A-BCD  | 1                     | 642               | 0.002 | 1                   | 0.0             | 5.619     | A                             |
| A-B    | 60                    |                   |       | 60                  |                 |           |                               |
| A-C    | 145                   |                   |       | 145                 |                 |           |                               |
| D-ABC  | 22                    | 362               | 0.060 | 22                  | 0.1             | 10.584    | B                             |
| C-ABD  | 34                    | 672               | 0.050 | 34                  | 0.1             | 5.643     | A                             |
| C-D    | 4                     |                   |       | 4                   |                 |           |                               |
| C-A    | 224                   |                   |       | 224                 |                 |           |                               |

**09:00 - 09:15**

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 97                    | 413               | 0.235 | 98                  | 0.3             | 11.429    | B                             |
| A-BCD  | 1                     | 628               | 0.002 | 1                   | 0.0             | 5.740     | A                             |
| A-B    | 50                    |                   |       | 50                  |                 |           |                               |
| A-C    | 122                   |                   |       | 122                 |                 |           |                               |
| D-ABC  | 18                    | 376               | 0.048 | 18                  | 0.1             | 10.053    | B                             |
| C-ABD  | 26                    | 652               | 0.040 | 26                  | 0.1             | 5.759     | A                             |
| C-D    | 4                     |                   |       | 4                   |                 |           |                               |
| C-A    | 189                   |                   |       | 189                 |                 |           |                               |

# 2023 with development , PM Peak

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1        | untitled | Crossroads    | Two-way              |                       | 2.30               | 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) |
|----|-----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D2 | 2023 with development | PM Peak          | ONE HOUR             | 17:00              | 18:30               | 15                        |

| Default vehicle mix | Vehicle mix source | PCU Factor for a HV (PCU) |
|---------------------|--------------------|---------------------------|
| ✓                   | HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm                   | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-----------------------|------------|--------------|-------------------------|--------------------|
| A - Lovedean Lane (N) |            | ✓            | 292                     | 100.000            |
| B - Yoells Lane       |            | ✓            | 77                      | 100.000            |
| C - Lovedean Lane (S) |            | ✓            | 262                     | 100.000            |
| D - Site Access       |            | ✓            | 9                       | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                    |                       |                 |                       |                 |
|------|-----------------------|-----------------------|-----------------|-----------------------|-----------------|
|      |                       | A - Lovedean Lane (N) | B - Yoells Lane | C - Lovedean Lane (S) | D - Site Access |
| From | A - Lovedean Lane (N) | 0                     | 55              | 234                   | 3               |
|      | B - Yoells Lane       | 46                    | 0               | 27                    | 4               |
|      | C - Lovedean Lane (S) | 204                   | 44              | 0                     | 14              |
|      | D - Site Access       | 1                     | 2               | 6                     | 0               |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                    |                       |                 |                       |                 |
|------|-----------------------|-----------------------|-----------------|-----------------------|-----------------|
|      |                       | A - Lovedean Lane (N) | B - Yoells Lane | C - Lovedean Lane (S) | D - Site Access |
| From | A - Lovedean Lane (N) | 10                    | 10              | 10                    | 10              |
|      | B - Yoells Lane       | 10                    | 10              | 10                    | 10              |
|      | C - Lovedean Lane (S) | 10                    | 10              | 10                    | 10              |
|      | D - Site Access       | 10                    | 10              | 10                    | 10              |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-ACD  | 0.22    | 12.19         | 0.3             | B       |
| A-BCD  | 0.01    | 5.46          | 0.0             | A       |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |
| D-ABC  | 0.03    | 10.79         | 0.0             | B       |
| C-ABD  | 0.12    | 6.31          | 0.2             | A       |
| C-D    |         |               |                 |         |
| C-A    |         |               |                 |         |

### Main Results for each time segment

#### 17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 58                    | 413               | 0.140 | 57                  | 0.2             | 10.101    | B                             |
| A-BCD  | 3                     | 662               | 0.005 | 3                   | 0.0             | 5.462     | A                             |
| A-B    | 41                    |                   |       | 41                  |                 |           |                               |
| A-C    | 175                   |                   |       | 175                 |                 |           |                               |
| D-ABC  | 7                     | 377               | 0.018 | 7                   | 0.0             | 9.718     | A                             |
| C-ABD  | 45                    | 617               | 0.073 | 45                  | 0.1             | 6.293     | A                             |
| C-D    | 10                    |                   |       | 10                  |                 |           |                               |
| C-A    | 142                   |                   |       | 142                 |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 69                    | 399               | 0.173 | 69                  | 0.2             | 10.895    | B                             |
| A-BCD  | 4                     | 683               | 0.006 | 4                   | 0.0             | 5.302     | A                             |
| A-B    | 49                    |                   |       | 49                  |                 |           |                               |
| A-C    | 209                   |                   |       | 209                 |                 |           |                               |
| D-ABC  | 8                     | 363               | 0.022 | 8                   | 0.0             | 10.143    | B                             |
| C-ABD  | 58                    | 630               | 0.091 | 57                  | 0.2             | 6.287     | A                             |
| C-D    | 11                    |                   |       | 11                  |                 |           |                               |
| C-A    | 167                   |                   |       | 167                 |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 85                    | 380               | 0.223 | 84                  | 0.3             | 12.161    | B                             |
| A-BCD  | 6                     | 713               | 0.008 | 6                   | 0.0             | 5.091     | A                             |
| A-B    | 60                    |                   |       | 60                  |                 |           |                               |
| A-C    | 255                   |                   |       | 255                 |                 |           |                               |
| D-ABC  | 10                    | 344               | 0.029 | 10                  | 0.0             | 10.789    | B                             |
| C-ABD  | 77                    | 649               | 0.119 | 77                  | 0.2             | 6.290     | A                             |
| C-D    | 14                    |                   |       | 14                  |                 |           |                               |
| C-A    | 198                   |                   |       | 198                 |                 |           |                               |

**17:45 - 18:00**

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 85                    | 380               | 0.223 | 85                  | 0.3             | 12.187    | B                             |
| ABCD   | 6                     | 713               | 0.008 | 6                   | 0.0             | 5.091     | A                             |
| A-B    | 60                    |                   |       | 60                  |                 |           |                               |
| A-C    | 255                   |                   |       | 255                 |                 |           |                               |
| D-ABC  | 10                    | 343               | 0.029 | 10                  | 0.0             | 10.792    | B                             |
| C-ABD  | 77                    | 650               | 0.119 | 77                  | 0.2             | 6.295     | A                             |
| C-D    | 14                    |                   |       | 14                  |                 |           |                               |
| C-A    | 198                   |                   |       | 198                 |                 |           |                               |

**18:00 - 18:15**

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 69                    | 399               | 0.173 | 70                  | 0.2             | 10.929    | B                             |
| ABCD   | 4                     | 683               | 0.006 | 4                   | 0.0             | 5.305     | A                             |
| A-B    | 49                    |                   |       | 49                  |                 |           |                               |
| A-C    | 209                   |                   |       | 209                 |                 |           |                               |
| D-ABC  | 8                     | 363               | 0.022 | 8                   | 0.0             | 10.150    | B                             |
| C-ABD  | 58                    | 630               | 0.091 | 58                  | 0.2             | 6.297     | A                             |
| C-D    | 11                    |                   |       | 11                  |                 |           |                               |
| C-A    | 166                   |                   |       | 166                 |                 |           |                               |

**18:15 - 18:30**

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 58                    | 413               | 0.140 | 58                  | 0.2             | 10.154    | B                             |
| ABCD   | 3                     | 662               | 0.005 | 3                   | 0.0             | 5.463     | A                             |
| A-B    | 41                    |                   |       | 41                  |                 |           |                               |
| A-C    | 175                   |                   |       | 175                 |                 |           |                               |
| D-ABC  | 7                     | 377               | 0.018 | 7                   | 0.0             | 9.728     | A                             |
| C-ABD  | 45                    | 617               | 0.073 | 45                  | 0.1             | 6.307     | A                             |
| C-D    | 10                    |                   |       | 10                  |                 |           |                               |
| C-A    | 142                   |                   |       | 142                 |                 |           |                               |

# 2025 with development, AM Peak

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1        | untitled | Crossroads    | Two-way              |                       | 3.66               | A            |

### Junction Network Options

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

## Traffic Demand

### Demand Set Details

| ID | Scenario name         | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|----|-----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D3 | 2025 with development | AM Peak          | ONE HOUR             | 07:45              | 09:15               | 15                        |

| Default vehicle mix | Vehicle mix source | PCU Factor for a HV (PCU) |
|---------------------|--------------------|---------------------------|
| ✓                   | HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm                   | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-----------------------|------------|--------------|-------------------------|--------------------|
| A - Lovedean Lane (N) |            | ✓            | 237                     | 100.000            |
| B - Yoells Lane       |            | ✓            | 132                     | 100.000            |
| C - Lovedean Lane (S) |            | ✓            | 299                     | 100.000            |
| D - Site Access       |            | ✓            | 24                      | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                    |                       |                 |                       |                 |
|------|-----------------------|-----------------------|-----------------|-----------------------|-----------------|
|      |                       | A - Lovedean Lane (N) | B - Yoells Lane | C - Lovedean Lane (S) | D - Site Access |
| From | A - Lovedean Lane (N) | 0                     | 69              | 167                   | 1               |
|      | B - Yoells Lane       | 93                    | 0               | 37                    | 2               |
|      | C - Lovedean Lane (S) | 269                   | 25              | 0                     | 5               |
|      | D - Site Access       | 3                     | 5               | 16                    | 0               |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                    |                       |                 |                       |                 |
|------|-----------------------|-----------------------|-----------------|-----------------------|-----------------|
|      |                       | A - Lovedean Lane (N) | B - Yoells Lane | C - Lovedean Lane (S) | D - Site Access |
| From | A - Lovedean Lane (N) | 10                    | 10              | 10                    | 10              |
|      | B - Yoells Lane       | 10                    | 10              | 10                    | 10              |
|      | C - Lovedean Lane (S) | 10                    | 10              | 10                    | 10              |
|      | D - Site Access       | 10                    | 10              | 10                    | 10              |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-ACD  | 0.38    | 15.24         | 0.6             | C       |
| A-BCD  | 0.00    | 5.72          | 0.0             | A       |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |
| D-ABC  | 0.08    | 11.52         | 0.1             | B       |
| C-ABD  | 0.07    | 5.75          | 0.1             | A       |
| C-D    |         |               |                 |         |
| C-A    |         |               |                 |         |

### Main Results for each time segment

#### 07:45 - 08:00

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 99                    | 411               | 0.242 | 98                  | 0.3             | 11.445    | B                             |
| A-BCD  | 1                     | 630               | 0.002 | 1                   | 0.0             | 5.719     | A                             |
| A-B    | 52                    |                   |       | 52                  |                 |           |                               |
| A-C    | 126                   |                   |       | 126                 |                 |           |                               |
| D-ABC  | 18                    | 374               | 0.048 | 18                  | 0.1             | 10.090    | B                             |
| C-ABD  | 27                    | 654               | 0.042 | 27                  | 0.1             | 5.740     | A                             |
| C-D    | 4                     |                   |       | 4                   |                 |           |                               |
| C-A    | 194                   |                   |       | 194                 |                 |           |                               |

#### 08:00 - 08:15

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 119                   | 399               | 0.298 | 118                 | 0.4             | 12.809    | B                             |
| A-BCD  | 1                     | 645               | 0.002 | 1                   | 0.0             | 5.591     | A                             |
| A-B    | 62                    |                   |       | 62                  |                 |           |                               |
| A-C    | 150                   |                   |       | 150                 |                 |           |                               |
| D-ABC  | 22                    | 360               | 0.060 | 22                  | 0.1             | 10.649    | B                             |
| C-ABD  | 35                    | 675               | 0.053 | 35                  | 0.1             | 5.630     | A                             |
| C-D    | 4                     |                   |       | 4                   |                 |           |                               |
| C-A    | 229                   |                   |       | 229                 |                 |           |                               |

#### 08:15 - 08:30

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 145                   | 381               | 0.381 | 145                 | 0.6             | 15.149    | C                             |
| A-BCD  | 2                     | 666               | 0.003 | 2                   | 0.0             | 5.419     | A                             |
| A-B    | 76                    |                   |       | 76                  |                 |           |                               |
| A-C    | 183                   |                   |       | 183                 |                 |           |                               |
| D-ABC  | 26                    | 339               | 0.078 | 26                  | 0.1             | 11.513    | B                             |
| C-ABD  | 48                    | 704               | 0.069 | 48                  | 0.1             | 5.486     | A                             |
| C-D    | 5                     |                   |       | 5                   |                 |           |                               |
| C-A    | 276                   |                   |       | 276                 |                 |           |                               |

**08:30 - 08:45**

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 145                   | 381               | 0.381 | 145                 | 0.6             | 15.241    | C                             |
| ABCD   | 2                     | 666               | 0.003 | 2                   | 0.0             | 5.421     | A                             |
| A-B    | 76                    |                   |       | 76                  |                 |           |                               |
| A-C    | 183                   |                   |       | 183                 |                 |           |                               |
| D-ABC  | 26                    | 339               | 0.078 | 26                  | 0.1             | 11.521    | B                             |
| C-ABD  | 48                    | 705               | 0.069 | 48                  | 0.1             | 5.488     | A                             |
| C-D    | 5                     |                   |       | 5                   |                 |           |                               |
| C-A    | 276                   |                   |       | 276                 |                 |           |                               |

**08:45 - 09:00**

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 119                   | 399               | 0.298 | 119                 | 0.4             | 12.917    | B                             |
| ABCD   | 1                     | 645               | 0.002 | 1                   | 0.0             | 5.594     | A                             |
| A-B    | 62                    |                   |       | 62                  |                 |           |                               |
| A-C    | 150                   |                   |       | 150                 |                 |           |                               |
| D-ABC  | 22                    | 359               | 0.060 | 22                  | 0.1             | 10.662    | B                             |
| C-ABD  | 36                    | 675               | 0.053 | 36                  | 0.1             | 5.632     | A                             |
| C-D    | 4                     |                   |       | 4                   |                 |           |                               |
| C-A    | 229                   |                   |       | 229                 |                 |           |                               |

**09:00 - 09:15**

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 99                    | 411               | 0.242 | 100                 | 0.3             | 11.574    | B                             |
| ABCD   | 1                     | 630               | 0.002 | 1                   | 0.0             | 5.722     | A                             |
| A-B    | 52                    |                   |       | 52                  |                 |           |                               |
| A-C    | 126                   |                   |       | 126                 |                 |           |                               |
| D-ABC  | 18                    | 374               | 0.048 | 18                  | 0.1             | 10.110    | B                             |
| C-ABD  | 28                    | 654               | 0.042 | 28                  | 0.1             | 5.746     | A                             |
| C-D    | 4                     |                   |       | 4                   |                 |           |                               |
| C-A    | 194                   |                   |       | 194                 |                 |           |                               |

# 2025 with development, PM Peak

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1        | untitled | Crossroads    | Two-way              |                       | 2.35               | A            |

### Junction Network Options

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

## Traffic Demand

### Demand Set Details

| ID | Scenario name         | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|----|-----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D4 | 2025 with development | PM Peak          | ONE HOUR             | 17:00              | 18:30               | 15                        |

| Default vehicle mix | Vehicle mix source | PCU Factor for a HV (PCU) |
|---------------------|--------------------|---------------------------|
| ✓                   | HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm                   | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-----------------------|------------|--------------|-------------------------|--------------------|
| A - Lovedean Lane (N) |            | ✓            | 299                     | 100.000            |
| B - Yoells Lane       |            | ✓            | 80                      | 100.000            |
| C - Lovedean Lane (S) |            | ✓            | 269                     | 100.000            |
| D - Site Access       |            | ✓            | 9                       | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                    |                       |                 |                       |                 |
|------|-----------------------|-----------------------|-----------------|-----------------------|-----------------|
|      |                       | A - Lovedean Lane (N) | B - Yoells Lane | C - Lovedean Lane (S) | D - Site Access |
| From | A - Lovedean Lane (N) | 0                     | 56              | 240                   | 3               |
|      | B - Yoells Lane       | 48                    | 0               | 28                    | 4               |
|      | C - Lovedean Lane (S) | 210                   | 45              | 0                     | 14              |
|      | D - Site Access       | 1                     | 2               | 6                     | 0               |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                    |                       |                 |                       |                 |
|------|-----------------------|-----------------------|-----------------|-----------------------|-----------------|
|      |                       | A - Lovedean Lane (N) | B - Yoells Lane | C - Lovedean Lane (S) | D - Site Access |
| From | A - Lovedean Lane (N) | 10                    | 10              | 10                    | 10              |
|      | B - Yoells Lane       | 10                    | 10              | 10                    | 10              |
|      | C - Lovedean Lane (S) | 10                    | 10              | 10                    | 10              |
|      | D - Site Access       | 10                    | 10              | 10                    | 10              |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-ACD  | 0.23    | 12.44         | 0.3             | B       |
| A-BCD  | 0.01    | 5.44          | 0.0             | A       |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |
| D-ABC  | 0.03    | 10.89         | 0.0             | B       |
| C-ABD  | 0.12    | 6.30          | 0.2             | A       |
| C-D    |         |               |                 |         |
| C-A    |         |               |                 |         |

### Main Results for each time segment

#### 17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 60                    | 411               | 0.146 | 60                  | 0.2             | 10.218    | B                             |
| A-BCD  | 3                     | 665               | 0.005 | 3                   | 0.0             | 5.442     | A                             |
| A-B    | 42                    |                   |       | 42                  |                 |           |                               |
| A-C    | 180                   |                   |       | 180                 |                 |           |                               |
| D-ABC  | 7                     | 375               | 0.018 | 7                   | 0.0             | 9.770     | A                             |
| C-ABD  | 47                    | 619               | 0.075 | 46                  | 0.1             | 6.286     | A                             |
| C-D    | 10                    |                   |       | 10                  |                 |           |                               |
| C-A    | 146                   |                   |       | 146                 |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 72                    | 397               | 0.181 | 72                  | 0.2             | 11.058    | B                             |
| A-BCD  | 4                     | 686               | 0.006 | 4                   | 0.0             | 5.279     | A                             |
| A-B    | 50                    |                   |       | 50                  |                 |           |                               |
| A-C    | 214                   |                   |       | 214                 |                 |           |                               |
| D-ABC  | 8                     | 361               | 0.022 | 8                   | 0.0             | 10.211    | B                             |
| C-ABD  | 60                    | 633               | 0.094 | 59                  | 0.2             | 6.283     | A                             |
| C-D    | 11                    |                   |       | 11                  |                 |           |                               |
| C-A    | 171                   |                   |       | 171                 |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 88                    | 377               | 0.233 | 88                  | 0.3             | 12.413    | B                             |
| A-BCD  | 6                     | 717               | 0.008 | 6                   | 0.0             | 5.064     | A                             |
| A-B    | 61                    |                   |       | 61                  |                 |           |                               |
| A-C    | 262                   |                   |       | 262                 |                 |           |                               |
| D-ABC  | 10                    | 341               | 0.029 | 10                  | 0.0             | 10.884    | B                             |
| C-ABD  | 80                    | 653               | 0.122 | 80                  | 0.2             | 6.286     | A                             |
| C-D    | 14                    |                   |       | 14                  |                 |           |                               |
| C-A    | 203                   |                   |       | 203                 |                 |           |                               |

**17:45 - 18:00**

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 88                    | 377               | 0.233 | 88                  | 0.3             | 12.441    | B                             |
| ABCD   | 6                     | 717               | 0.008 | 6                   | 0.0             | 5.064     | A                             |
| A-B    | 61                    |                   |       | 61                  |                 |           |                               |
| A-C    | 262                   |                   |       | 262                 |                 |           |                               |
| D-ABC  | 10                    | 341               | 0.029 | 10                  | 0.0             | 10.887    | B                             |
| C-ABD  | 80                    | 653               | 0.123 | 80                  | 0.2             | 6.291     | A                             |
| C-D    | 14                    |                   |       | 14                  |                 |           |                               |
| C-A    | 203                   |                   |       | 203                 |                 |           |                               |

**18:00 - 18:15**

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 72                    | 397               | 0.181 | 72                  | 0.2             | 11.097    | B                             |
| ABCD   | 4                     | 686               | 0.006 | 4                   | 0.0             | 5.280     | A                             |
| A-B    | 50                    |                   |       | 50                  |                 |           |                               |
| A-C    | 214                   |                   |       | 214                 |                 |           |                               |
| D-ABC  | 8                     | 360               | 0.022 | 8                   | 0.0             | 10.217    | B                             |
| C-ABD  | 60                    | 633               | 0.094 | 60                  | 0.2             | 6.289     | A                             |
| C-D    | 11                    |                   |       | 11                  |                 |           |                               |
| C-A    | 171                   |                   |       | 171                 |                 |           |                               |

**18:15 - 18:30**

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 60                    | 411               | 0.147 | 60                  | 0.2             | 10.272    | B                             |
| ABCD   | 3                     | 665               | 0.005 | 3                   | 0.0             | 5.443     | A                             |
| A-B    | 42                    |                   |       | 42                  |                 |           |                               |
| A-C    | 180                   |                   |       | 180                 |                 |           |                               |
| D-ABC  | 7                     | 375               | 0.018 | 7                   | 0.0             | 9.780     | A                             |
| C-ABD  | 47                    | 619               | 0.076 | 47                  | 0.1             | 6.301     | A                             |
| C-D    | 10                    |                   |       | 10                  |                 |           |                               |
| C-A    | 146                   |                   |       | 146                 |                 |           |                               |

| Junctions 9                                                                                                                                                      |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|
| PICADY 9 - Priority Intersection Module                                                                                                                          |  |  |
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Filename: Milton Road Priority.j9

Path: T:\Projects\11000 Series Project Numbers\11383\ITB Lovedean Lane\Tech\Junction Assessments\Picady

Report generation date: 15/01/2020 10:59:52

- »Observed, AM
- »Observed, PM
- »Baseline 2023, AM
- »Baseline 2023, PM
- »Baseline 2025, AM
- »Baseline 2025, PM
- »2023 with Development, AM
- »2023 with Development, PM
- »2025 with Development, AM
- »2025 with Development, PM

#### Summary of junction performance

|                       | AM          |           |      | PM          |           |      |
|-----------------------|-------------|-----------|------|-------------|-----------|------|
|                       | Queue (Veh) | Delay (s) | RFC  | Queue (Veh) | Delay (s) | RFC  |
| Observed              |             |           |      |             |           |      |
| Stream B-C            | 6.3         | 66.65     | 0.91 | 14.0        | 127.93    | 1.01 |
| Stream B-A            | 4.0         | 103.36    | 0.86 | 7.7         | 175.77    | 0.98 |
| Stream C-AB           | 4.1         | 23.53     | 0.77 | 2.3         | 17.76     | 0.67 |
| Baseline 2023         |             |           |      |             |           |      |
| Stream B-C            | 14.6        | 135.42    | 1.02 | 24.1        | 199.74    | 1.09 |
| Stream B-A            | 7.8         | 185.94    | 0.98 | 11.5        | 247.18    | 1.06 |
| Stream C-AB           | 5.6         | 29.50     | 0.82 | 2.9         | 20.23     | 0.71 |
| Baseline 2025         |             |           |      |             |           |      |
| Stream B-C            | 19.7        | 173.85    | 1.07 | 30.9        | 247.59    | 1.14 |
| Stream B-A            | 9.6         | 224.93    | 1.03 | 14.1        | 292.56    | 1.10 |
| Stream C-AB           | 6.7         | 34.29     | 0.85 | 3.3         | 22.01     | 0.73 |
| 2023 with Development |             |           |      |             |           |      |
| Stream B-C            | 15.8        | 144.97    | 1.03 | 26.7        | 217.74    | 1.11 |
| Stream B-A            | 8.2         | 195.89    | 0.99 | 12.4        | 265.06    | 1.07 |
| Stream C-AB           | 6.1         | 31.48     | 0.84 | 3.0         | 20.71     | 0.72 |
| 2025 with Development |             |           |      |             |           |      |
| Stream B-C            | 21.3        | 185.92    | 1.08 | 33.8        | 268.47    | 1.16 |
| Stream B-A            | 10.2        | 237.38    | 1.04 | 15.1        | 313.11    | 1.12 |
| Stream C-AB           | 7.4         | 36.99     | 0.86 | 3.4         | 22.60     | 0.74 |

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

## File summary

### File Description

|             |                     |
|-------------|---------------------|
| Title       |                     |
| Location    |                     |
| Site number |                     |
| Date        | 19/11/2019          |
| Version     |                     |
| Status      | (new file)          |
| Identifier  |                     |
| Client      |                     |
| Jobnumber   |                     |
| Enumerator  | I-TRANSPORT\Hotdesk |
| Description |                     |

## Units

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

## Analysis Options

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

## Demand Set Summary

| ID  | Scenario name         | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|-----|-----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1  | Observed              | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |
| D2  | Observed              | PM               | ONE HOUR             | 17:00              | 18:30               | 15                        | ✓                 |
| D3  | Baseline 2023         | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |
| D4  | Baseline 2023         | PM               | ONE HOUR             | 17:00              | 18:30               | 15                        | ✓                 |
| D5  | Baseline 2025         | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |
| D6  | Baseline 2025         | PM               | ONE HOUR             | 17:00              | 18:30               | 15                        | ✓                 |
| D7  | 2023 with Development | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |
| D8  | 2023 with Development | PM               | ONE HOUR             | 17:00              | 18:30               | 15                        | ✓                 |
| D9  | 2025 with Development | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |
| D10 | 2025 with Development | PM               | ONE HOUR             | 17:00              | 18:30               | 15                        | ✓                 |

## Analysis Set Details

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

# Observed, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way              |                       | 33.54              | D            |

### Junction Network Options

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

## Arms

### Arms

| Arm | Name                  | Description | Arm type |
|-----|-----------------------|-------------|----------|
| A   | Lovedean Lane (East)  |             | Major    |
| B   | Milton Road           |             | Minor    |
| C   | Lovedean Lane (North) |             | Major    |

### Major Arm Geometry

| Arm                       | Width of carriageway (m) | Has kerbed central reserve | Width of kerbed central reserve (m) | Has right turn bay | Width for right turn (m) | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|---------------------------|--------------------------|----------------------------|-------------------------------------|--------------------|--------------------------|-------------------------------|---------|----------------------|
| C - Lovedean Lane (North) | 10.20                    | ✓                          | 3.40                                | ✓                  | 2.70                     | 131.1                         | ✓       | 1.00                 |

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

### Minor Arm Geometry

| Arm             | Minor arm type      | Width at give-way (m) | Width at 5m (m) | Width at 10m (m) | Width at 15m (m) | Width at 20m (m) | Estimate flare length | Flare length (PCU) | Visibility to left (m) | Visibility to right (m) |
|-----------------|---------------------|-----------------------|-----------------|------------------|------------------|------------------|-----------------------|--------------------|------------------------|-------------------------|
| B - Milton Road | One lane plus flare | 7.30                  | 4.60            | 4.10             | 3.60             | 3.40             | ✓                     | 1.00               | 137                    | 89                      |

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

| Stream | Intercept (Veh/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|--------|--------------------|---------------|---------------|---------------|---------------|
| B-A    | 539                | 0.075         | 0.188         | 0.119         | 0.269         |
| B-C    | 757                | 0.095         | 0.240         | -             | -             |
| C-B    | 685                | 0.217         | 0.217         | -             | -             |

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

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

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

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1 | Observed      | 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                      |

### Demand overview (Traffic)

| Arm                       | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Lovedean Lane (East)  |            | ONE HOUR     | ✓            | 375                     | 100.000            |
| B - Milton Road           |            | ONE HOUR     | ✓            | 468                     | 100.000            |
| C - Lovedean Lane (North) |            | ONE HOUR     | ✓            | 556                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|  | To                        |                          |                 |                           |
|--|---------------------------|--------------------------|-----------------|---------------------------|
|  |                           | A - Lovedean Lane (East) | B - Milton Road | C - Lovedean Lane (North) |
|  | From                      |                          |                 |                           |
|  | A - Lovedean Lane (East)  | 0                        | 157             | 218                       |
|  | B - Milton Road           | 136                      | 0               | 332                       |
|  | C - Lovedean Lane (North) | 181                      | 375             | 0                         |

## Vehicle Mix

### Heavy Vehicle Percentages

|  | To                        |                          |                 |                           |
|--|---------------------------|--------------------------|-----------------|---------------------------|
|  |                           | A - Lovedean Lane (East) | B - Milton Road | C - Lovedean Lane (North) |
|  | From                      |                          |                 |                           |
|  | A - Lovedean Lane (East)  | 10                       | 10              | 10                        |
|  | B - Milton Road           | 10                       | 10              | 10                        |
|  | C - Lovedean Lane (North) | 10                       | 10              | 10                        |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C    | 0.91    | 66.65         | 6.3             | F       | 305                     | 457                           |
| B-A    | 0.86    | 103.36        | 4.0             | F       | 125                     | 187                           |
| C-AB   | 0.77    | 23.53         | 4.1             | C       | 418                     | 628                           |
| C-A    |         |               |                 |         | 92                      | 138                           |
| A-B    |         |               |                 |         | 144                     | 216                           |
| A-C    |         |               |                 |         | 200                     | 300                           |

## Main Results for each time segment

### 07:45 - 08:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 250                   | 62                      | 569               | 0.439 | 247                 | 0.0               | 0.8             | 11.070    | B                             |
| B-A    | 102                   | 26                      | 329               | 0.311 | 101                 | 0.0               | 0.4             | 15.666    | C                             |
| C-AB   | 319                   | 80                      | 635               | 0.503 | 315                 | 0.0               | 1.1             | 11.136    | B                             |
| C-A    | 100                   | 25                      |                   |       | 100                 |                   |                 |           |                               |
| A-B    | 118                   | 30                      |                   |       | 118                 |                   |                 |           |                               |
| A-C    | 164                   | 41                      |                   |       | 164                 |                   |                 |           |                               |

### 08:00 - 08:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 298                   | 75                      | 522               | 0.572 | 296                 | 0.8               | 1.3             | 15.800    | C                             |
| B-A    | 122                   | 31                      | 278               | 0.439 | 121                 | 0.4               | 0.8             | 22.712    | C                             |
| C-AB   | 401                   | 100                     | 654               | 0.613 | 398                 | 1.1               | 1.8             | 14.031    | B                             |
| C-A    | 99                    | 25                      |                   |       | 99                  |                   |                 |           |                               |
| A-B    | 141                   | 35                      |                   |       | 141                 |                   |                 |           |                               |
| A-C    | 196                   | 49                      |                   |       | 196                 |                   |                 |           |                               |

### 08:15 - 08:30

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 366                   | 91                      | 426               | 0.858 | 353                 | 1.3               | 4.5             | 43.358    | E                             |
| B-A    | 150                   | 37                      | 190               | 0.788 | 142                 | 0.8               | 2.7             | 66.264    | F                             |
| C-AB   | 535                   | 134                     | 691               | 0.774 | 527                 | 1.8               | 3.9             | 21.568    | C                             |
| C-A    | 77                    | 19                      |                   |       | 77                  |                   |                 |           |                               |
| A-B    | 173                   | 43                      |                   |       | 173                 |                   |                 |           |                               |
| A-C    | 240                   | 60                      |                   |       | 240                 |                   |                 |           |                               |

### 08:30 - 08:45

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 366                   | 91                      | 404               | 0.905 | 358                 | 4.5               | 6.3             | 66.651    | F                             |
| B-A    | 150                   | 37                      | 174               | 0.859 | 145                 | 2.7               | 4.0             | 103.363   | F                             |
| C-AB   | 535                   | 134                     | 691               | 0.774 | 534                 | 3.9               | 4.1             | 23.534    | C                             |
| C-A    | 77                    | 19                      |                   |       | 77                  |                   |                 |           |                               |
| A-B    | 173                   | 43                      |                   |       | 173                 |                   |                 |           |                               |
| A-C    | 240                   | 60                      |                   |       | 240                 |                   |                 |           |                               |

### 08:45 - 09:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 298                   | 75                      | 498               | 0.599 | 318                 | 6.3               | 1.6             | 21.837    | C                             |
| B-A    | 122                   | 31                      | 261               | 0.469 | 134                 | 4.0               | 0.9             | 30.786    | D                             |
| C-AB   | 401                   | 100                     | 654               | 0.613 | 410                 | 4.1               | 2.0             | 15.370    | C                             |
| C-A    | 99                    | 25                      |                   |       | 99                  |                   |                 |           |                               |
| A-B    | 141                   | 35                      |                   |       | 141                 |                   |                 |           |                               |
| A-C    | 196                   | 49                      |                   |       | 196                 |                   |                 |           |                               |

## 09:00 - 09:15

| Stream | Total Demand<br>(Veh/hr) | Junction<br>Arrivals (Veh) | Capacity<br>(Veh/hr) | RFC   | Throughput<br>(Veh/hr) | Start queue<br>(Veh) | End queue<br>(Veh) | Delay (s) | Unsignalised<br>level of service |
|--------|--------------------------|----------------------------|----------------------|-------|------------------------|----------------------|--------------------|-----------|----------------------------------|
| B-C    | 250                      | 62                         | 564                  | 0.443 | 253                    | 1.6                  | 0.8                | 11.667    | B                                |
| B-A    | 102                      | 26                         | 325                  | 0.316 | 104                    | 0.9                  | 0.5                | 16.470    | C                                |
| C-AB   | 319                      | 80                         | 635                  | 0.503 | 322                    | 2.0                  | 1.2                | 11.677    | B                                |
| C-A    | 100                      | 25                         |                      |       | 100                    |                      |                    |           |                                  |
| A-B    | 118                      | 30                         |                      |       | 118                    |                      |                    |           |                                  |
| A-C    | 164                      | 41                         |                      |       | 164                    |                      |                    |           |                                  |

# Observed, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way              |                       | 55.34              | F            |

### 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 | Observed      | PM               | ONE HOUR             | 17:00              | 18:30               | 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                      |

### Demand overview (Traffic)

| Arm                       | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Lovedean Lane (East)  |            | ONE HOUR     | ✓            | 468                     | 100.000            |
| B - Milton Road           |            | ONE HOUR     | ✓            | 511                     | 100.000            |
| C - Lovedean Lane (North) |            | ONE HOUR     | ✓            | 447                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                        |                          |                 |                           |
|------|---------------------------|--------------------------|-----------------|---------------------------|
|      |                           | A - Lovedean Lane (East) | B - Milton Road | C - Lovedean Lane (North) |
| From | A - Lovedean Lane (East)  | 0                        | 272             | 196                       |
|      | B - Milton Road           | 151                      | 0               | 360                       |
|      | C - Lovedean Lane (North) | 137                      | 310             | 0                         |
|      |                           |                          |                 |                           |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                        |                          |                 |                           |
|------|---------------------------|--------------------------|-----------------|---------------------------|
|      |                           | A - Lovedean Lane (East) | B - Milton Road | C - Lovedean Lane (North) |
| From | A - Lovedean Lane (East)  | 10                       | 10              | 10                        |
|      | B - Milton Road           | 10                       | 10              | 10                        |
|      | C - Lovedean Lane (North) | 10                       | 10              | 10                        |
|      |                           |                          |                 |                           |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C    | 1.01    | 127.93        | 14.0            | F       | 330                     | 496                           |
| B-A    | 0.98    | 175.77        | 7.7             | F       | 139                     | 208                           |
| C-AB   | 0.67    | 17.76         | 2.3             | C       | 326                     | 490                           |
| C-A    |         |               |                 |         | 84                      | 126                           |
| A-B    |         |               |                 |         | 250                     | 374                           |
| A-C    |         |               |                 |         | 180                     | 270                           |

### Main Results for each time segment

#### 17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 271                   | 68                      | 557               | 0.487 | 267                 | 0.0               | 0.9             | 12.298    | B                             |
| B-A    | 114                   | 28                      | 333               | 0.342 | 112                 | 0.0               | 0.5             | 16.153    | C                             |
| C-AB   | 254                   | 63                      | 594               | 0.427 | 251                 | 0.0               | 0.8             | 10.402    | B                             |
| C-A    | 83                    | 21                      |                   |       | 83                  |                   |                 |           |                               |
| A-B    | 205                   | 51                      |                   |       | 205                 |                   |                 |           |                               |
| A-C    | 148                   | 37                      |                   |       | 148                 |                   |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 324                   | 81                      | 505               | 0.641 | 321                 | 0.9               | 1.7             | 19.216    | C                             |
| B-A    | 136                   | 34                      | 275               | 0.493 | 134                 | 0.5               | 0.9             | 25.167    | D                             |
| C-AB   | 315                   | 79                      | 600               | 0.524 | 313                 | 0.8               | 1.2             | 12.505    | B                             |
| C-A    | 87                    | 22                      |                   |       | 87                  |                   |                 |           |                               |
| A-B    | 245                   | 61                      |                   |       | 245                 |                   |                 |           |                               |
| A-C    | 176                   | 44                      |                   |       | 176                 |                   |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 396                   | 99                      | 402               | 0.986 | 367                 | 1.7               | 9.0             | 73.071    | F                             |
| B-A    | 166                   | 42                      | 169               | 0.981 | 147                 | 0.9               | 5.7             | 115.107   | F                             |
| C-AB   | 411                   | 103                     | 616               | 0.668 | 407                 | 1.2               | 2.3             | 17.114    | C                             |
| C-A    | 81                    | 20                      |                   |       | 81                  |                   |                 |           |                               |
| A-B    | 299                   | 75                      |                   |       | 299                 |                   |                 |           |                               |
| A-C    | 216                   | 54                      |                   |       | 216                 |                   |                 |           |                               |

#### 17:45 - 18:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 396                   | 99                      | 392               | 1.012 | 376                 | 9.0               | 14.0            | 127.933   | F                             |
| B-A    | 166                   | 42                      | 171               | 0.970 | 158                 | 5.7               | 7.7             | 175.775   | F                             |
| C-AB   | 411                   | 103                     | 616               | 0.668 | 411                 | 2.3               | 2.3             | 17.756    | C                             |
| C-A    | 81                    | 20                      |                   |       | 81                  |                   |                 |           |                               |
| A-B    | 299                   | 75                      |                   |       | 299                 |                   |                 |           |                               |
| A-C    | 216                   | 54                      |                   |       | 216                 |                   |                 |           |                               |

**18:00 - 18:15**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 324                   | 81                      | 453               | 0.715 | 368                 | 14.0              | 2.8             | 55.670    | F                             |
| B-A    | 136                   | 34                      | 226               | 0.600 | 160                 | 7.7               | 1.7             | 66.572    | F                             |
| C-AB   | 315                   | 79                      | 600               | 0.524 | 319                 | 2.3               | 1.3             | 13.030    | B                             |
| C-A    | 87                    | 22                      |                   |       | 87                  |                   |                 |           |                               |
| A-B    | 245                   | 61                      |                   |       | 245                 |                   |                 |           |                               |
| A-C    | 176                   | 44                      |                   |       | 176                 |                   |                 |           |                               |

**18:15 - 18:30**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 271                   | 68                      | 548               | 0.494 | 278                 | 2.8               | 1.0             | 13.682    | B                             |
| B-A    | 114                   | 28                      | 326               | 0.349 | 118                 | 1.7               | 0.6             | 17.701    | C                             |
| C-AB   | 254                   | 63                      | 594               | 0.427 | 256                 | 1.3               | 0.8             | 10.709    | B                             |
| C-A    | 83                    | 21                      |                   |       | 83                  |                   |                 |           |                               |
| A-B    | 205                   | 51                      |                   |       | 205                 |                   |                 |           |                               |
| A-C    | 148                   | 37                      |                   |       | 148                 |                   |                 |           |                               |

# Baseline 2023, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way              |                       | 60.02              | F            |

### 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 2023 | 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                      |

### Demand overview (Traffic)

| Arm                       | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Lovedean Lane (East)  |            | ONE HOUR     | ✓            | 395                     | 100.000            |
| B - Milton Road           |            | ONE HOUR     | ✓            | 493                     | 100.000            |
| C - Lovedean Lane (North) |            | ONE HOUR     | ✓            | 586                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                        |                          |                 |                           |
|------|---------------------------|--------------------------|-----------------|---------------------------|
|      |                           | A - Lovedean Lane (East) | B - Milton Road | C - Lovedean Lane (North) |
| From | A - Lovedean Lane (East)  | 0                        | 165             | 230                       |
|      | B - Milton Road           | 143                      | 0               | 350                       |
|      | C - Lovedean Lane (North) | 191                      | 395             | 0                         |
|      |                           |                          |                 |                           |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                        |                          |                 |                           |
|------|---------------------------|--------------------------|-----------------|---------------------------|
|      |                           | A - Lovedean Lane (East) | B - Milton Road | C - Lovedean Lane (North) |
| From | A - Lovedean Lane (East)  | 10                       | 10              | 10                        |
|      | B - Milton Road           | 10                       | 10              | 10                        |
|      | C - Lovedean Lane (North) | 10                       | 10              | 10                        |
|      |                           |                          |                 |                           |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C    | 1.02    | 135.42        | 14.6            | F       | 321                     | 482                           |
| B-A    | 0.98    | 185.94        | 7.8             | F       | 131                     | 197                           |
| C-AB   | 0.82    | 29.50         | 5.6             | D       | 450                     | 676                           |
| C-A    |         |               |                 |         | 87                      | 131                           |
| A-B    |         |               |                 |         | 151                     | 227                           |
| A-C    |         |               |                 |         | 211                     | 317                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 263                   | 66                      | 559               | 0.472 | 260                 | 0.0               | 0.9             | 11.925    | B                             |
| B-A    | 108                   | 27                      | 316               | 0.340 | 106                 | 0.0               | 0.5             | 16.928    | C                             |
| C-AB   | 341                   | 85                      | 640               | 0.533 | 336                 | 0.0               | 1.3             | 11.704    | B                             |
| C-A    | 101                   | 25                      |                   |       | 101                 |                   |                 |           |                               |
| A-B    | 124                   | 31                      |                   |       | 124                 |                   |                 |           |                               |
| A-C    | 173                   | 43                      |                   |       | 173                 |                   |                 |           |                               |

#### 08:00 - 08:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 315                   | 79                      | 504               | 0.625 | 312                 | 0.9               | 1.6             | 18.477    | C                             |
| B-A    | 129                   | 32                      | 260               | 0.495 | 127                 | 0.5               | 0.9             | 26.765    | D                             |
| C-AB   | 431                   | 108                     | 662               | 0.650 | 427                 | 1.3               | 2.1             | 15.267    | C                             |
| C-A    | 96                    | 24                      |                   |       | 96                  |                   |                 |           |                               |
| A-B    | 148                   | 37                      |                   |       | 148                 |                   |                 |           |                               |
| A-C    | 207                   | 52                      |                   |       | 207                 |                   |                 |           |                               |

#### 08:15 - 08:30

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 385                   | 96                      | 389               | 0.991 | 355                 | 1.6               | 9.1             | 75.263    | F                             |
| B-A    | 157                   | 39                      | 160               | 0.984 | 139                 | 0.9               | 5.6             | 120.171   | F                             |
| C-AB   | 580                   | 145                     | 705               | 0.823 | 568                 | 2.1               | 5.1             | 25.695    | D                             |
| C-A    | 65                    | 16                      |                   |       | 65                  |                   |                 |           |                               |
| A-B    | 182                   | 45                      |                   |       | 182                 |                   |                 |           |                               |
| A-C    | 253                   | 63                      |                   |       | 253                 |                   |                 |           |                               |

#### 08:30 - 08:45

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 385                   | 96                      | 377               | 1.022 | 363                 | 9.1               | 14.6            | 135.424   | F                             |
| B-A    | 157                   | 39                      | 161               | 0.978 | 149                 | 5.6               | 7.8             | 185.943   | F                             |
| C-AB   | 580                   | 145                     | 705               | 0.823 | 578                 | 5.1               | 5.6             | 29.496    | D                             |
| C-A    | 65                    | 16                      |                   |       | 65                  |                   |                 |           |                               |
| A-B    | 182                   | 45                      |                   |       | 182                 |                   |                 |           |                               |
| A-C    | 253                   | 63                      |                   |       | 253                 |                   |                 |           |                               |

**08:45 - 09:00**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 315                   | 79                      | 444               | 0.709 | 362                 | 14.6              | 2.8             | 58.155    | F                             |
| B-A    | 129                   | 32                      | 211               | 0.609 | 152                 | 7.8               | 1.8             | 75.425    | F                             |
| C-AB   | 431                   | 108                     | 662               | 0.650 | 443                 | 5.6               | 2.4             | 17.580    | C                             |
| C-A    | 96                    | 24                      |                   |       | 96                  |                   |                 |           |                               |
| A-B    | 148                   | 37                      |                   |       | 148                 |                   |                 |           |                               |
| A-C    | 207                   | 52                      |                   |       | 207                 |                   |                 |           |                               |

**09:00 - 09:15**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 263                   | 66                      | 549               | 0.480 | 271                 | 2.8               | 0.9             | 13.256    | B                             |
| B-A    | 108                   | 27                      | 309               | 0.348 | 113                 | 1.8               | 0.6             | 18.727    | C                             |
| C-AB   | 341                   | 85                      | 640               | 0.533 | 345                 | 2.4               | 1.4             | 12.437    | B                             |
| C-A    | 101                   | 25                      |                   |       | 101                 |                   |                 |           |                               |
| A-B    | 124                   | 31                      |                   |       | 124                 |                   |                 |           |                               |
| A-C    | 173                   | 43                      |                   |       | 173                 |                   |                 |           |                               |

# Baseline 2023, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way              |                       | 81.79              | F            |

### 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 2023 | PM               | ONE HOUR             | 17:00              | 18:30               | 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                      |

### Demand overview (Traffic)

| Arm                       | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Lovedean Lane (East)  |            | ONE HOUR     | ✓            | 492                     | 100.000            |
| B - Milton Road           |            | ONE HOUR     | ✓            | 538                     | 100.000            |
| C - Lovedean Lane (North) |            | ONE HOUR     | ✓            | 470                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                        |                          |                 |                           |
|------|---------------------------|--------------------------|-----------------|---------------------------|
|      |                           | A - Lovedean Lane (East) | B - Milton Road | C - Lovedean Lane (North) |
| From | A - Lovedean Lane (East)  | 0                        | 286             | 206                       |
|      | B - Milton Road           | 159                      | 0               | 379                       |
|      | C - Lovedean Lane (North) | 144                      | 326             | 0                         |
|      |                           |                          |                 |                           |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                        |                          |                 |                           |
|------|---------------------------|--------------------------|-----------------|---------------------------|
|      |                           | A - Lovedean Lane (East) | B - Milton Road | C - Lovedean Lane (North) |
| From | A - Lovedean Lane (East)  | 10                       | 10              | 10                        |
|      | B - Milton Road           | 10                       | 10              | 10                        |
|      | C - Lovedean Lane (North) | 10                       | 10              | 10                        |
|      |                           |                          |                 |                           |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C    | 1.09    | 199.74        | 24.1            | F       | 348                     | 522                           |
| B-A    | 1.06    | 247.18        | 11.5            | F       | 146                     | 219                           |
| C-AB   | 0.71    | 20.23         | 2.9             | C       | 349                     | 523                           |
| C-A    |         |               |                 |         | 83                      | 124                           |
| A-B    |         |               |                 |         | 262                     | 394                           |
| A-C    |         |               |                 |         | 189                     | 284                           |

### Main Results for each time segment

#### 17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 285                   | 71                      | 545               | 0.524 | 281                 | 0.0               | 1.1             | 13.440    | B                             |
| B-A    | 120                   | 30                      | 319               | 0.375 | 117                 | 0.0               | 0.6             | 17.626    | C                             |
| C-AB   | 269                   | 67                      | 595               | 0.452 | 266                 | 0.0               | 0.9             | 10.832    | B                             |
| C-A    | 85                    | 21                      |                   |       | 85                  |                   |                 |           |                               |
| A-B    | 215                   | 54                      |                   |       | 215                 |                   |                 |           |                               |
| A-C    | 155                   | 39                      |                   |       | 155                 |                   |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 341                   | 85                      | 485               | 0.703 | 336                 | 1.1               | 2.2             | 23.519    | C                             |
| B-A    | 143                   | 36                      | 254               | 0.562 | 140                 | 0.6               | 1.2             | 31.004    | D                             |
| C-AB   | 335                   | 84                      | 603               | 0.556 | 333                 | 0.9               | 1.4             | 13.314    | B                             |
| C-A    | 87                    | 22                      |                   |       | 87                  |                   |                 |           |                               |
| A-B    | 257                   | 64                      |                   |       | 257                 |                   |                 |           |                               |
| A-C    | 185                   | 46                      |                   |       | 185                 |                   |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 417                   | 104                     | 392               | 1.063 | 371                 | 2.2               | 13.7            | 99.559    | F                             |
| B-A    | 175                   | 44                      | 166               | 1.057 | 150                 | 1.2               | 7.6             | 142.041   | F                             |
| C-AB   | 441                   | 110                     | 622               | 0.710 | 436                 | 1.4               | 2.8             | 19.187    | C                             |
| C-A    | 76                    | 19                      |                   |       | 76                  |                   |                 |           |                               |
| A-B    | 315                   | 79                      |                   |       | 315                 |                   |                 |           |                               |
| A-C    | 227                   | 57                      |                   |       | 227                 |                   |                 |           |                               |

#### 17:45 - 18:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 417                   | 104                     | 381               | 1.095 | 376                 | 13.7              | 24.1            | 199.738   | F                             |
| B-A    | 175                   | 44                      | 166               | 1.055 | 159                 | 7.6               | 11.5            | 247.185   | F                             |
| C-AB   | 441                   | 110                     | 622               | 0.710 | 441                 | 2.8               | 2.9             | 20.227    | C                             |
| C-A    | 76                    | 19                      |                   |       | 76                  |                   |                 |           |                               |
| A-B    | 315                   | 79                      |                   |       | 315                 |                   |                 |           |                               |
| A-C    | 227                   | 57                      |                   |       | 227                 |                   |                 |           |                               |

**18:00 - 18:15**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 341                   | 85                      | 412               | 0.828 | 395                 | 24.1              | 10.5            | 164.273   | F                             |
| B-A    | 143                   | 36                      | 178               | 0.802 | 165                 | 11.5              | 6.1             | 202.937   | F                             |
| C-AB   | 335                   | 84                      | 603               | 0.556 | 341                 | 2.9               | 1.5             | 14.092    | B                             |
| C-A    | 87                    | 22                      |                   |       | 87                  |                   |                 |           |                               |
| A-B    | 257                   | 64                      |                   |       | 257                 |                   |                 |           |                               |
| A-C    | 185                   | 46                      |                   |       | 185                 |                   |                 |           |                               |

**18:15 - 18:30**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 285                   | 71                      | 511               | 0.558 | 322                 | 10.5              | 1.3             | 22.522    | C                             |
| B-A    | 120                   | 30                      | 291               | 0.411 | 141                 | 6.1               | 0.7             | 27.175    | D                             |
| C-AB   | 269                   | 67                      | 595               | 0.452 | 272                 | 1.5               | 0.9             | 11.217    | B                             |
| C-A    | 85                    | 21                      |                   |       | 85                  |                   |                 |           |                               |
| A-B    | 215                   | 54                      |                   |       | 215                 |                   |                 |           |                               |
| A-C    | 155                   | 39                      |                   |       | 155                 |                   |                 |           |                               |

# Baseline 2025, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way              |                       | 74.62              | F            |

### 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 2025 | 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                      |

### Demand overview (Traffic)

| Arm                       | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Lovedean Lane (East)  |            | ONE HOUR     | ✓            | 406                     | 100.000            |
| B - Milton Road           |            | ONE HOUR     | ✓            | 506                     | 100.000            |
| C - Lovedean Lane (North) |            | ONE HOUR     | ✓            | 602                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                        |                          |                 |                           |
|------|---------------------------|--------------------------|-----------------|---------------------------|
|      |                           | A - Lovedean Lane (East) | B - Milton Road | C - Lovedean Lane (North) |
| From | A - Lovedean Lane (East)  | 0                        | 170             | 236                       |
|      | B - Milton Road           | 147                      | 0               | 359                       |
|      | C - Lovedean Lane (North) | 196                      | 406             | 0                         |
|      |                           |                          |                 |                           |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                        |                          |                 |                           |
|------|---------------------------|--------------------------|-----------------|---------------------------|
|      |                           | A - Lovedean Lane (East) | B - Milton Road | C - Lovedean Lane (North) |
| From | A - Lovedean Lane (East)  | 10                       | 10              | 10                        |
|      | B - Milton Road           | 10                       | 10              | 10                        |
|      | C - Lovedean Lane (North) | 10                       | 10              | 10                        |
|      |                           |                          |                 |                           |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C    | 1.07    | 173.85        | 19.7            | F       | 329                     | 494                           |
| B-A    | 1.03    | 224.93        | 9.6             | F       | 135                     | 202                           |
| C-AB   | 0.85    | 34.29         | 6.7             | D       | 468                     | 703                           |
| C-A    |         |               |                 |         | 84                      | 126                           |
| A-B    |         |               |                 |         | 156                     | 234                           |
| A-C    |         |               |                 |         | 217                     | 325                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 270                   | 68                      | 552               | 0.489 | 267                 | 0.0               | 0.9             | 12.443    | B                             |
| B-A    | 111                   | 28                      | 310               | 0.357 | 109                 | 0.0               | 0.5             | 17.715    | C                             |
| C-AB   | 353                   | 88                      | 642               | 0.549 | 347                 | 0.0               | 1.4             | 12.051    | B                             |
| C-A    | 101                   | 25                      |                   |       | 101                 |                   |                 |           |                               |
| A-B    | 128                   | 32                      |                   |       | 128                 |                   |                 |           |                               |
| A-C    | 178                   | 44                      |                   |       | 178                 |                   |                 |           |                               |

#### 08:00 - 08:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 323                   | 81                      | 493               | 0.655 | 319                 | 0.9               | 1.8             | 20.363    | C                             |
| B-A    | 132                   | 33                      | 249               | 0.530 | 130                 | 0.5               | 1.1             | 29.675    | D                             |
| C-AB   | 447                   | 112                     | 666               | 0.671 | 443                 | 1.4               | 2.3             | 16.067    | C                             |
| C-A    | 94                    | 23                      |                   |       | 94                  |                   |                 |           |                               |
| A-B    | 153                   | 38                      |                   |       | 153                 |                   |                 |           |                               |
| A-C    | 212                   | 53                      |                   |       | 212                 |                   |                 |           |                               |

#### 08:15 - 08:30

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 395                   | 99                      | 383               | 1.033 | 357                 | 1.8               | 11.4            | 89.032    | F                             |
| B-A    | 162                   | 40                      | 158               | 1.025 | 140                 | 1.1               | 6.5             | 134.446   | F                             |
| C-AB   | 605                   | 151                     | 712               | 0.850 | 591                 | 2.3               | 6.0             | 28.683    | D                             |
| C-A    | 58                    | 14                      |                   |       | 58                  |                   |                 |           |                               |
| A-B    | 187                   | 47                      |                   |       | 187                 |                   |                 |           |                               |
| A-C    | 260                   | 65                      |                   |       | 260                 |                   |                 |           |                               |

#### 08:30 - 08:45

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 395                   | 99                      | 370               | 1.068 | 362                 | 11.4              | 19.7            | 173.846   | F                             |
| B-A    | 162                   | 40                      | 158               | 1.025 | 149                 | 6.5               | 9.6             | 224.925   | F                             |
| C-AB   | 605                   | 151                     | 712               | 0.850 | 603                 | 6.0               | 6.7             | 34.292    | D                             |
| C-A    | 58                    | 14                      |                   |       | 58                  |                   |                 |           |                               |
| A-B    | 187                   | 47                      |                   |       | 187                 |                   |                 |           |                               |
| A-C    | 260                   | 65                      |                   |       | 260                 |                   |                 |           |                               |

**08:45 - 09:00**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 323                   | 81                      | 408               | 0.790 | 381                 | 19.7              | 5.2             | 120.674   | F                             |
| B-A    | 132                   | 33                      | 176               | 0.751 | 154                 | 9.6               | 4.1             | 162.565   | F                             |
| C-AB   | 447                   | 112                     | 666               | 0.671 | 463                 | 6.7               | 2.7             | 19.309    | C                             |
| C-A    | 94                    | 23                      |                   |       | 94                  |                   |                 |           |                               |
| A-B    | 153                   | 38                      |                   |       | 153                 |                   |                 |           |                               |
| A-C    | 212                   | 53                      |                   |       | 212                 |                   |                 |           |                               |

**09:00 - 09:15**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 270                   | 68                      | 530               | 0.510 | 287                 | 5.2               | 1.1             | 15.755    | C                             |
| B-A    | 111                   | 28                      | 297               | 0.373 | 125                 | 4.1               | 0.6             | 22.526    | C                             |
| C-AB   | 353                   | 88                      | 642               | 0.549 | 357                 | 2.7               | 1.5             | 12.920    | B                             |
| C-A    | 101                   | 25                      |                   |       | 101                 |                   |                 |           |                               |
| A-B    | 128                   | 32                      |                   |       | 128                 |                   |                 |           |                               |
| A-C    | 178                   | 44                      |                   |       | 178                 |                   |                 |           |                               |

# Baseline 2025, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way              |                       | 99.07              | F            |

### 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 2025 | PM               | ONE HOUR             | 17:00              | 18:30               | 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                      |

### Demand overview (Traffic)

| Arm                       | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Lovedean Lane (East)  |            | ONE HOUR     | ✓            | 506                     | 100.000            |
| B - Milton Road           |            | ONE HOUR     | ✓            | 552                     | 100.000            |
| C - Lovedean Lane (North) |            | ONE HOUR     | ✓            | 483                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                        |                          |                 |                           |
|------|---------------------------|--------------------------|-----------------|---------------------------|
|      |                           | A - Lovedean Lane (East) | B - Milton Road | C - Lovedean Lane (North) |
| From | A - Lovedean Lane (East)  | 0                        | 294             | 212                       |
|      | B - Milton Road           | 163                      | 0               | 389                       |
|      | C - Lovedean Lane (North) | 148                      | 335             | 0                         |
|      |                           |                          |                 |                           |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                        |                          |                 |                           |
|------|---------------------------|--------------------------|-----------------|---------------------------|
|      |                           | A - Lovedean Lane (East) | B - Milton Road | C - Lovedean Lane (North) |
| From | A - Lovedean Lane (East)  | 10                       | 10              | 10                        |
|      | B - Milton Road           | 10                       | 10              | 10                        |
|      | C - Lovedean Lane (North) | 10                       | 10              | 10                        |
|      |                           |                          |                 |                           |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C    | 1.14    | 247.59        | 30.9            | F       | 357                     | 535                           |
| B-A    | 1.10    | 292.56        | 14.1            | F       | 150                     | 224                           |
| C-AB   | 0.73    | 22.01         | 3.3             | C       | 362                     | 542                           |
| C-A    |         |               |                 |         | 82                      | 122                           |
| A-B    |         |               |                 |         | 270                     | 405                           |
| A-C    |         |               |                 |         | 195                     | 292                           |

### Main Results for each time segment

#### 17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 293                   | 73                      | 538               | 0.544 | 288                 | 0.0               | 1.2             | 14.151    | B                             |
| B-A    | 123                   | 31                      | 312               | 0.394 | 120                 | 0.0               | 0.6             | 18.557    | C                             |
| C-AB   | 278                   | 70                      | 596               | 0.467 | 274                 | 0.0               | 0.9             | 11.094    | B                             |
| C-A    | 85                    | 21                      |                   |       | 85                  |                   |                 |           |                               |
| A-B    | 221                   | 55                      |                   |       | 221                 |                   |                 |           |                               |
| A-C    | 160                   | 40                      |                   |       | 160                 |                   |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 350                   | 87                      | 473               | 0.739 | 344                 | 1.2               | 2.5             | 26.734    | D                             |
| B-A    | 147                   | 37                      | 242               | 0.606 | 143                 | 0.6               | 1.4             | 35.508    | E                             |
| C-AB   | 347                   | 87                      | 605               | 0.574 | 345                 | 0.9               | 1.5             | 13.826    | B                             |
| C-A    | 87                    | 22                      |                   |       | 87                  |                   |                 |           |                               |
| A-B    | 264                   | 66                      |                   |       | 264                 |                   |                 |           |                               |
| A-C    | 191                   | 48                      |                   |       | 191                 |                   |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 428                   | 107                     | 387               | 1.107 | 371                 | 2.5               | 16.8            | 117.264   | F                             |
| B-A    | 179                   | 45                      | 163               | 1.099 | 150                 | 1.4               | 8.8             | 159.621   | F                             |
| C-AB   | 459                   | 115                     | 625               | 0.735 | 453                 | 1.5               | 3.1             | 20.619    | C                             |
| C-A    | 73                    | 18                      |                   |       | 73                  |                   |                 |           |                               |
| A-B    | 324                   | 81                      |                   |       | 324                 |                   |                 |           |                               |
| A-C    | 233                   | 58                      |                   |       | 233                 |                   |                 |           |                               |

#### 17:45 - 18:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 428                   | 107                     | 375               | 1.141 | 372                 | 16.8              | 30.9            | 247.589   | F                             |
| B-A    | 179                   | 45                      | 163               | 1.104 | 158                 | 8.8               | 14.1            | 292.561   | F                             |
| C-AB   | 459                   | 115                     | 625               | 0.735 | 459                 | 3.1               | 3.3             | 22.013    | C                             |
| C-A    | 73                    | 18                      |                   |       | 73                  |                   |                 |           |                               |
| A-B    | 324                   | 81                      |                   |       | 324                 |                   |                 |           |                               |
| A-C    | 233                   | 58                      |                   |       | 233                 |                   |                 |           |                               |

**18:00 - 18:15**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 350                   | 87                      | 406               | 0.861 | 393                 | 30.9              | 19.9            | 233.250   | F                             |
| B-A    | 147                   | 37                      | 174               | 0.840 | 166                 | 14.1              | 9.2             | 265.189   | F                             |
| C-AB   | 347                   | 87                      | 605               | 0.574 | 354                 | 3.3               | 1.6             | 14.811    | B                             |
| C-A    | 87                    | 22                      |                   |       | 87                  |                   |                 |           |                               |
| A-B    | 264                   | 66                      |                   |       | 264                 |                   |                 |           |                               |
| A-C    | 191                   | 48                      |                   |       | 191                 |                   |                 |           |                               |

**18:15 - 18:30**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 293                   | 73                      | 481               | 0.609 | 366                 | 19.9              | 1.7             | 49.185    | E                             |
| B-A    | 123                   | 31                      | 251               | 0.490 | 155                 | 9.2               | 1.0             | 48.882    | E                             |
| C-AB   | 278                   | 70                      | 596               | 0.467 | 281                 | 1.6               | 1.0             | 11.537    | B                             |
| C-A    | 85                    | 21                      |                   |       | 85                  |                   |                 |           |                               |
| A-B    | 221                   | 55                      |                   |       | 221                 |                   |                 |           |                               |
| A-C    | 160                   | 40                      |                   |       | 160                 |                   |                 |           |                               |

# 2023 with Development, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way              |                       | 63.50              | F            |

### 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 | 2023 with Development | 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                      |

### Demand overview (Traffic)

| Arm                       | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Lovedean Lane (East)  |            | ONE HOUR     | ✓            | 398                     | 100.000            |
| B - Milton Road           |            | ONE HOUR     | ✓            | 495                     | 100.000            |
| C - Lovedean Lane (North) |            | ONE HOUR     | ✓            | 602                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                        |                          |                 |                           |
|------|---------------------------|--------------------------|-----------------|---------------------------|
|      |                           | A - Lovedean Lane (East) | B - Milton Road | C - Lovedean Lane (North) |
| From | A - Lovedean Lane (East)  | 0                        | 165             | 233                       |
|      | B - Milton Road           | 143                      | 0               | 352                       |
|      | C - Lovedean Lane (North) | 201                      | 401             | 0                         |
|      |                           |                          |                 |                           |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                        |                          |                 |                           |
|------|---------------------------|--------------------------|-----------------|---------------------------|
|      |                           | A - Lovedean Lane (East) | B - Milton Road | C - Lovedean Lane (North) |
| From | A - Lovedean Lane (East)  | 10                       | 10              | 10                        |
|      | B - Milton Road           | 10                       | 10              | 10                        |
|      | C - Lovedean Lane (North) | 10                       | 10              | 10                        |
|      |                           |                          |                 |                           |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C    | 1.03    | 144.97        | 15.8            | F       | 323                     | 485                           |
| B-A    | 0.99    | 195.89        | 8.2             | F       | 131                     | 197                           |
| C-AB   | 0.84    | 31.48         | 6.1             | D       | 463                     | 695                           |
| C-A    |         |               |                 |         | 89                      | 134                           |
| A-B    |         |               |                 |         | 151                     | 227                           |
| A-C    |         |               |                 |         | 214                     | 321                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 265                   | 66                      | 557               | 0.476 | 261                 | 0.0               | 0.9             | 12.032    | B                             |
| B-A    | 108                   | 27                      | 313               | 0.344 | 106                 | 0.0               | 0.5             | 17.176    | C                             |
| C-AB   | 349                   | 87                      | 645               | 0.541 | 343                 | 0.0               | 1.3             | 11.816    | B                             |
| C-A    | 104                   | 26                      |                   |       | 104                 |                   |                 |           |                               |
| A-B    | 124                   | 31                      |                   |       | 124                 |                   |                 |           |                               |
| A-C    | 175                   | 44                      |                   |       | 175                 |                   |                 |           |                               |

#### 08:00 - 08:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 316                   | 79                      | 501               | 0.631 | 313                 | 0.9               | 1.6             | 18.881    | C                             |
| B-A    | 129                   | 32                      | 256               | 0.503 | 127                 | 0.5               | 1.0             | 27.559    | D                             |
| C-AB   | 442                   | 111                     | 669               | 0.661 | 439                 | 1.3               | 2.3             | 15.550    | C                             |
| C-A    | 99                    | 25                      |                   |       | 99                  |                   |                 |           |                               |
| A-B    | 148                   | 37                      |                   |       | 148                 |                   |                 |           |                               |
| A-C    | 209                   | 52                      |                   |       | 209                 |                   |                 |           |                               |

#### 08:15 - 08:30

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 388                   | 97                      | 387               | 1.002 | 355                 | 1.6               | 9.7             | 78.684    | F                             |
| B-A    | 157                   | 39                      | 158               | 0.994 | 138                 | 1.0               | 5.8             | 124.216   | F                             |
| C-AB   | 599                   | 150                     | 716               | 0.836 | 585                 | 2.3               | 5.6             | 26.885    | D                             |
| C-A    | 64                    | 16                      |                   |       | 64                  |                   |                 |           |                               |
| A-B    | 182                   | 45                      |                   |       | 182                 |                   |                 |           |                               |
| A-C    | 257                   | 64                      |                   |       | 257                 |                   |                 |           |                               |

#### 08:30 - 08:45

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 388                   | 97                      | 375               | 1.034 | 363                 | 9.7               | 15.8            | 144.969   | F                             |
| B-A    | 157                   | 39                      | 159               | 0.990 | 148                 | 5.8               | 8.2             | 195.894   | F                             |
| C-AB   | 599                   | 150                     | 716               | 0.836 | 597                 | 5.6               | 6.1             | 31.478    | D                             |
| C-A    | 64                    | 16                      |                   |       | 64                  |                   |                 |           |                               |
| A-B    | 182                   | 45                      |                   |       | 182                 |                   |                 |           |                               |
| A-C    | 257                   | 64                      |                   |       | 257                 |                   |                 |           |                               |

**08:45 - 09:00**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 316                   | 79                      | 435               | 0.727 | 367                 | 15.8              | 3.1             | 69.702    | F                             |
| B-A    | 129                   | 32                      | 201               | 0.638 | 153                 | 8.2               | 2.1             | 90.335    | F                             |
| C-AB   | 442                   | 111                     | 669               | 0.661 | 457                 | 6.1               | 2.5             | 18.276    | C                             |
| C-A    | 99                    | 25                      |                   |       | 99                  |                   |                 |           |                               |
| A-B    | 148                   | 37                      |                   |       | 148                 |                   |                 |           |                               |
| A-C    | 209                   | 52                      |                   |       | 209                 |                   |                 |           |                               |

**09:00 - 09:15**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 265                   | 66                      | 546               | 0.485 | 274                 | 3.1               | 1.0             | 13.599    | B                             |
| B-A    | 108                   | 27                      | 305               | 0.353 | 114                 | 2.1               | 0.6             | 19.332    | C                             |
| C-AB   | 349                   | 87                      | 645               | 0.541 | 353                 | 2.5               | 1.4             | 12.610    | B                             |
| C-A    | 104                   | 26                      |                   |       | 104                 |                   |                 |           |                               |
| A-B    | 124                   | 31                      |                   |       | 124                 |                   |                 |           |                               |
| A-C    | 175                   | 44                      |                   |       | 175                 |                   |                 |           |                               |

# 2023 with Development, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way              |                       | 87.97              | F            |

### 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 | 2023 with Development | PM               | ONE HOUR             | 17:00              | 18:30               | 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                      |

### Demand overview (Traffic)

| Arm                       | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Lovedean Lane (East)  |            | ONE HOUR     | ✓            | 501                     | 100.000            |
| B - Milton Road           |            | ONE HOUR     | ✓            | 543                     | 100.000            |
| C - Lovedean Lane (North) |            | ONE HOUR     | ✓            | 476                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                        |                          |                 |                           |
|------|---------------------------|--------------------------|-----------------|---------------------------|
|      |                           | A - Lovedean Lane (East) | B - Milton Road | C - Lovedean Lane (North) |
| From | A - Lovedean Lane (East)  | 0                        | 286             | 215                       |
|      | B - Milton Road           | 159                      | 0               | 384                       |
|      | C - Lovedean Lane (North) | 148                      | 328             | 0                         |
|      |                           |                          |                 |                           |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                        |                          |                 |                           |
|------|---------------------------|--------------------------|-----------------|---------------------------|
|      |                           | A - Lovedean Lane (East) | B - Milton Road | C - Lovedean Lane (North) |
| From | A - Lovedean Lane (East)  | 10                       | 10              | 10                        |
|      | B - Milton Road           | 10                       | 10              | 10                        |
|      | C - Lovedean Lane (North) | 10                       | 10              | 10                        |
|      |                           |                          |                 |                           |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C    | 1.11    | 217.74        | 26.7            | F       | 352                     | 529                           |
| B-A    | 1.07    | 265.06        | 12.4            | F       | 146                     | 219                           |
| C-AB   | 0.72    | 20.71         | 3.0             | C       | 353                     | 529                           |
| C-A    |         |               |                 |         | 84                      | 126                           |
| A-B    |         |               |                 |         | 262                     | 394                           |
| A-C    |         |               |                 |         | 197                     | 296                           |

### Main Results for each time segment

#### 17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 289                   | 72                      | 543               | 0.533 | 285                 | 0.0               | 1.1             | 13.734    | B                             |
| B-A    | 120                   | 30                      | 315               | 0.380 | 117                 | 0.0               | 0.6             | 17.974    | C                             |
| C-AB   | 272                   | 68                      | 596               | 0.456 | 268                 | 0.0               | 0.9             | 10.900    | B                             |
| C-A    | 87                    | 22                      |                   |       | 87                  |                   |                 |           |                               |
| A-B    | 215                   | 54                      |                   |       | 215                 |                   |                 |           |                               |
| A-C    | 162                   | 40                      |                   |       | 162                 |                   |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 345                   | 86                      | 481               | 0.717 | 340                 | 1.1               | 2.3             | 24.731    | C                             |
| B-A    | 143                   | 36                      | 248               | 0.576 | 140                 | 0.6               | 1.3             | 32.622    | D                             |
| C-AB   | 339                   | 85                      | 604               | 0.561 | 337                 | 0.9               | 1.4             | 13.446    | B                             |
| C-A    | 89                    | 22                      |                   |       | 89                  |                   |                 |           |                               |
| A-B    | 257                   | 64                      |                   |       | 257                 |                   |                 |           |                               |
| A-C    | 193                   | 48                      |                   |       | 193                 |                   |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 423                   | 106                     | 391               | 1.080 | 373                 | 2.3               | 14.9            | 106.154   | F                             |
| B-A    | 175                   | 44                      | 163               | 1.073 | 148                 | 1.3               | 8.0             | 149.289   | F                             |
| C-AB   | 448                   | 112                     | 624               | 0.718 | 442                 | 1.4               | 2.9             | 19.567    | C                             |
| C-A    | 76                    | 19                      |                   |       | 76                  |                   |                 |           |                               |
| A-B    | 315                   | 79                      |                   |       | 315                 |                   |                 |           |                               |
| A-C    | 237                   | 59                      |                   |       | 237                 |                   |                 |           |                               |

#### 17:45 - 18:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 423                   | 106                     | 380               | 1.113 | 375                 | 14.9              | 26.7            | 217.741   | F                             |
| B-A    | 175                   | 44                      | 163               | 1.074 | 157                 | 8.0               | 12.4            | 265.063   | F                             |
| C-AB   | 448                   | 112                     | 624               | 0.718 | 447                 | 2.9               | 3.0             | 20.706    | C                             |
| C-A    | 76                    | 19                      |                   |       | 76                  |                   |                 |           |                               |
| A-B    | 315                   | 79                      |                   |       | 315                 |                   |                 |           |                               |
| A-C    | 237                   | 59                      |                   |       | 237                 |                   |                 |           |                               |

**18:00 - 18:15**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 345                   | 86                      | 411               | 0.840 | 396                 | 26.7              | 14.0            | 189.690   | F                             |
| B-A    | 143                   | 36                      | 175               | 0.817 | 165                 | 12.4              | 7.0             | 226.188   | F                             |
| C-AB   | 339                   | 85                      | 604               | 0.561 | 345                 | 3.0               | 1.5             | 14.284    | B                             |
| C-A    | 89                    | 22                      |                   |       | 89                  |                   |                 |           |                               |
| A-B    | 257                   | 64                      |                   |       | 257                 |                   |                 |           |                               |
| A-C    | 193                   | 48                      |                   |       | 193                 |                   |                 |           |                               |

**18:15 - 18:30**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 289                   | 72                      | 502               | 0.576 | 339                 | 14.0              | 1.4             | 28.856    | D                             |
| B-A    | 120                   | 30                      | 276               | 0.434 | 145                 | 7.0               | 0.8             | 32.180    | D                             |
| C-AB   | 272                   | 68                      | 596               | 0.456 | 274                 | 1.5               | 1.0             | 11.302    | B                             |
| C-A    | 87                    | 22                      |                   |       | 87                  |                   |                 |           |                               |
| A-B    | 215                   | 54                      |                   |       | 215                 |                   |                 |           |                               |
| A-C    | 162                   | 40                      |                   |       | 162                 |                   |                 |           |                               |

# 2025 with Development, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way              |                       | 79.11              | F            |

### 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 | 2025 with Development | 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                      |

### Demand overview (Traffic)

| Arm                       | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Lovedean Lane (East)  |            | ONE HOUR     | ✓            | 409                     | 100.000            |
| B - Milton Road           |            | ONE HOUR     | ✓            | 508                     | 100.000            |
| C - Lovedean Lane (North) |            | ONE HOUR     | ✓            | 618                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                        |                          |                 |                           |
|------|---------------------------|--------------------------|-----------------|---------------------------|
|      |                           | A - Lovedean Lane (East) | B - Milton Road | C - Lovedean Lane (North) |
| From | A - Lovedean Lane (East)  | 0                        | 170             | 239                       |
|      | B - Milton Road           | 147                      | 0               | 361                       |
|      | C - Lovedean Lane (North) | 206                      | 412             | 0                         |
|      |                           |                          |                 |                           |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                        |                          |                 |                           |
|------|---------------------------|--------------------------|-----------------|---------------------------|
|      |                           | A - Lovedean Lane (East) | B - Milton Road | C - Lovedean Lane (North) |
| From | A - Lovedean Lane (East)  | 10                       | 10              | 10                        |
|      | B - Milton Road           | 10                       | 10              | 10                        |
|      | C - Lovedean Lane (North) | 10                       | 10              | 10                        |
|      |                           |                          |                 |                           |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C    | 1.08    | 185.92        | 21.3            | F       | 331                     | 497                           |
| B-A    | 1.04    | 237.38        | 10.2            | F       | 135                     | 202                           |
| C-AB   | 0.86    | 36.99         | 7.4             | E       | 482                     | 723                           |
| C-A    |         |               |                 |         | 85                      | 128                           |
| A-B    |         |               |                 |         | 156                     | 234                           |
| A-C    |         |               |                 |         | 219                     | 329                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 272                   | 68                      | 551               | 0.493 | 268                 | 0.0               | 0.9             | 12.564    | B                             |
| B-A    | 111                   | 28                      | 307               | 0.361 | 108                 | 0.0               | 0.5             | 17.986    | C                             |
| C-AB   | 361                   | 90                      | 647               | 0.558 | 355                 | 0.0               | 1.4             | 12.170    | B                             |
| C-A    | 104                   | 26                      |                   |       | 104                 |                   |                 |           |                               |
| A-B    | 128                   | 32                      |                   |       | 128                 |                   |                 |           |                               |
| A-C    | 180                   | 45                      |                   |       | 180                 |                   |                 |           |                               |

#### 08:00 - 08:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 325                   | 81                      | 490               | 0.662 | 321                 | 0.9               | 1.8             | 20.872    | C                             |
| B-A    | 132                   | 33                      | 245               | 0.539 | 130                 | 0.5               | 1.1             | 30.657    | D                             |
| C-AB   | 460                   | 115                     | 674               | 0.682 | 455                 | 1.4               | 2.5             | 16.390    | C                             |
| C-A    | 96                    | 24                      |                   |       | 96                  |                   |                 |           |                               |
| A-B    | 153                   | 38                      |                   |       | 153                 |                   |                 |           |                               |
| A-C    | 215                   | 54                      |                   |       | 215                 |                   |                 |           |                               |

#### 08:15 - 08:30

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 397                   | 99                      | 380               | 1.045 | 356                 | 1.8               | 12.1            | 93.191    | F                             |
| B-A    | 162                   | 40                      | 156               | 1.036 | 139                 | 1.1               | 6.8             | 139.130   | F                             |
| C-AB   | 625                   | 156                     | 724               | 0.864 | 609                 | 2.5               | 6.6             | 30.165    | D                             |
| C-A    | 55                    | 14                      |                   |       | 55                  |                   |                 |           |                               |
| A-B    | 187                   | 47                      |                   |       | 187                 |                   |                 |           |                               |
| A-C    | 263                   | 66                      |                   |       | 263                 |                   |                 |           |                               |

#### 08:30 - 08:45

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 397                   | 99                      | 368               | 1.081 | 361                 | 12.1              | 21.3            | 185.920   | F                             |
| B-A    | 162                   | 40                      | 156               | 1.039 | 148                 | 6.8               | 10.2            | 237.381   | F                             |
| C-AB   | 625                   | 156                     | 724               | 0.864 | 622                 | 6.6               | 7.4             | 36.993    | E                             |
| C-A    | 55                    | 14                      |                   |       | 55                  |                   |                 |           |                               |
| A-B    | 187                   | 47                      |                   |       | 187                 |                   |                 |           |                               |
| A-C    | 263                   | 66                      |                   |       | 263                 |                   |                 |           |                               |

**08:45 - 09:00**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 325                   | 81                      | 403               | 0.805 | 385                 | 21.3              | 6.3             | 139.097   | F                             |
| B-A    | 132                   | 33                      | 170               | 0.776 | 153                 | 10.2              | 4.9             | 183.128   | F                             |
| C-AB   | 460                   | 115                     | 674               | 0.682 | 478                 | 7.4               | 2.9             | 20.271    | C                             |
| C-A    | 96                    | 24                      |                   |       | 96                  |                   |                 |           |                               |
| A-B    | 153                   | 38                      |                   |       | 153                 |                   |                 |           |                               |
| A-C    | 215                   | 54                      |                   |       | 215                 |                   |                 |           |                               |

**09:00 - 09:15**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 272                   | 68                      | 523               | 0.520 | 292                 | 6.3               | 1.1             | 16.928    | C                             |
| B-A    | 111                   | 28                      | 291               | 0.381 | 128                 | 4.9               | 0.6             | 24.320    | C                             |
| C-AB   | 361                   | 90                      | 647               | 0.558 | 366                 | 2.9               | 1.5             | 13.123    | B                             |
| C-A    | 104                   | 26                      |                   |       | 104                 |                   |                 |           |                               |
| A-B    | 128                   | 32                      |                   |       | 128                 |                   |                 |           |                               |
| A-C    | 180                   | 45                      |                   |       | 180                 |                   |                 |           |                               |

# 2025 with Development, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way              |                       | 106.23             | F            |

### 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 | 2025 with Development | PM               | ONE HOUR             | 17:00              | 18:30               | 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                      |

### Demand overview (Traffic)

| Arm                       | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Lovedean Lane (East)  |            | ONE HOUR     | ✓            | 515                     | 100.000            |
| B - Milton Road           |            | ONE HOUR     | ✓            | 557                     | 100.000            |
| C - Lovedean Lane (North) |            | ONE HOUR     | ✓            | 489                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                        |                          |                 |                           |
|------|---------------------------|--------------------------|-----------------|---------------------------|
|      |                           | A - Lovedean Lane (East) | B - Milton Road | C - Lovedean Lane (North) |
| From | A - Lovedean Lane (East)  | 0                        | 294             | 221                       |
|      | B - Milton Road           | 163                      | 0               | 394                       |
|      | C - Lovedean Lane (North) | 152                      | 337             | 0                         |
|      |                           |                          |                 |                           |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                        |                          |                 |                           |
|------|---------------------------|--------------------------|-----------------|---------------------------|
|      |                           | A - Lovedean Lane (East) | B - Milton Road | C - Lovedean Lane (North) |
| From | A - Lovedean Lane (East)  | 10                       | 10              | 10                        |
|      | B - Milton Road           | 10                       | 10              | 10                        |
|      | C - Lovedean Lane (North) | 10                       | 10              | 10                        |
|      |                           |                          |                 |                           |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C    | 1.16    | 268.47        | 33.8            | F       | 362                     | 542                           |
| B-A    | 1.12    | 313.11        | 15.1            | F       | 150                     | 224                           |
| C-AB   | 0.74    | 22.60         | 3.4             | C       | 366                     | 549                           |
| C-A    |         |               |                 |         | 83                      | 124                           |
| A-B    |         |               |                 |         | 270                     | 405                           |
| A-C    |         |               |                 |         | 203                     | 304                           |

### Main Results for each time segment

#### 17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 297                   | 74                      | 536               | 0.553 | 292                 | 0.0               | 1.2             | 14.480    | B                             |
| B-A    | 123                   | 31                      | 308               | 0.399 | 120                 | 0.0               | 0.6             | 18.952    | C                             |
| C-AB   | 281                   | 70                      | 597               | 0.471 | 277                 | 0.0               | 1.0             | 11.169    | B                             |
| C-A    | 87                    | 22                      |                   |       | 87                  |                   |                 |           |                               |
| A-B    | 221                   | 55                      |                   |       | 221                 |                   |                 |           |                               |
| A-C    | 166                   | 42                      |                   |       | 166                 |                   |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 354                   | 89                      | 469               | 0.755 | 348                 | 1.2               | 2.7             | 28.303    | D                             |
| B-A    | 147                   | 37                      | 235               | 0.622 | 143                 | 0.6               | 1.5             | 37.685    | E                             |
| C-AB   | 351                   | 88                      | 606               | 0.580 | 349                 | 1.0               | 1.5             | 13.972    | B                             |
| C-A    | 88                    | 22                      |                   |       | 88                  |                   |                 |           |                               |
| A-B    | 264                   | 66                      |                   |       | 264                 |                   |                 |           |                               |
| A-C    | 199                   | 50                      |                   |       | 199                 |                   |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 434                   | 108                     | 386               | 1.124 | 372                 | 2.7               | 18.2            | 125.036   | F                             |
| B-A    | 179                   | 45                      | 161               | 1.116 | 149                 | 1.5               | 9.2             | 167.957   | F                             |
| C-AB   | 466                   | 116                     | 628               | 0.742 | 459                 | 1.5               | 3.2             | 21.066    | C                             |
| C-A    | 73                    | 18                      |                   |       | 73                  |                   |                 |           |                               |
| A-B    | 324                   | 81                      |                   |       | 324                 |                   |                 |           |                               |
| A-C    | 243                   | 61                      |                   |       | 243                 |                   |                 |           |                               |

#### 17:45 - 18:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 434                   | 108                     | 374               | 1.160 | 371                 | 18.2              | 33.8            | 268.465   | F                             |
| B-A    | 179                   | 45                      | 160               | 1.124 | 156                 | 9.2               | 15.1            | 313.107   | F                             |
| C-AB   | 466                   | 116                     | 628               | 0.742 | 465                 | 3.2               | 3.4             | 22.597    | C                             |
| C-A    | 73                    | 18                      |                   |       | 73                  |                   |                 |           |                               |
| A-B    | 324                   | 81                      |                   |       | 324                 |                   |                 |           |                               |
| A-C    | 243                   | 61                      |                   |       | 243                 |                   |                 |           |                               |

**18:00 - 18:15**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 354                   | 89                      | 405               | 0.874 | 393                 | 33.8              | 24.0            | 264.284   | F                             |
| B-A    | 147                   | 37                      | 171               | 0.855 | 164                 | 15.1              | 10.8            | 294.892   | F                             |
| C-AB   | 351                   | 88                      | 606               | 0.580 | 358                 | 3.4               | 1.7             | 15.032    | C                             |
| C-A    | 88                    | 22                      |                   |       | 88                  |                   |                 |           |                               |
| A-B    | 264                   | 66                      |                   |       | 264                 |                   |                 |           |                               |
| A-C    | 199                   | 50                      |                   |       | 199                 |                   |                 |           |                               |

**18:15 - 18:30**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C    | 297                   | 74                      | 465               | 0.638 | 385                 | 24.0              | 2.0             | 76.667    | F                             |
| B-A    | 123                   | 31                      | 228               | 0.538 | 161                 | 10.8              | 1.3             | 74.350    | F                             |
| C-AB   | 281                   | 70                      | 597               | 0.471 | 284                 | 1.7               | 1.0             | 11.624    | B                             |
| C-A    | 87                    | 22                      |                   |       | 87                  |                   |                 |           |                               |
| A-B    | 221                   | 55                      |                   |       | 221                 |                   |                 |           |                               |
| A-C    | 166                   | 42                      |                   |       | 166                 |                   |                 |           |                               |

| Junctions 9                                                                                                                                                      |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|
| ARCADY 9 - Roundabout Module                                                                                                                                     |  |  |
| Version: 9.5.1.7462<br>© Copyright TRL Limited, 2019                                                                                                             |  |  |
| For sales and distribution information, program advice and maintenance, contact TRL:<br>+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk              |  |  |
| The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution |  |  |

Filename: P Hill - Mini-rbt (Milton Road junc).j9

Path: T:\Projects\11000 Series Project Numbers\11383\TB Lovedean Lane\Tech\Junction Assessments\Arcady

Report generation date: 15/01/2020 10:58:01

- »Woodcroft Farm Mini-Rbt Scheme - Baseline 2023, AM
- »Woodcroft Farm Mini-Rbt Scheme - Baseline 2023, PM
- »Woodcroft Farm Mini-Rbt Scheme - Baseline 2025, AM
- »Woodcroft Farm Mini-Rbt Scheme - Baseline 2025, PM
- »Woodcroft Farm Mini-Rbt Scheme - 2023 with Dev, AM
- »Woodcroft Farm Mini-Rbt Scheme - 2023 with Dev, PM
- »Woodcroft Farm Mini-Rbt Scheme - 2025 with Dev, AM
- »Woodcroft Farm Mini-Rbt Scheme - 2025 with Dev, PM

#### Summary of junction performance

|                                                | AM          |           |      | PM          |           |      |
|------------------------------------------------|-------------|-----------|------|-------------|-----------|------|
|                                                | Queue (Veh) | Delay (s) | RFC  | Queue (Veh) | Delay (s) | RFC  |
| Woodcroft Farm Mini-Rbt Scheme - Baseline 2023 |             |           |      |             |           |      |
| 1 - Lovedean Lane East                         | 2.1         | 17.72     | 0.68 | 3.8         | 26.26     | 0.80 |
| 2 - Milton Road                                | 4.1         | 28.70     | 0.82 | 5.8         | 37.52     | 0.87 |
| 3 - Lovedean Lane North                        | 4.6         | 27.01     | 0.83 | 2.1         | 14.59     | 0.68 |
| Woodcroft Farm Mini-Rbt Scheme - Baseline 2025 |             |           |      |             |           |      |
| 1 - Lovedean Lane East                         | 2.3         | 19.42     | 0.71 | 4.5         | 30.53     | 0.83 |
| 2 - Milton Road                                | 4.8         | 33.17     | 0.84 | 7.1         | 45.10     | 0.90 |
| 3 - Lovedean Lane North                        | 5.4         | 31.38     | 0.86 | 2.3         | 15.64     | 0.70 |
| Woodcroft Farm Mini-Rbt Scheme - 2023 with Dev |             |           |      |             |           |      |
| 1 - Lovedean Lane East                         | 2.2         | 18.30     | 0.69 | 4.1         | 28.41     | 0.82 |
| 2 - Milton Road                                | 4.3         | 29.63     | 0.82 | 6.5         | 41.81     | 0.89 |
| 3 - Lovedean Lane North                        | 5.3         | 30.73     | 0.86 | 2.1         | 14.98     | 0.69 |
| Woodcroft Farm Mini-Rbt Scheme - 2025 with Dev |             |           |      |             |           |      |
| 1 - Lovedean Lane East                         | 2.4         | 20.10     | 0.72 | 5.0         | 33.37     | 0.85 |
| 2 - Milton Road                                | 5.0         | 34.38     | 0.85 | 8.1         | 50.82     | 0.91 |
| 3 - Lovedean Lane North                        | 6.4         | 36.24     | 0.88 | 2.3         | 16.08     | 0.71 |

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

## File summary

### File Description

|                    |                     |
|--------------------|---------------------|
| <b>Title</b>       |                     |
| <b>Location</b>    |                     |
| <b>Site number</b> |                     |
| <b>Date</b>        | 09/12/2019          |
| <b>Version</b>     |                     |
| <b>Status</b>      | (new file)          |
| <b>Identifier</b>  |                     |
| <b>Client</b>      |                     |
| <b>Jobnumber</b>   |                     |
| <b>Enumerator</b>  | I-TRANSPORT\Hotdesk |
| <b>Description</b> |                     |

## Units

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

## Analysis Options

| Mini-roundabout model | Vehicle length (m) | Calculate Queue Percentiles | Calculate detailed queueing delay | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|-----------------------|--------------------|-----------------------------|-----------------------------------|-----------------------------|---------------|-----------------------------|-----------------------|
| JUNCTIONS 9           | 5.75               |                             |                                   |                             | 0.85          | 36.00                       | 20.00                 |

## Demand Set Summary

| ID  | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|-----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1  | Observed      | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |
| D2  | Observed      | PM               | ONE HOUR             | 17:00              | 18:30               | 15                        | ✓                 |
| D3  | Baseline 2023 | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |
| D4  | Baseline 2023 | PM               | ONE HOUR             | 17:00              | 18:30               | 15                        | ✓                 |
| D5  | Baseline 2025 | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |
| D6  | Baseline 2025 | PM               | ONE HOUR             | 17:00              | 18:30               | 15                        | ✓                 |
| D7  | 2023 with Dev | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |
| D8  | 2023 with Dev | PM               | ONE HOUR             | 17:00              | 18:30               | 15                        | ✓                 |
| D9  | 2025 with Dev | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |
| D10 | 2025 with Dev | PM               | ONE HOUR             | 17:00              | 18:30               | 15                        | ✓                 |

# Woodcroft Farm Mini-Rbt Scheme - Baseline 2023, AM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

| ID | Name                           | Include in report | Use specific Demand Set(s) | Specific Demand Set(s)   | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|----|--------------------------------|-------------------|----------------------------|--------------------------|---------------------------------|-------------------------------------|
| A1 | Woodcroft Farm Mini-Rbt Scheme | ✓                 | ✓                          | D3,D4,D5,D6,D7,D8,D9,D10 | 100.000                         | 100.000                             |

## Junction Network

### Junctions

| Junction | Name     | Junction type   | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|-----------------|-----------------------|-----------|--------------------|--------------|
| 1        | untitled | Mini-roundabout |                       | 1, 2, 3   | 25.09              | D            |

### Junction Network Options

| Driving side | Lighting       | Road surface   | In London |
|--------------|----------------|----------------|-----------|
| Left         | Normal/unknown | Normal/unknown |           |

## Arms

### Arms

| Arm | Name                | Description |
|-----|---------------------|-------------|
| 1   | Lovedean Lane East  |             |
| 2   | Milton Road         |             |
| 3   | Lovedean Lane North |             |

### Mini Roundabout Geometry

| Arm                     | Approach road half-width (m) | Minimum approach road half-width (m) | Entry width (m) | Effective flare length (m) | Distance to next arm (m) | Entry corner kerb line distance (m) | Gradient over 50m (%) | Kerbed central island |
|-------------------------|------------------------------|--------------------------------------|-----------------|----------------------------|--------------------------|-------------------------------------|-----------------------|-----------------------|
| 1 - Lovedean Lane East  | 3.51                         | 3.51                                 | 4.77            | 1.8                        | 12.10                    | 8.69                                | 0.0                   | ✓                     |
| 2 - Milton Road         | 3.62                         | 3.62                                 | 4.08            | 1.0                        | 13.00                    | 8.68                                | 0.0                   |                       |
| 3 - Lovedean Lane North | 3.65                         | 3.65                                 | 4.42            | 1.0                        | 13.79                    | 11.84                               | 0.0                   |                       |

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

| Arm                     | Final slope | Final intercept (PCU/hr) |
|-------------------------|-------------|--------------------------|
| 1 - Lovedean Lane East  | 0.514       | 946                      |
| 2 - Milton Road         | 0.622       | 904                      |
| 3 - Lovedean Lane North | 0.628       | 960                      |

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

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D3 | Baseline 2023 | 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                      |

### Demand overview (Traffic)

| Arm                     | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - Lovedean Lane East  |            | ONE HOUR     | ✓            | 395                     | 100.000            |
| 2 - Milton Road         |            | ONE HOUR     | ✓            | 493                     | 100.000            |
| 3 - Lovedean Lane North |            | ONE HOUR     | ✓            | 586                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                      |                        |                 |                         |
|------|-------------------------|------------------------|-----------------|-------------------------|
|      |                         | 1 - Lovedean Lane East | 2 - Milton Road | 3 - Lovedean Lane North |
| From | 1 - Lovedean Lane East  | 0                      | 165             | 230                     |
|      | 2 - Milton Road         | 143                    | 0               | 350                     |
|      | 3 - Lovedean Lane North | 191                    | 395             | 0                       |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                      |                        |                 |                         |
|------|-------------------------|------------------------|-----------------|-------------------------|
|      |                         | 1 - Lovedean Lane East | 2 - Milton Road | 3 - Lovedean Lane North |
| From | 1 - Lovedean Lane East  | 10                     | 10              | 10                      |
|      | 2 - Milton Road         | 10                     | 10              | 10                      |
|      | 3 - Lovedean Lane North | 10                     | 10              | 10                      |

## Results

### Results Summary for whole modelled period

| Arm                     | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|-------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - Lovedean Lane East  | 0.68    | 17.72         | 2.1             | C       | 362                     | 544                           |
| 2 - Milton Road         | 0.82    | 28.70         | 4.1             | D       | 452                     | 679                           |
| 3 - Lovedean Lane North | 0.83    | 27.01         | 4.6             | D       | 538                     | 807                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 297                   | 74                      | 294                       | 709               | 0.419 | 295                 | 249                             | 0.0               | 0.7             | 8.629     | A                             |
| 2 - Milton Road         | 371                   | 93                      | 172                       | 715               | 0.519 | 367                 | 417                             | 0.0               | 1.1             | 10.217    | B                             |
| 3 - Lovedean Lane North | 441                   | 110                     | 106                       | 806               | 0.547 | 436                 | 432                             | 0.0               | 1.2             | 9.620     | A                             |

**08:00 - 08:15**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 355                   | 89                      | 353                       | 679               | 0.523 | 354                 | 299                             | 0.7               | 1.1             | 11.025    | B                             |
| 2 - Milton Road         | 443                   | 111                     | 206                       | 694               | 0.639 | 441                 | 501                             | 1.1               | 1.7             | 14.065    | B                             |
| 3 - Lovedean Lane North | 527                   | 132                     | 128                       | 793               | 0.665 | 524                 | 519                             | 1.2               | 1.9             | 13.246    | B                             |

**08:15 - 08:30**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 435                   | 109                     | 428                       | 640               | 0.680 | 431                 | 362                             | 1.1               | 2.0             | 16.937    | C                             |
| 2 - Milton Road         | 543                   | 136                     | 251                       | 666               | 0.815 | 534                 | 609                             | 1.7               | 3.8             | 25.790    | D                             |
| 3 - Lovedean Lane North | 645                   | 161                     | 155                       | 776               | 0.832 | 636                 | 630                             | 1.9               | 4.3             | 24.174    | C                             |

**08:30 - 08:45**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 435                   | 109                     | 434                       | 637               | 0.683 | 435                 | 367                             | 2.0               | 2.1             | 17.719    | C                             |
| 2 - Milton Road         | 543                   | 136                     | 253                       | 665               | 0.817 | 542                 | 616                             | 3.8               | 4.1             | 28.699    | D                             |
| 3 - Lovedean Lane North | 645                   | 161                     | 157                       | 774               | 0.833 | 644                 | 638                             | 4.3               | 4.6             | 27.012    | D                             |

**08:45 - 09:00**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 355                   | 89                      | 362                       | 674               | 0.527 | 359                 | 306                             | 2.1               | 1.1             | 11.548    | B                             |
| 2 - Milton Road         | 443                   | 111                     | 209                       | 692               | 0.640 | 452                 | 512                             | 4.1               | 1.9             | 15.530    | C                             |
| 3 - Lovedean Lane North | 527                   | 132                     | 131                       | 791               | 0.666 | 537                 | 530                             | 4.6               | 2.1             | 14.701    | B                             |

**09:00 - 09:15**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 297                   | 74                      | 300                       | 706               | 0.421 | 299                 | 253                             | 1.1               | 0.7             | 8.877     | A                             |
| 2 - Milton Road         | 371                   | 93                      | 174                       | 714               | 0.520 | 374                 | 425                             | 1.9               | 1.1             | 10.694    | B                             |
| 3 - Lovedean Lane North | 441                   | 110                     | 109                       | 805               | 0.548 | 445                 | 440                             | 2.1               | 1.2             | 10.082    | B                             |

# Woodcroft Farm Mini-Rbt Scheme - Baseline 2023, PM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

| ID | Name                           | Include in report | Use specific Demand Set(s) | Specific Demand Set(s)   | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|----|--------------------------------|-------------------|----------------------------|--------------------------|---------------------------------|-------------------------------------|
| A1 | Woodcroft Farm Mini-Rbt Scheme | ✓                 | ✓                          | D3,D4,D5,D6,D7,D8,D9,D10 | 100.000                         | 100.000                             |

## Junction Network

### Junctions

| Junction | Name     | Junction type   | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|-----------------|-----------------------|-----------|--------------------|--------------|
| 1        | untitled | Mini-roundabout |                       | 1, 2, 3   | 26.64              | D            |

### Junction Network Options

| Driving side | Lighting       | Road surface   | In London |
|--------------|----------------|----------------|-----------|
| Left         | Normal/unknown | Normal/unknown |           |

## Arms

### Arms

| Arm | Name                | Description |
|-----|---------------------|-------------|
| 1   | Lovedean Lane East  |             |
| 2   | Milton Road         |             |
| 3   | Lovedean Lane North |             |

### Mini Roundabout Geometry

| Arm                     | Approach road half-width (m) | Minimum approach road half-width (m) | Entry width (m) | Effective flare length (m) | Distance to next arm (m) | Entry corner kerb line distance (m) | Gradient over 50m (%) | Kerbed central island |
|-------------------------|------------------------------|--------------------------------------|-----------------|----------------------------|--------------------------|-------------------------------------|-----------------------|-----------------------|
| 1 - Lovedean Lane East  | 3.51                         | 3.51                                 | 4.77            | 1.8                        | 12.10                    | 8.69                                | 0.0                   | ✓                     |
| 2 - Milton Road         | 3.62                         | 3.62                                 | 4.08            | 1.0                        | 13.00                    | 8.68                                | 0.0                   |                       |
| 3 - Lovedean Lane North | 3.65                         | 3.65                                 | 4.42            | 1.0                        | 13.79                    | 11.84                               | 0.0                   |                       |

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

| Arm                     | Final slope | Final intercept (PCU/hr) |
|-------------------------|-------------|--------------------------|
| 1 - Lovedean Lane East  | 0.514       | 946                      |
| 2 - Milton Road         | 0.622       | 904                      |
| 3 - Lovedean Lane North | 0.628       | 960                      |

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

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D4 | Baseline 2023 | PM               | ONE HOUR             | 17:00              | 18:30               | 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                      |

### Demand overview (Traffic)

| Arm                     | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - Lovedean Lane East  |            | ONE HOUR     | ✓            | 492                     | 100.000            |
| 2 - Milton Road         |            | ONE HOUR     | ✓            | 538                     | 100.000            |
| 3 - Lovedean Lane North |            | ONE HOUR     | ✓            | 470                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                      |                        |                 |                         |
|------|-------------------------|------------------------|-----------------|-------------------------|
|      |                         | 1 - Lovedean Lane East | 2 - Milton Road | 3 - Lovedean Lane North |
| From | 1 - Lovedean Lane East  | 0                      | 286             | 206                     |
|      | 2 - Milton Road         | 159                    | 0               | 379                     |
|      | 3 - Lovedean Lane North | 144                    | 326             | 0                       |
|      |                         |                        |                 |                         |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                      |                        |                 |                         |
|------|-------------------------|------------------------|-----------------|-------------------------|
|      |                         | 1 - Lovedean Lane East | 2 - Milton Road | 3 - Lovedean Lane North |
| From | 1 - Lovedean Lane East  | 10                     | 10              | 10                      |
|      | 2 - Milton Road         | 10                     | 10              | 10                      |
|      | 3 - Lovedean Lane North | 10                     | 10              | 10                      |
|      |                         |                        |                 |                         |

## Results

### Results Summary for whole modelled period

| Arm                     | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|-------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - Lovedean Lane East  | 0.80    | 26.26         | 3.8             | D       | 451                     | 677                           |
| 2 - Milton Road         | 0.87    | 37.52         | 5.8             | E       | 494                     | 741                           |
| 3 - Lovedean Lane North | 0.68    | 14.59         | 2.1             | B       | 431                     | 647                           |

### Main Results for each time segment

#### 17:00 - 17:15

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 370                   | 93                      | 243                       | 735               | 0.504 | 366                 | 226                             | 0.0               | 1.0             | 9.662     | A                             |
| 2 - Milton Road         | 405                   | 101                     | 153                       | 727               | 0.558 | 400                 | 456                             | 0.0               | 1.2             | 10.876    | B                             |
| 3 - Lovedean Lane North | 354                   | 88                      | 118                       | 799               | 0.443 | 351                 | 435                             | 0.0               | 0.8             | 7.983     | A                             |

**17:15 - 17:30**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 442                   | 111                     | 292                       | 710               | 0.623 | 440                 | 271                             | 1.0               | 1.6             | 13.204    | B                             |
| 2 - Milton Road         | 484                   | 121                     | 184                       | 707               | 0.684 | 480                 | 548                             | 1.2               | 2.1             | 15.619    | C                             |
| 3 - Lovedean Lane North | 423                   | 106                     | 142                       | 784               | 0.539 | 421                 | 523                             | 0.8               | 1.1             | 9.883     | A                             |

**17:30 - 17:45**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 542                   | 135                     | 357                       | 677               | 0.800 | 534                 | 329                             | 1.6               | 3.6             | 23.925    | C                             |
| 2 - Milton Road         | 592                   | 148                     | 224                       | 683               | 0.867 | 580                 | 667                             | 2.1               | 5.2             | 31.566    | D                             |
| 3 - Lovedean Lane North | 517                   | 129                     | 171                       | 765               | 0.676 | 514                 | 632                             | 1.1               | 2.0             | 14.130    | B                             |

**17:45 - 18:00**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 542                   | 135                     | 359                       | 676               | 0.802 | 541                 | 333                             | 3.6               | 3.8             | 26.261    | D                             |
| 2 - Milton Road         | 592                   | 148                     | 226                       | 681               | 0.870 | 590                 | 673                             | 5.2               | 5.8             | 37.515    | E                             |
| 3 - Lovedean Lane North | 517                   | 129                     | 174                       | 763               | 0.678 | 517                 | 642                             | 2.0               | 2.1             | 14.588    | B                             |

**18:00 - 18:15**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 442                   | 111                     | 295                       | 708               | 0.624 | 450                 | 278                             | 3.8               | 1.7             | 14.372    | B                             |
| 2 - Milton Road         | 484                   | 121                     | 189                       | 705               | 0.686 | 498                 | 557                             | 5.8               | 2.3             | 18.408    | C                             |
| 3 - Lovedean Lane North | 423                   | 106                     | 147                       | 781               | 0.541 | 426                 | 539                             | 2.1               | 1.2             | 10.244    | B                             |

**18:15 - 18:30**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 370                   | 93                      | 247                       | 733               | 0.505 | 373                 | 230                             | 1.7               | 1.0             | 10.066    | B                             |
| 2 - Milton Road         | 405                   | 101                     | 156                       | 725               | 0.559 | 409                 | 463                             | 2.3               | 1.3             | 11.543    | B                             |
| 3 - Lovedean Lane North | 354                   | 88                      | 121                       | 797               | 0.444 | 355                 | 444                             | 1.2               | 0.8             | 8.182     | A                             |

# Woodcroft Farm Mini-Rbt Scheme - Baseline 2025, AM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

| ID | Name                           | Include in report | Use specific Demand Set(s) | Specific Demand Set(s)   | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|----|--------------------------------|-------------------|----------------------------|--------------------------|---------------------------------|-------------------------------------|
| A1 | Woodcroft Farm Mini-Rbt Scheme | ✓                 | ✓                          | D3,D4,D5,D6,D7,D8,D9,D10 | 100.000                         | 100.000                             |

## Junction Network

### Junctions

| Junction | Name     | Junction type   | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|-----------------|-----------------------|-----------|--------------------|--------------|
| 1        | untitled | Mini-roundabout |                       | 1, 2, 3   | 28.77              | D            |

### Junction Network Options

| Driving side | Lighting       | Road surface   | In London |
|--------------|----------------|----------------|-----------|
| Left         | Normal/unknown | Normal/unknown |           |

## Arms

### Arms

| Arm | Name                | Description |
|-----|---------------------|-------------|
| 1   | Lovedean Lane East  |             |
| 2   | Milton Road         |             |
| 3   | Lovedean Lane North |             |

### Mini Roundabout Geometry

| Arm                     | Approach road half-width (m) | Minimum approach road half-width (m) | Entry width (m) | Effective flare length (m) | Distance to next arm (m) | Entry corner kerb line distance (m) | Gradient over 50m (%) | Kerbed central island |
|-------------------------|------------------------------|--------------------------------------|-----------------|----------------------------|--------------------------|-------------------------------------|-----------------------|-----------------------|
| 1 - Lovedean Lane East  | 3.51                         | 3.51                                 | 4.77            | 1.8                        | 12.10                    | 8.69                                | 0.0                   | ✓                     |
| 2 - Milton Road         | 3.62                         | 3.62                                 | 4.08            | 1.0                        | 13.00                    | 8.68                                | 0.0                   |                       |
| 3 - Lovedean Lane North | 3.65                         | 3.65                                 | 4.42            | 1.0                        | 13.79                    | 11.84                               | 0.0                   |                       |

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

| Arm                     | Final slope | Final intercept (PCU/hr) |
|-------------------------|-------------|--------------------------|
| 1 - Lovedean Lane East  | 0.514       | 946                      |
| 2 - Milton Road         | 0.622       | 904                      |
| 3 - Lovedean Lane North | 0.628       | 960                      |

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

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D5 | Baseline 2025 | 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                      |

### Demand overview (Traffic)

| Arm                     | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - Lovedean Lane East  |            | ONE HOUR     | ✓            | 406                     | 100.000            |
| 2 - Milton Road         |            | ONE HOUR     | ✓            | 506                     | 100.000            |
| 3 - Lovedean Lane North |            | ONE HOUR     | ✓            | 602                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                      |                        |                 |                         |
|------|-------------------------|------------------------|-----------------|-------------------------|
|      |                         | 1 - Lovedean Lane East | 2 - Milton Road | 3 - Lovedean Lane North |
| From | 1 - Lovedean Lane East  | 0                      | 170             | 236                     |
|      | 2 - Milton Road         | 147                    | 0               | 359                     |
|      | 3 - Lovedean Lane North | 196                    | 406             | 0                       |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                      |                        |                 |                         |
|------|-------------------------|------------------------|-----------------|-------------------------|
|      |                         | 1 - Lovedean Lane East | 2 - Milton Road | 3 - Lovedean Lane North |
| From | 1 - Lovedean Lane East  | 10                     | 10              | 10                      |
|      | 2 - Milton Road         | 10                     | 10              | 10                      |
|      | 3 - Lovedean Lane North | 10                     | 10              | 10                      |

## Results

### Results Summary for whole modelled period

| Arm                     | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|-------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - Lovedean Lane East  | 0.71    | 19.42         | 2.3             | C       | 373                     | 559                           |
| 2 - Milton Road         | 0.84    | 33.17         | 4.8             | D       | 464                     | 696                           |
| 3 - Lovedean Lane North | 0.86    | 31.38         | 5.4             | D       | 552                     | 829                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 306                   | 76                      | 302                       | 705               | 0.434 | 303                 | 255                             | 0.0               | 0.8             | 8.888     | A                             |
| 2 - Milton Road         | 381                   | 95                      | 176                       | 713               | 0.535 | 376                 | 429                             | 0.0               | 1.1             | 10.578    | B                             |
| 3 - Lovedean Lane North | 453                   | 113                     | 109                       | 804               | 0.563 | 448                 | 443                             | 0.0               | 1.3             | 9.975     | A                             |

**08:00 - 08:15**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 365                   | 91                      | 363                       | 674               | 0.542 | 363                 | 306                             | 0.8               | 1.2             | 11.539    | B                             |
| 2 - Milton Road         | 455                   | 114                     | 211                       | 691               | 0.659 | 452                 | 515                             | 1.1               | 1.8             | 14.900    | B                             |
| 3 - Lovedean Lane North | 541                   | 135                     | 131                       | 791               | 0.685 | 538                 | 532                             | 1.3               | 2.1             | 14.065    | B                             |

**08:15 - 08:30**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 447                   | 112                     | 439                       | 634               | 0.705 | 443                 | 371                             | 1.2               | 2.2             | 18.359    | C                             |
| 2 - Milton Road         | 557                   | 139                     | 257                       | 662               | 0.842 | 547                 | 625                             | 1.8               | 4.4             | 28.901    | D                             |
| 3 - Lovedean Lane North | 663                   | 166                     | 159                       | 773               | 0.857 | 651                 | 645                             | 2.1               | 5.0             | 27.168    | D                             |

**08:30 - 08:45**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 447                   | 112                     | 446                       | 631               | 0.708 | 447                 | 377                             | 2.2               | 2.3             | 19.423    | C                             |
| 2 - Milton Road         | 557                   | 139                     | 260                       | 661               | 0.843 | 556                 | 633                             | 4.4               | 4.8             | 33.171    | D                             |
| 3 - Lovedean Lane North | 663                   | 166                     | 161                       | 772               | 0.859 | 661                 | 654                             | 5.0               | 5.4             | 31.376    | D                             |

**08:45 - 09:00**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 365                   | 91                      | 373                       | 668               | 0.546 | 369                 | 316                             | 2.3               | 1.2             | 12.218    | B                             |
| 2 - Milton Road         | 455                   | 114                     | 215                       | 688               | 0.661 | 466                 | 528                             | 4.8               | 2.0             | 16.926    | C                             |
| 3 - Lovedean Lane North | 541                   | 135                     | 135                       | 788               | 0.687 | 554                 | 545                             | 5.4               | 2.3             | 16.114    | C                             |

**09:00 - 09:15**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 306                   | 76                      | 308                       | 702               | 0.436 | 307                 | 260                             | 1.2               | 0.8             | 9.173     | A                             |
| 2 - Milton Road         | 381                   | 95                      | 179                       | 711               | 0.536 | 384                 | 437                             | 2.0               | 1.2             | 11.143    | B                             |
| 3 - Lovedean Lane North | 453                   | 113                     | 112                       | 803               | 0.565 | 457                 | 451                             | 2.3               | 1.3             | 10.525    | B                             |

# Woodcroft Farm Mini-Rbt Scheme - Baseline 2025, PM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

| ID | Name                           | Include in report | Use specific Demand Set(s) | Specific Demand Set(s)   | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|----|--------------------------------|-------------------|----------------------------|--------------------------|---------------------------------|-------------------------------------|
| A1 | Woodcroft Farm Mini-Rbt Scheme | ✓                 | ✓                          | D3,D4,D5,D6,D7,D8,D9,D10 | 100.000                         | 100.000                             |

## Junction Network

### Junctions

| Junction | Name     | Junction type   | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|-----------------|-----------------------|-----------|--------------------|--------------|
| 1        | untitled | Mini-roundabout |                       | 1, 2, 3   | 31.08              | D            |

### Junction Network Options

| Driving side | Lighting       | Road surface   | In London |
|--------------|----------------|----------------|-----------|
| Left         | Normal/unknown | Normal/unknown |           |

## Arms

### Arms

| Arm | Name                | Description |
|-----|---------------------|-------------|
| 1   | Lovedean Lane East  |             |
| 2   | Milton Road         |             |
| 3   | Lovedean Lane North |             |

### Mini Roundabout Geometry

| Arm                     | Approach road half-width (m) | Minimum approach road half-width (m) | Entry width (m) | Effective flare length (m) | Distance to next arm (m) | Entry corner kerb line distance (m) | Gradient over 50m (%) | Kerbed central island |
|-------------------------|------------------------------|--------------------------------------|-----------------|----------------------------|--------------------------|-------------------------------------|-----------------------|-----------------------|
| 1 - Lovedean Lane East  | 3.51                         | 3.51                                 | 4.77            | 1.8                        | 12.10                    | 8.69                                | 0.0                   | ✓                     |
| 2 - Milton Road         | 3.62                         | 3.62                                 | 4.08            | 1.0                        | 13.00                    | 8.68                                | 0.0                   |                       |
| 3 - Lovedean Lane North | 3.65                         | 3.65                                 | 4.42            | 1.0                        | 13.79                    | 11.84                               | 0.0                   |                       |

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

| Arm                     | Final slope | Final intercept (PCU/hr) |
|-------------------------|-------------|--------------------------|
| 1 - Lovedean Lane East  | 0.514       | 946                      |
| 2 - Milton Road         | 0.622       | 904                      |
| 3 - Lovedean Lane North | 0.628       | 960                      |

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

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D6 | Baseline 2025 | PM               | ONE HOUR             | 17:00              | 18:30               | 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                      |

### Demand overview (Traffic)

| Arm                     | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - Lovedean Lane East  |            | ONE HOUR     | ✓            | 506                     | 100.000            |
| 2 - Milton Road         |            | ONE HOUR     | ✓            | 552                     | 100.000            |
| 3 - Lovedean Lane North |            | ONE HOUR     | ✓            | 483                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                      |                        |                 |                         |
|------|-------------------------|------------------------|-----------------|-------------------------|
|      |                         | 1 - Lovedean Lane East | 2 - Milton Road | 3 - Lovedean Lane North |
| From | 1 - Lovedean Lane East  | 0                      | 294             | 212                     |
|      | 2 - Milton Road         | 163                    | 0               | 389                     |
|      | 3 - Lovedean Lane North | 148                    | 335             | 0                       |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                      |                        |                 |                         |
|------|-------------------------|------------------------|-----------------|-------------------------|
|      |                         | 1 - Lovedean Lane East | 2 - Milton Road | 3 - Lovedean Lane North |
| From | 1 - Lovedean Lane East  | 10                     | 10              | 10                      |
|      | 2 - Milton Road         | 10                     | 10              | 10                      |
|      | 3 - Lovedean Lane North | 10                     | 10              | 10                      |

## Results

### Results Summary for whole modelled period

| Arm                     | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|-------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - Lovedean Lane East  | 0.83    | 30.53         | 4.5             | D       | 464                     | 696                           |
| 2 - Milton Road         | 0.90    | 45.10         | 7.1             | E       | 507                     | 760                           |
| 3 - Lovedean Lane North | 0.70    | 15.64         | 2.3             | C       | 443                     | 665                           |

### Main Results for each time segment

#### 17:00 - 17:15

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 381                   | 95                      | 250                       | 732               | 0.521 | 377                 | 232                             | 0.0               | 1.1             | 10.025    | B                             |
| 2 - Milton Road         | 416                   | 104                     | 158                       | 724               | 0.574 | 410                 | 469                             | 0.0               | 1.3             | 11.308    | B                             |
| 3 - Lovedean Lane North | 364                   | 91                      | 121                       | 797               | 0.456 | 360                 | 447                             | 0.0               | 0.8             | 8.187     | A                             |

**17:15 - 17:30**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 455                   | 114                     | 300                       | 706               | 0.644 | 452                 | 278                             | 1.1               | 1.7             | 14.029    | B                             |
| 2 - Milton Road         | 496                   | 124                     | 189                       | 704               | 0.705 | 492                 | 563                             | 1.3               | 2.3             | 16.703    | C                             |
| 3 - Lovedean Lane North | 434                   | 109                     | 145                       | 782               | 0.556 | 433                 | 536                             | 0.8               | 1.2             | 10.265    | B                             |

**17:30 - 17:45**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 557                   | 139                     | 366                       | 672               | 0.829 | 547                 | 337                             | 1.7               | 4.1             | 27.013    | D                             |
| 2 - Milton Road         | 608                   | 152                     | 229                       | 679               | 0.895 | 592                 | 684                             | 2.3               | 6.2             | 36.035    | E                             |
| 3 - Lovedean Lane North | 532                   | 133                     | 175                       | 763               | 0.697 | 528                 | 647                             | 1.2               | 2.2             | 15.054    | C                             |

**17:45 - 18:00**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 557                   | 139                     | 369                       | 671               | 0.831 | 556                 | 341                             | 4.1               | 4.5             | 30.531    | D                             |
| 2 - Milton Road         | 608                   | 152                     | 233                       | 677               | 0.898 | 604                 | 692                             | 6.2               | 7.1             | 45.096    | E                             |
| 3 - Lovedean Lane North | 532                   | 133                     | 178                       | 761               | 0.699 | 532                 | 659                             | 2.2               | 2.3             | 15.644    | C                             |

**18:00 - 18:15**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 455                   | 114                     | 304                       | 704               | 0.646 | 465                 | 286                             | 4.5               | 1.9             | 15.660    | C                             |
| 2 - Milton Road         | 496                   | 124                     | 195                       | 701               | 0.708 | 514                 | 574                             | 7.1               | 2.6             | 20.895    | C                             |
| 3 - Lovedean Lane North | 434                   | 109                     | 152                       | 778               | 0.558 | 438                 | 557                             | 2.3               | 1.3             | 10.719    | B                             |

**18:15 - 18:30**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 381                   | 95                      | 253                       | 730               | 0.522 | 384                 | 236                             | 1.9               | 1.1             | 10.501    | B                             |
| 2 - Milton Road         | 416                   | 104                     | 161                       | 722               | 0.576 | 420                 | 477                             | 2.6               | 1.4             | 12.118    | B                             |
| 3 - Lovedean Lane North | 364                   | 91                      | 124                       | 795               | 0.457 | 365                 | 457                             | 1.3               | 0.9             | 8.414     | A                             |

# Woodcroft Farm Mini-Rbt Scheme - 2023 with Dev, AM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

| ID | Name                           | Include in report | Use specific Demand Set(s) | Specific Demand Set(s)   | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|----|--------------------------------|-------------------|----------------------------|--------------------------|---------------------------------|-------------------------------------|
| A1 | Woodcroft Farm Mini-Rbt Scheme | ✓                 | ✓                          | D3,D4,D5,D6,D7,D8,D9,D10 | 100.000                         | 100.000                             |

## Junction Network

### Junctions

| Junction | Name     | Junction type   | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|-----------------|-----------------------|-----------|--------------------|--------------|
| 1        | untitled | Mini-roundabout |                       | 1, 2, 3   | 27.06              | D            |

### Junction Network Options

| Driving side | Lighting       | Road surface   | In London |
|--------------|----------------|----------------|-----------|
| Left         | Normal/unknown | Normal/unknown |           |

## Arms

### Arms

| Arm | Name                | Description |
|-----|---------------------|-------------|
| 1   | Lovedean Lane East  |             |
| 2   | Milton Road         |             |
| 3   | Lovedean Lane North |             |

### Mini Roundabout Geometry

| Arm                     | Approach road half-width (m) | Minimum approach road half-width (m) | Entry width (m) | Effective flare length (m) | Distance to next arm (m) | Entry corner kerb line distance (m) | Gradient over 50m (%) | Kerbed central island |
|-------------------------|------------------------------|--------------------------------------|-----------------|----------------------------|--------------------------|-------------------------------------|-----------------------|-----------------------|
| 1 - Lovedean Lane East  | 3.51                         | 3.51                                 | 4.77            | 1.8                        | 12.10                    | 8.69                                | 0.0                   | ✓                     |
| 2 - Milton Road         | 3.62                         | 3.62                                 | 4.08            | 1.0                        | 13.00                    | 8.68                                | 0.0                   |                       |
| 3 - Lovedean Lane North | 3.65                         | 3.65                                 | 4.42            | 1.0                        | 13.79                    | 11.84                               | 0.0                   |                       |

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

| Arm                     | Final slope | Final intercept (PCU/hr) |
|-------------------------|-------------|--------------------------|
| 1 - Lovedean Lane East  | 0.514       | 946                      |
| 2 - Milton Road         | 0.622       | 904                      |
| 3 - Lovedean Lane North | 0.628       | 960                      |

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

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D7 | 2023 with Dev | 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                      |

### Demand overview (Traffic)

| Arm                     | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - Lovedean Lane East  |            | ONE HOUR     | ✓            | 398                     | 100.000            |
| 2 - Milton Road         |            | ONE HOUR     | ✓            | 495                     | 100.000            |
| 3 - Lovedean Lane North |            | ONE HOUR     | ✓            | 602                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                      |                        |                 |                         |
|------|-------------------------|------------------------|-----------------|-------------------------|
|      |                         | 1 - Lovedean Lane East | 2 - Milton Road | 3 - Lovedean Lane North |
| From | 1 - Lovedean Lane East  | 0                      | 165             | 233                     |
|      | 2 - Milton Road         | 143                    | 0               | 352                     |
|      | 3 - Lovedean Lane North | 201                    | 401             | 0                       |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                      |                        |                 |                         |
|------|-------------------------|------------------------|-----------------|-------------------------|
|      |                         | 1 - Lovedean Lane East | 2 - Milton Road | 3 - Lovedean Lane North |
| From | 1 - Lovedean Lane East  | 10                     | 10              | 10                      |
|      | 2 - Milton Road         | 10                     | 10              | 10                      |
|      | 3 - Lovedean Lane North | 10                     | 10              | 10                      |

## Results

### Results Summary for whole modelled period

| Arm                     | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|-------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - Lovedean Lane East  | 0.69    | 18.30         | 2.2             | C       | 365                     | 548                           |
| 2 - Milton Road         | 0.82    | 29.63         | 4.3             | D       | 454                     | 681                           |
| 3 - Lovedean Lane North | 0.86    | 30.73         | 5.3             | D       | 552                     | 829                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 300                   | 75                      | 299                       | 707               | 0.424 | 297                 | 256                             | 0.0               | 0.7             | 8.721     | A                             |
| 2 - Milton Road         | 373                   | 93                      | 174                       | 714               | 0.522 | 368                 | 422                             | 0.0               | 1.1             | 10.297    | B                             |
| 3 - Lovedean Lane North | 453                   | 113                     | 106                       | 806               | 0.562 | 448                 | 436                             | 0.0               | 1.3             | 9.924     | A                             |

**08:00 - 08:15**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 358                   | 89                      | 358                       | 676               | 0.529 | 356                 | 307                             | 0.7               | 1.1             | 11.207    | B                             |
| 2 - Milton Road         | 445                   | 111                     | 209                       | 692               | 0.643 | 442                 | 506                             | 1.1               | 1.7             | 14.250    | B                             |
| 3 - Lovedean Lane North | 541                   | 135                     | 128                       | 793               | 0.683 | 538                 | 523                             | 1.3               | 2.1             | 13.946    | B                             |

**08:15 - 08:30**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 438                   | 110                     | 434                       | 637               | 0.688 | 434                 | 372                             | 1.1               | 2.1             | 17.409    | C                             |
| 2 - Milton Road         | 545                   | 136                     | 254                       | 664               | 0.821 | 536                 | 614                             | 1.7               | 4.0             | 26.461    | D                             |
| 3 - Lovedean Lane North | 663                   | 166                     | 155                       | 776               | 0.854 | 651                 | 635                             | 2.1               | 4.9             | 26.753    | D                             |

**08:30 - 08:45**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 438                   | 110                     | 440                       | 634               | 0.691 | 438                 | 378                             | 2.1               | 2.2             | 18.296    | C                             |
| 2 - Milton Road         | 545                   | 136                     | 256                       | 663               | 0.823 | 544                 | 622                             | 4.0               | 4.3             | 29.633    | D                             |
| 3 - Lovedean Lane North | 663                   | 166                     | 157                       | 774               | 0.856 | 661                 | 643                             | 4.9               | 5.3             | 30.729    | D                             |

**08:45 - 09:00**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 358                   | 89                      | 369                       | 671               | 0.533 | 362                 | 316                             | 2.2               | 1.2             | 11.798    | B                             |
| 2 - Milton Road         | 445                   | 111                     | 212                       | 690               | 0.645 | 454                 | 519                             | 4.3               | 1.9             | 15.825    | C                             |
| 3 - Lovedean Lane North | 541                   | 135                     | 131                       | 791               | 0.685 | 553                 | 535                             | 5.3               | 2.3             | 15.889    | C                             |

**09:00 - 09:15**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 300                   | 75                      | 304                       | 704               | 0.426 | 301                 | 261                             | 1.2               | 0.8             | 8.983     | A                             |
| 2 - Milton Road         | 373                   | 93                      | 176                       | 712               | 0.523 | 376                 | 429                             | 1.9               | 1.1             | 10.795    | B                             |
| 3 - Lovedean Lane North | 453                   | 113                     | 109                       | 805               | 0.563 | 457                 | 444                             | 2.3               | 1.3             | 10.463    | B                             |

# Woodcroft Farm Mini-Rbt Scheme - 2023 with Dev, PM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

| ID | Name                           | Include in report | Use specific Demand Set(s) | Specific Demand Set(s)   | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|----|--------------------------------|-------------------|----------------------------|--------------------------|---------------------------------|-------------------------------------|
| A1 | Woodcroft Farm Mini-Rbt Scheme | ✓                 | ✓                          | D3,D4,D5,D6,D7,D8,D9,D10 | 100.000                         | 100.000                             |

## Junction Network

### Junctions

| Junction | Name     | Junction type   | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|-----------------|-----------------------|-----------|--------------------|--------------|
| 1        | untitled | Mini-roundabout |                       | 1, 2, 3   | 28.99              | D            |

### Junction Network Options

| Driving side | Lighting       | Road surface   | In London |
|--------------|----------------|----------------|-----------|
| Left         | Normal/unknown | Normal/unknown |           |

## Arms

### Arms

| Arm | Name                | Description |
|-----|---------------------|-------------|
| 1   | Lovedean Lane East  |             |
| 2   | Milton Road         |             |
| 3   | Lovedean Lane North |             |

### Mini Roundabout Geometry

| Arm                     | Approach road half-width (m) | Minimum approach road half-width (m) | Entry width (m) | Effective flare length (m) | Distance to next arm (m) | Entry corner kerb line distance (m) | Gradient over 50m (%) | Kerbed central island |
|-------------------------|------------------------------|--------------------------------------|-----------------|----------------------------|--------------------------|-------------------------------------|-----------------------|-----------------------|
| 1 - Lovedean Lane East  | 3.51                         | 3.51                                 | 4.77            | 1.8                        | 12.10                    | 8.69                                | 0.0                   | ✓                     |
| 2 - Milton Road         | 3.62                         | 3.62                                 | 4.08            | 1.0                        | 13.00                    | 8.68                                | 0.0                   |                       |
| 3 - Lovedean Lane North | 3.65                         | 3.65                                 | 4.42            | 1.0                        | 13.79                    | 11.84                               | 0.0                   |                       |

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

| Arm                     | Final slope | Final intercept (PCU/hr) |
|-------------------------|-------------|--------------------------|
| 1 - Lovedean Lane East  | 0.514       | 946                      |
| 2 - Milton Road         | 0.622       | 904                      |
| 3 - Lovedean Lane North | 0.628       | 960                      |

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

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D8 | 2023 with Dev | PM               | ONE HOUR             | 17:00              | 18:30               | 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                      |

### Demand overview (Traffic)

| Arm                     | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - Lovedean Lane East  |            | ONE HOUR     | ✓            | 501                     | 100.000            |
| 2 - Milton Road         |            | ONE HOUR     | ✓            | 543                     | 100.000            |
| 3 - Lovedean Lane North |            | ONE HOUR     | ✓            | 476                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                      |                        |                 |                         |
|------|-------------------------|------------------------|-----------------|-------------------------|
|      |                         | 1 - Lovedean Lane East | 2 - Milton Road | 3 - Lovedean Lane North |
| From | 1 - Lovedean Lane East  | 0                      | 286             | 215                     |
|      | 2 - Milton Road         | 159                    | 0               | 384                     |
|      | 3 - Lovedean Lane North | 148                    | 328             | 0                       |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                      |                        |                 |                         |
|------|-------------------------|------------------------|-----------------|-------------------------|
|      |                         | 1 - Lovedean Lane East | 2 - Milton Road | 3 - Lovedean Lane North |
| From | 1 - Lovedean Lane East  | 10                     | 10              | 10                      |
|      | 2 - Milton Road         | 10                     | 10              | 10                      |
|      | 3 - Lovedean Lane North | 10                     | 10              | 10                      |

## Results

### Results Summary for whole modelled period

| Arm                     | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|-------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - Lovedean Lane East  | 0.82    | 28.41         | 4.1             | D       | 460                     | 690                           |
| 2 - Milton Road         | 0.89    | 41.81         | 6.5             | E       | 498                     | 747                           |
| 3 - Lovedean Lane North | 0.69    | 14.98         | 2.1             | B       | 437                     | 655                           |

### Main Results for each time segment

#### 17:00 - 17:15

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 377                   | 94                      | 245                       | 734               | 0.514 | 373                 | 229                             | 0.0               | 1.0             | 9.854     | A                             |
| 2 - Milton Road         | 409                   | 102                     | 160                       | 722               | 0.566 | 404                 | 458                             | 0.0               | 1.3             | 11.130    | B                             |
| 3 - Lovedean Lane North | 358                   | 90                      | 118                       | 799               | 0.449 | 355                 | 446                             | 0.0               | 0.8             | 8.059     | A                             |

**17:15 - 17:30**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 450                   | 113                     | 294                       | 709               | 0.635 | 448                 | 274                             | 1.0               | 1.7             | 13.636    | B                             |
| 2 - Milton Road         | 488                   | 122                     | 192                       | 702               | 0.695 | 485                 | 549                             | 1.3               | 2.2             | 16.252    | C                             |
| 3 - Lovedean Lane North | 428                   | 107                     | 142                       | 784               | 0.546 | 426                 | 535                             | 0.8               | 1.2             | 10.028    | B                             |

**17:30 - 17:45**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 552                   | 138                     | 359                       | 676               | 0.816 | 543                 | 333                             | 1.7               | 3.9             | 25.509    | D                             |
| 2 - Milton Road         | 598                   | 149                     | 233                       | 677               | 0.883 | 584                 | 669                             | 2.2               | 5.7             | 34.167    | D                             |
| 3 - Lovedean Lane North | 524                   | 131                     | 171                       | 766               | 0.685 | 521                 | 646                             | 1.2               | 2.1             | 14.471    | B                             |

**17:45 - 18:00**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 552                   | 138                     | 361                       | 675               | 0.818 | 551                 | 337                             | 3.9               | 4.1             | 28.414    | D                             |
| 2 - Milton Road         | 598                   | 149                     | 236                       | 675               | 0.886 | 595                 | 675                             | 5.7               | 6.5             | 41.808    | E                             |
| 3 - Lovedean Lane North | 524                   | 131                     | 174                       | 764               | 0.686 | 524                 | 657                             | 2.1               | 2.1             | 14.977    | B                             |

**18:00 - 18:15**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 450                   | 113                     | 297                       | 707               | 0.637 | 460                 | 282                             | 4.1               | 1.8             | 15.031    | C                             |
| 2 - Milton Road         | 488                   | 122                     | 197                       | 699               | 0.698 | 504                 | 560                             | 6.5               | 2.5             | 19.780    | C                             |
| 3 - Lovedean Lane North | 428                   | 107                     | 148                       | 780               | 0.548 | 431                 | 554                             | 2.1               | 1.2             | 10.425    | B                             |

**18:15 - 18:30**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 377                   | 94                      | 248                       | 733               | 0.515 | 380                 | 233                             | 1.8               | 1.1             | 10.296    | B                             |
| 2 - Milton Road         | 409                   | 102                     | 163                       | 720               | 0.567 | 413                 | 465                             | 2.5               | 1.3             | 11.877    | B                             |
| 3 - Lovedean Lane North | 358                   | 90                      | 121                       | 797               | 0.450 | 360                 | 455                             | 1.2               | 0.8             | 8.270     | A                             |

# Woodcroft Farm Mini-Rbt Scheme - 2025 with Dev, AM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

| ID | Name                           | Include in report | Use specific Demand Set(s) | Specific Demand Set(s)   | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|----|--------------------------------|-------------------|----------------------------|--------------------------|---------------------------------|-------------------------------------|
| A1 | Woodcroft Farm Mini-Rbt Scheme | ✓                 | ✓                          | D3,D4,D5,D6,D7,D8,D9,D10 | 100.000                         | 100.000                             |

## Junction Network

### Junctions

| Junction | Name     | Junction type   | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|-----------------|-----------------------|-----------|--------------------|--------------|
| 1        | untitled | Mini-roundabout |                       | 1, 2, 3   | 31.32              | D            |

### Junction Network Options

| Driving side | Lighting       | Road surface   | In London |
|--------------|----------------|----------------|-----------|
| Left         | Normal/unknown | Normal/unknown |           |

## Arms

### Arms

| Arm | Name                | Description |
|-----|---------------------|-------------|
| 1   | Lovedean Lane East  |             |
| 2   | Milton Road         |             |
| 3   | Lovedean Lane North |             |

### Mini Roundabout Geometry

| Arm                     | Approach road half-width (m) | Minimum approach road half-width (m) | Entry width (m) | Effective flare length (m) | Distance to next arm (m) | Entry corner kerb line distance (m) | Gradient over 50m (%) | Kerbed central island |
|-------------------------|------------------------------|--------------------------------------|-----------------|----------------------------|--------------------------|-------------------------------------|-----------------------|-----------------------|
| 1 - Lovedean Lane East  | 3.51                         | 3.51                                 | 4.77            | 1.8                        | 12.10                    | 8.69                                | 0.0                   | ✓                     |
| 2 - Milton Road         | 3.62                         | 3.62                                 | 4.08            | 1.0                        | 13.00                    | 8.68                                | 0.0                   |                       |
| 3 - Lovedean Lane North | 3.65                         | 3.65                                 | 4.42            | 1.0                        | 13.79                    | 11.84                               | 0.0                   |                       |

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

| Arm                     | Final slope | Final intercept (PCU/hr) |
|-------------------------|-------------|--------------------------|
| 1 - Lovedean Lane East  | 0.514       | 946                      |
| 2 - Milton Road         | 0.622       | 904                      |
| 3 - Lovedean Lane North | 0.628       | 960                      |

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

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D9 | 2025 with Dev | 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                      |

### Demand overview (Traffic)

| Arm                     | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - Lovedean Lane East  |            | ONE HOUR     | ✓            | 409                     | 100.000            |
| 2 - Milton Road         |            | ONE HOUR     | ✓            | 508                     | 100.000            |
| 3 - Lovedean Lane North |            | ONE HOUR     | ✓            | 618                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                      |                        |                 |                         |
|------|-------------------------|------------------------|-----------------|-------------------------|
|      |                         | 1 - Lovedean Lane East | 2 - Milton Road | 3 - Lovedean Lane North |
| From | 1 - Lovedean Lane East  | 0                      | 170             | 239                     |
|      | 2 - Milton Road         | 147                    | 0               | 361                     |
|      | 3 - Lovedean Lane North | 206                    | 412             | 0                       |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                      |                        |                 |                         |
|------|-------------------------|------------------------|-----------------|-------------------------|
|      |                         | 1 - Lovedean Lane East | 2 - Milton Road | 3 - Lovedean Lane North |
| From | 1 - Lovedean Lane East  | 10                     | 10              | 10                      |
|      | 2 - Milton Road         | 10                     | 10              | 10                      |
|      | 3 - Lovedean Lane North | 10                     | 10              | 10                      |

## Results

### Results Summary for whole modelled period

| Arm                     | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|-------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - Lovedean Lane East  | 0.72    | 20.10         | 2.4             | C       | 375                     | 563                           |
| 2 - Milton Road         | 0.85    | 34.38         | 5.0             | D       | 466                     | 699                           |
| 3 - Lovedean Lane North | 0.88    | 36.24         | 6.4             | E       | 567                     | 851                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 308                   | 77                      | 307                       | 703               | 0.438 | 305                 | 263                             | 0.0               | 0.8             | 8.983     | A                             |
| 2 - Milton Road         | 382                   | 96                      | 178                       | 711               | 0.538 | 378                 | 433                             | 0.0               | 1.1             | 10.664    | B                             |
| 3 - Lovedean Lane North | 465                   | 116                     | 109                       | 804               | 0.578 | 460                 | 447                             | 0.0               | 1.3             | 10.302    | B                             |

**08:00 - 08:15**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 368                   | 92                      | 368                       | 671               | 0.548 | 366                 | 315                             | 0.8               | 1.2             | 11.736    | B                             |
| 2 - Milton Road         | 457                   | 114                     | 214                       | 689               | 0.663 | 454                 | 520                             | 1.1               | 1.9             | 15.107    | C                             |
| 3 - Lovedean Lane North | 556                   | 139                     | 131                       | 791               | 0.703 | 552                 | 536                             | 1.3               | 2.2             | 14.854    | B                             |

**08:15 - 08:30**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 450                   | 113                     | 444                       | 632               | 0.713 | 446                 | 381                             | 1.2               | 2.3             | 18.889    | C                             |
| 2 - Milton Road         | 559                   | 140                     | 260                       | 660               | 0.848 | 548                 | 630                             | 1.9               | 4.6             | 29.720    | D                             |
| 3 - Lovedean Lane North | 680                   | 170                     | 159                       | 773               | 0.880 | 666                 | 650                             | 2.2               | 5.8             | 30.272    | D                             |

**08:30 - 08:45**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 450                   | 113                     | 452                       | 628               | 0.717 | 450                 | 387                             | 2.3               | 2.4             | 20.102    | C                             |
| 2 - Milton Road         | 559                   | 140                     | 263                       | 658               | 0.849 | 558                 | 639                             | 4.6               | 5.0             | 34.379    | D                             |
| 3 - Lovedean Lane North | 680                   | 170                     | 161                       | 772               | 0.882 | 678                 | 659                             | 5.8               | 6.4             | 36.240    | E                             |

**08:45 - 09:00**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 368                   | 92                      | 381                       | 664               | 0.553 | 372                 | 326                             | 2.4               | 1.3             | 12.510    | B                             |
| 2 - Milton Road         | 457                   | 114                     | 218                       | 687               | 0.665 | 468                 | 536                             | 5.0               | 2.1             | 17.297    | C                             |
| 3 - Lovedean Lane North | 556                   | 139                     | 136                       | 788               | 0.705 | 571                 | 550                             | 6.4               | 2.5             | 17.659    | C                             |

**09:00 - 09:15**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 308                   | 77                      | 313                       | 699               | 0.440 | 310                 | 268                             | 1.3               | 0.8             | 9.290     | A                             |
| 2 - Milton Road         | 382                   | 96                      | 181                       | 709               | 0.539 | 386                 | 442                             | 2.1               | 1.2             | 11.252    | B                             |
| 3 - Lovedean Lane North | 465                   | 116                     | 112                       | 803               | 0.580 | 470                 | 455                             | 2.5               | 1.4             | 10.945    | B                             |

# Woodcroft Farm Mini-Rbt Scheme - 2025 with Dev, PM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

| ID | Name                           | Include in report | Use specific Demand Set(s) | Specific Demand Set(s)   | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|----|--------------------------------|-------------------|----------------------------|--------------------------|---------------------------------|-------------------------------------|
| A1 | Woodcroft Farm Mini-Rbt Scheme | ✓                 | ✓                          | D3,D4,D5,D6,D7,D8,D9,D10 | 100.000                         | 100.000                             |

## Junction Network

### Junctions

| Junction | Name     | Junction type   | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|-----------------|-----------------------|-----------|--------------------|--------------|
| 1        | untitled | Mini-roundabout |                       | 1, 2, 3   | 34.18              | D            |

### Junction Network Options

| Driving side | Lighting       | Road surface   | In London |
|--------------|----------------|----------------|-----------|
| Left         | Normal/unknown | Normal/unknown |           |

## Arms

### Arms

| Arm | Name                | Description |
|-----|---------------------|-------------|
| 1   | Lovedean Lane East  |             |
| 2   | Milton Road         |             |
| 3   | Lovedean Lane North |             |

### Mini Roundabout Geometry

| Arm                     | Approach road half-width (m) | Minimum approach road half-width (m) | Entry width (m) | Effective flare length (m) | Distance to next arm (m) | Entry corner kerb line distance (m) | Gradient over 50m (%) | Kerbed central island |
|-------------------------|------------------------------|--------------------------------------|-----------------|----------------------------|--------------------------|-------------------------------------|-----------------------|-----------------------|
| 1 - Lovedean Lane East  | 3.51                         | 3.51                                 | 4.77            | 1.8                        | 12.10                    | 8.69                                | 0.0                   | ✓                     |
| 2 - Milton Road         | 3.62                         | 3.62                                 | 4.08            | 1.0                        | 13.00                    | 8.68                                | 0.0                   |                       |
| 3 - Lovedean Lane North | 3.65                         | 3.65                                 | 4.42            | 1.0                        | 13.79                    | 11.84                               | 0.0                   |                       |

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

| Arm                     | Final slope | Final intercept (PCU/hr) |
|-------------------------|-------------|--------------------------|
| 1 - Lovedean Lane East  | 0.514       | 946                      |
| 2 - Milton Road         | 0.622       | 904                      |
| 3 - Lovedean Lane North | 0.628       | 960                      |

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

## Traffic Demand

### Demand Set Details

| ID  | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|-----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D10 | 2025 with Dev | PM               | ONE HOUR             | 17:00              | 18:30               | 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                      |

### Demand overview (Traffic)

| Arm                     | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - Lovedean Lane East  |            | ONE HOUR     | ✓            | 515                     | 100.000            |
| 2 - Milton Road         |            | ONE HOUR     | ✓            | 557                     | 100.000            |
| 3 - Lovedean Lane North |            | ONE HOUR     | ✓            | 489                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                      |                        |                 |                         |
|------|-------------------------|------------------------|-----------------|-------------------------|
|      |                         | 1 - Lovedean Lane East | 2 - Milton Road | 3 - Lovedean Lane North |
| From | 1 - Lovedean Lane East  | 0                      | 294             | 221                     |
|      | 2 - Milton Road         | 163                    | 0               | 394                     |
|      | 3 - Lovedean Lane North | 152                    | 337             | 0                       |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                      |                        |                 |                         |
|------|-------------------------|------------------------|-----------------|-------------------------|
|      |                         | 1 - Lovedean Lane East | 2 - Milton Road | 3 - Lovedean Lane North |
| From | 1 - Lovedean Lane East  | 10                     | 10              | 10                      |
|      | 2 - Milton Road         | 10                     | 10              | 10                      |
|      | 3 - Lovedean Lane North | 10                     | 10              | 10                      |

## Results

### Results Summary for whole modelled period

| Arm                     | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|-------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - Lovedean Lane East  | 0.85    | 33.37         | 5.0             | D       | 473                     | 709                           |
| 2 - Milton Road         | 0.91    | 50.82         | 8.1             | F       | 511                     | 767                           |
| 3 - Lovedean Lane North | 0.71    | 16.08         | 2.3             | C       | 449                     | 673                           |

### Main Results for each time segment

#### 17:00 - 17:15

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 388                   | 97                      | 251                       | 731               | 0.530 | 383                 | 235                             | 0.0               | 1.1             | 10.230    | B                             |
| 2 - Milton Road         | 419                   | 105                     | 164                       | 720               | 0.583 | 414                 | 470                             | 0.0               | 1.4             | 11.582    | B                             |
| 3 - Lovedean Lane North | 368                   | 92                      | 121                       | 797               | 0.462 | 365                 | 457                             | 0.0               | 0.8             | 8.267     | A                             |

**17:15 - 17:30**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 463                   | 116                     | 302                       | 705               | 0.657 | 460                 | 281                             | 1.1               | 1.8             | 14.516    | B                             |
| 2 - Milton Road         | 501                   | 125                     | 197                       | 699               | 0.716 | 497                 | 564                             | 1.4               | 2.4             | 17.427    | C                             |
| 3 - Lovedean Lane North | 440                   | 110                     | 145                       | 782               | 0.562 | 438                 | 549                             | 0.8               | 1.3             | 10.422    | B                             |

**17:30 - 17:45**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 567                   | 142                     | 368                       | 671               | 0.845 | 556                 | 340                             | 1.8               | 4.5             | 28.945    | D                             |
| 2 - Milton Road         | 613                   | 153                     | 239                       | 674               | 0.911 | 595                 | 686                             | 2.4               | 6.8             | 39.170    | E                             |
| 3 - Lovedean Lane North | 538                   | 135                     | 174                       | 764               | 0.705 | 534                 | 660                             | 1.3               | 2.3             | 15.432    | C                             |

**17:45 - 18:00**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 567                   | 142                     | 371                       | 670               | 0.847 | 565                 | 345                             | 4.5               | 5.0             | 33.373    | D                             |
| 2 - Milton Road         | 613                   | 153                     | 243                       | 671               | 0.914 | 608                 | 694                             | 6.8               | 8.1             | 50.819    | F                             |
| 3 - Lovedean Lane North | 538                   | 135                     | 178                       | 761               | 0.707 | 538                 | 673                             | 2.3               | 2.3             | 16.083    | C                             |

**18:00 - 18:15**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 463                   | 116                     | 306                       | 703               | 0.659 | 475                 | 291                             | 5.0               | 2.0             | 16.498    | C                             |
| 2 - Milton Road         | 501                   | 125                     | 204                       | 695               | 0.720 | 522                 | 577                             | 8.1               | 2.8             | 22.879    | C                             |
| 3 - Lovedean Lane North | 440                   | 110                     | 153                       | 777               | 0.566 | 444                 | 573                             | 2.3               | 1.3             | 10.924    | B                             |

**18:15 - 18:30**

| Arm                     | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|-------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Lovedean Lane East  | 388                   | 97                      | 255                       | 729               | 0.532 | 391                 | 239                             | 2.0               | 1.2             | 10.757    | B                             |
| 2 - Milton Road         | 419                   | 105                     | 168                       | 718               | 0.584 | 425                 | 478                             | 2.8               | 1.4             | 12.496    | B                             |
| 3 - Lovedean Lane North | 368                   | 92                      | 124                       | 795               | 0.463 | 370                 | 468                             | 1.3               | 0.9             | 8.507     | A                             |

