

Lucas Lane, Hilton

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Reference number 107725 – R002AA



TRANSPORT STATEMENT



SYSTRA

LUCAS LANE, HILTON

TRANSPORT STATEMENT

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1. INTRODUCTION

1.1 Background

- 1.1.1 SYSTRA Ltd has been commissioned by Providence Land Ltd to prepare a Transport Statement in support of an outline planning application for a proposed residential development on land located off Lucas Lane in Hilton, Derbyshire.
- 1.1.2 The proposed site is located in Hilton, approximately 1km northeast of the town centre. The site is bound to the east by Lucas Lane, to the south and west by existing residential developments and to the north by the A5132 and its junction with the A50 Derby Southern Bypass.
- 1.1.3 The site is shown in both a local and strategic context in **Figure 1**, while an indicative masterplan has also been prepared which shows how the development could be provided. This is attached within **Appendix A**.
- 1.1.4 The Lucas Lane development is proposed to comprise of 61 dwellings. The site will benefit from two separate access points. The primary access will be in the form of a simple priority junction accessing 41 dwellings, the second, and more northerly will utilise an existing farm access and will provide access to the remaining 20 dwellings.
- 1.1.5 Lucas Lane itself gains access to the wider road network on the A5132 Egginton Road east of the town centre.
- 1.1.6 This Transport Statement has been prepared following scoping discussions with Derbyshire County Council (DCC), where it was agreed that the quantum of development proposed warrants a Transport Statement. It was also agreed that given the relatively low quantum of development, a Residential Travel Plan would not be required.
- 1.1.7 The trip generation, distribution and assignment methodology used in this transport assessment has been agreed with highway officers at DCC. The extent of the study area and methodology used to assess the impact the proposed development would have on the local highway network was subject to detailed discussion and a formal Transport Scoping Report submitted to DCC.
- 1.1.8 A response to the Scoping Report was received and the comments received from DCC have been incorporated into this Transport Statement Report.

1.2 Report Structure

1.2.1 This Transport Statement considers the transport issues in the area of the site and identifies the likely impacts of the proposed development with all modes of travel considered.

1.2.2 The Transport Statement is structured as follows;

- **Section 2** - Review of Local and National Planning Policies to demonstrate that the proposed development site is suitable for a residential development;
- **Section 3** - Review of the existing conditions at the site and surrounding transport networks. In particular, this focuses on the accessibility of the site by non-car means and the prevalence of public transport services;
- **Section 4** - Analysis of the development proposals in respect of the development itself as well as the access arrangements being promoted;
- **Section 5** - Assessment of the number of trips that are likely to be generated by the proposed development and how these will be distributed onto the local network;
- **Section 6** - Appraisal of the impact of the trips generated by the proposed development in respect of the operation of the local highway network; and
- **Section 7** - Summary of the findings of the Transport Statement.

2. POLICY

2.1 Introduction

- 2.1.1 This chapter sets out the policy framework for Derbyshire, identifying and interpreting relevant aspects of national and local policy which could impact on the suitability, in policy terms, of the proposed development at Hilton.

2.2 National Policy

- 2.2.1 In developing this Transport Assessment, the following national policy documents have been considered:

- National Planning Policy Framework (July 2018);
- NPPG 'Travel Plans, Transport Assessments and Statements in Decision-Taking' (March 2014), and
- Manual for Streets 2 (MfS2 September 2010).

National Planning Policy Framework (July 2018)

- 2.2.2 The revised National Planning Policy Framework was published on 24 July 2018 and sets out the government's planning policies for England and how these are expected to be applied. This revised Framework replaces the previous National Planning Policy Framework published in March 2012.
- 2.2.3 The NPPF sets out a number of transport objectives designed to facilitate sustainable development and contribute to a wider sustainability by giving people a greater choice about how they travel.
- 2.2.4 The NPPF states that Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
- The potential impacts of development on transport networks can be addressed;
 - Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
 - Opportunities to promote walking, cycling and public transport use are identified and pursued;
 - The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
 - Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.
- 2.2.5 In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - Safe and suitable access to the site can be achieved for all users; and

- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

2.2.6 Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

2.2.7 Within this context, applications for development should:

- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

National Planning Practice Guidance ‘Travel Plans, Transport Assessments and Statements in Decision-Taking’ (March 2014)

2.2.8 The National Planning Practice Guidance (NPPG) sets out that all developments that generate significant amounts of transport movement should be supported by a Transport Statement or Transport Assessment.

2.2.9 It also states that local planning authorities must make a judgement as to whether a development proposal would generate significant amounts of movement on a case by case basis, and in determining whether a Transport Assessment is needed for a proposed development local planning authorities should consider the following considerations:

- The Transport Assessment and Statement policies (if any) of the Local Plan;
- The scale of the proposed development and its potential for additional trip generation (smaller applications with limited impacts may not need a Transport Assessment or Statement);
- Existing intensity of transport use and the availability of public transport;
- Proximity to nearby environmental designations or sensitive areas;
- Impact on other priorities/ strategies (such as promoting walking and cycling);
- The cumulative impacts of multiple developments within a particular area; and
- Whether there are particular types of impacts around which to focus the Transport Assessment or Statement (e.g. assessing traffic generated at peak times).

Department for Transport - Manual for Streets 2 (September 2010)

- 2.2.10 This document provides guidance for planning and designing new residential streets. It aims to increase the quality of life through good design which creates more people-orientated streets. The key recommendation of MfS2 is that increased consideration should be given to the 'place' function of streets. This function is essentially what distinguishes a street from a road, where the main purpose is to facilitate movement.
- 2.2.11 The underlying theme when designing street networks (as opposed to designing individual streets) is catering for movement. Walkable neighbourhoods are typically characterised by having a range of facilities available to residents that can be accessed comfortably on foot. Making the local environment convenient and attractive to walk in can help enhance the vibrancy of a community and reduce reliance on motor transport.
- 2.2.12 The amount of car parking provision needs careful consideration. Provision below demand can cause problems, although it can work successfully when adequate on-street parking controls are present and where it is possible for residents to reach daily destinations without the car.
- 2.2.13 Car parking can be allocated to individual properties, although unallocated parking can sometimes provide a common resource that helps to ensure space is used efficiently. Footway parking should be avoided.

2.3 Local Policy

- 2.3.1 National policy on transport and land use establishes broad policy objectives that reflect the Government's aspirations for integrating land development and transport. The role of local government is to develop strategies based on specific local, social and spatial requirements, which deliver national aspirations.
- 2.3.2 Local strategy with respect to land use and transport is articulated in statutory documents prepared by planning and highway authorities which, for this development, comprise:
 - Derbyshire Local Transport Plan 2011 -2026
 - South Derbyshire Local Plan (2011 – 2028)

Derbyshire Local Transport Plan 2011 -2026

- 2.3.3 In April 2011, the Derbyshire Local Transport Plan was published. It sets out the transport vision, goals, challenges to be tackled and a strategy covering the period to 2026
- 2.3.4 The vision aims to achieve a transport system that is both fair and efficient, promotes healthier lifestyles, safer communities, safeguards and enhances the natural environment and provides better access to jobs and services. Whilst also improving choice and accessibility of transport and integrating economic, social and environmental needs.
- 2.3.5 The five transport goals are:
 - Supporting a resilient local economy.
 - Tackling climate change.
 - Contributing to better safety, security and health.

- Promoting equality of opportunity.
- Improving quality of life and promoting a healthy natural environment.

2.3.6 The plan puts emphasis on supporting a resilient local economy, contributing to better safety, security and health, and improving quality of life and promoting a healthy natural environment.

2.3.7 It aims to achieve longer term benefits for climate change and measures to help people under the equality of opportunity goal.

South Derbyshire Local Plan (2011 – 2028)

2.3.8 The South Derbyshire Local Plan (adopted 2016) sets out – up to 2028 – the overall vision, objectives and policies for the future development in southern Derbyshire; primarily along the A50 corridor.

2.3.9 South Derbyshire District Council are required by the NPPF to deliver 3,013 dwellings. However, due to the adjacent Derby City Council being unable to deliver its full development quantum of 12,000 dwellings, South Derbyshire have taken on the excess so as to meet the requirements of the NPPF. The result is that South Derbyshire District Council is expected to deliver 9,605 dwellings by 2028.

2.3.10 The close proximity of Hilton to Derby and its numerous high quality connections to the city mean that the amenities of this urban centre are also available to the residents of Hilton.

2.4 Summary

2.4.1 This chapter has outlined the policy context to which the proposed development relates and the frameworks with which the development proposal needs to comply. National policy is provided by NPPF and NPPG which aims to promote sustainable travel to developments and states that developments should be located to maximise sustainable transport opportunities.

2.4.2 NPPG provides criteria for the development of Transport Assessments, Transport Statements and Travel Plans and places emphasis on pre-application scoping discussions with the relevant Local Highway Authority and other relevant bodies.

2.4.3 The Derbyshire Local Transport Plan provides a regional policy framework and specifically the transport aspects of developments and supports planned projects by maximising accessibility to facilities and the encouragement of sustainable travel choices.

3. EXISTING SITUATION

3.1 Introduction

3.1.1 This chapter outlines the existing sustainable transport network available for residents to the proposed development site. This information also provides a context for providing future connections to the site.

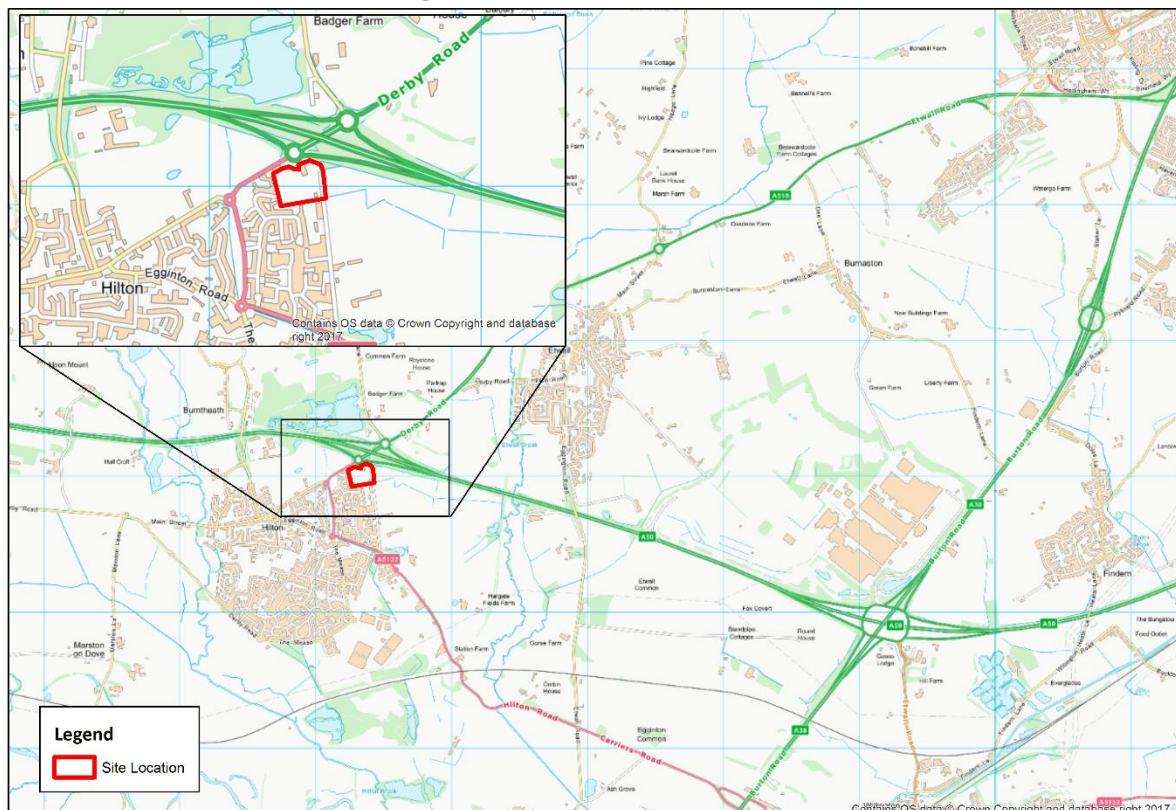
3.1.2 This chapter considers the site location and the existing local highway, pedestrian, cycle and public transport networks, with particular regard to the accessibility of the site in relation to public transport stops and local service provision.

3.2 Development Site

3.2.1 The proposed development site is located approximately 1km northeast of Hilton centre. The site is bound to the east by Lucas Lane, to the south and west by existing residential development and to the north by the A5132 and its interchange with the A50 Derby Southern Bypass.

3.2.2 The site location is shown in both a local and strategic context in **Figure 1**, while an indicative masterplan has also been prepared which shows how the development could be provided is attached within **Appendix A**.

Figure 1. Site Location



3.3 Pedestrian and Cycle Network

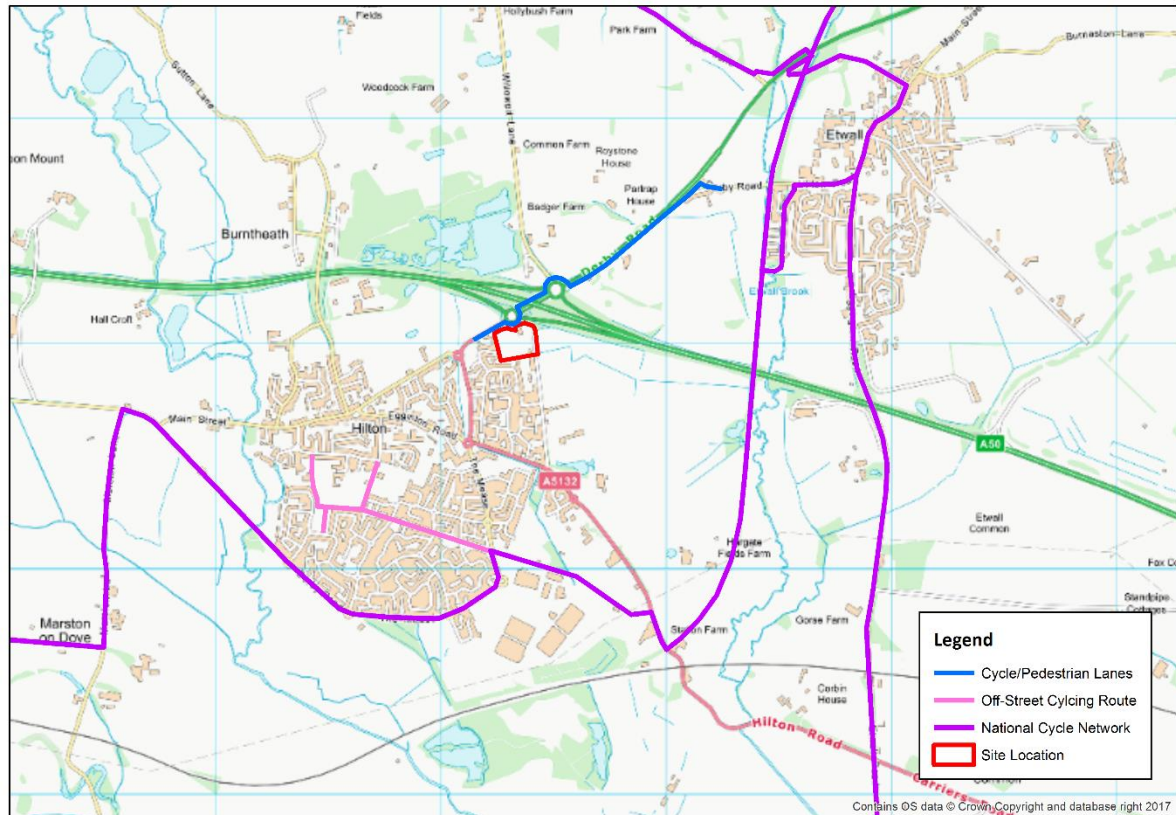
Walking

- 3.3.1 The proposed development site is located approximately 1km from Hilton centre, therefore is well placed to encourage new residents to access local amenities within the town on foot.
- 3.3.2 Lucas Lane, benefits from footways along both sides of its carriageway, these however stop approximately 200m south of the development site. As part of the application, footway provision will be extended along the eastern side of Lucas Lane, linking with existing already in situ along Lucas Lane.
- 3.3.3 Lucas Lane links onto the A5132 Egginton Road, which benefits from a wide footway along the northern side of its carriageway, providing a continuous link into Hilton village centre.
- 3.3.4 Lucas Lane forms part of a designated right-of-way with access onto the A5132 at the A50 interchange. A footway is provided on the A5132 with direct access into the town centre as well as north towards Etwall.

Cycling

- 3.3.5 National Cycle Network (NCN) route 549 runs through Hilton along its southern boundary before passing east of the development site along the trackbed of the former Derbyshire and Staffordshire railway. This route leads directly to the centre of Derby, passing through Etwall and Mickleover. The route also travels west to Uttoxeter and into the Derby Dales.
- 3.3.6 NCN route 549 can be accessed on the A5132 Egginton Road approximately 1km south of the development site or at Etwall 1.6km to the north. This route then intersects with NCN routes 68 (to Ashbourne and Buxton) and 54 (to Burton upon Trent and Lichfield).
- 3.3.7 The A5132 and A516 (north of the A50) provide ample cycling provision with wide shared use paths with designated cycle/pedestrian lanes both north and south of the site. **Figure 2** illustrates the walking and cycle network in close proximity to the site.

Figure 2. Local Cycle Network



3.4 Public Transport

Bus

- 3.4.1 The proposed development site lies within very close proximity of regular public transport routes, with bus stops located on the A516 Derby Road, approximately 100m north of the site. There are seven buses easily accessible from the site, providing a combined peak frequency of 2 buses per hour, facilitating travel to Derby, Burton upon Trent, Etwall and Mickleover.
- 3.4.2 The existing public transport network is shown in **Figure 3**, whilst a summary of services is provided in **Table 1**.

Figure 3. Local Bus Services

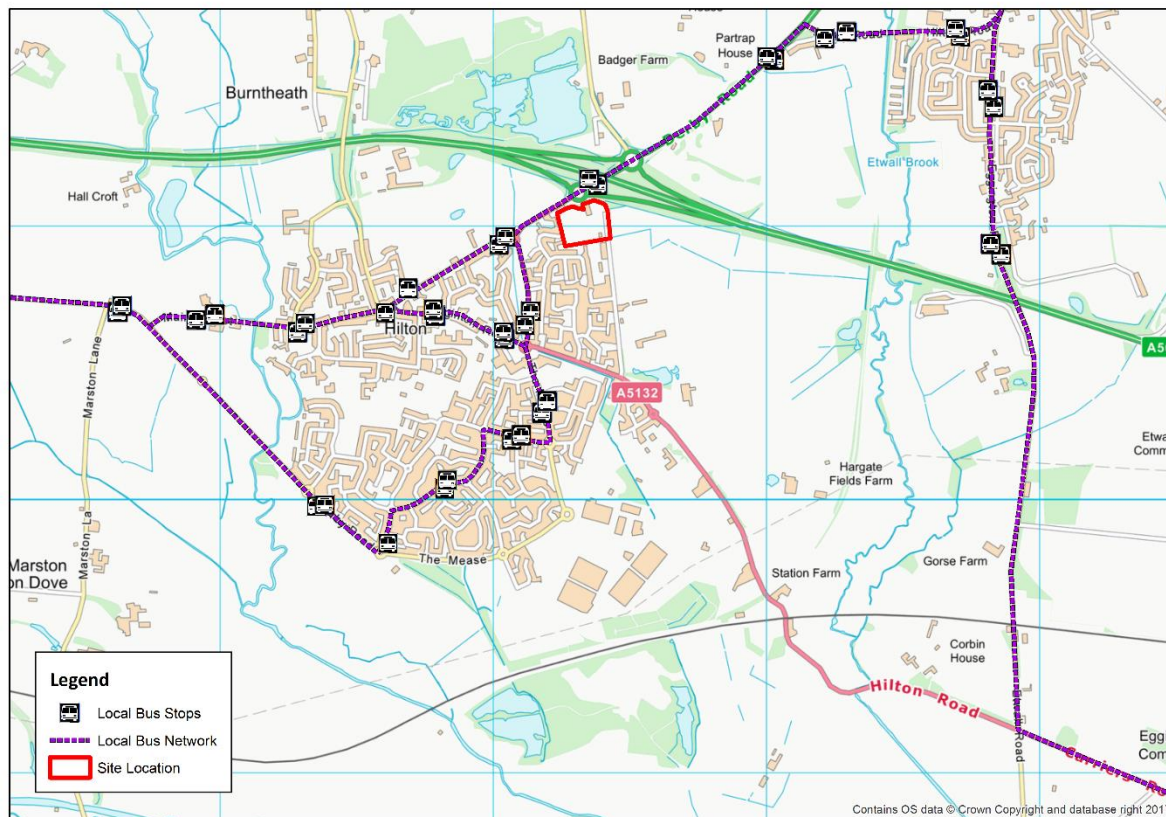


Table 1. Bus Services Summary

NO.	ROUTE	MONDAY - FRIDAY			WEEKEND	
		FIRST	LAST	FREQ	SAT	SUN
Villager V1	Derby – Burton-upon-Trent	0508	2342	30 mins	30 mins	60 mins
50	Uttoxeter – Derby	0952	1450	1 Daily	No Service	
227	Hatton – Etwall	0827	1540			
229	Church Broughton – Etwall	0828	1530			
230	Hatton – Etwall	0835	1541			
403	Mickleover – Darley Abbey	0730	1600			
428	Etwall – Hilton	1543				

<http://www.travelineeastmidlands.co.uk> from June 2018

3.4.3 The primary operator of regular bus services surrounding the development site is Trent Barton. Standard tickets prices for Trent Barton buses from Hilton to Derby are summarised in **Table 2**.

3.4.4 In the Derby area, Trent Barton have adopted multiple supplementary ticket types which can reduce the cost compared to regular fares. The Mango ticket reduces single fares by 15% while the zigzag provides unlimited travel across the Trent Barton network.

Table 2. Bus fares for Trent Barton

TICKET TYPE	TICKET PRICE
Single	£3.90
Return	£4.20
16 – 19 Mango	£2.93
Mango	£3.32
Student Mango	£2.93
Zigzag	£6.50

<https://www.trentbarton.co.uk/fares-and-tickets/saver> - Correct as of June 2018

3.5 Local Highway Network

3.5.1 In the vicinity of the proposed development are a number of highway links and junctions which are considered in this Transport Statement Report. These are described below.

Lucas Lane

3.5.2 Lucas Lane is a single-track lane which provides access to existing farm structures immediately south of the A50/A5132 interchange. The road provides access to multiple dwellings between its junction with Rodney Close and its terminus at the farm. Footway provision only extends as far as Rodney Close and is on both sides of the carriageway; the remaining 280m of Lucas Lane provide no footways. Street lighting only extends as far as the pedestrian footways, beyond which it is unlit.

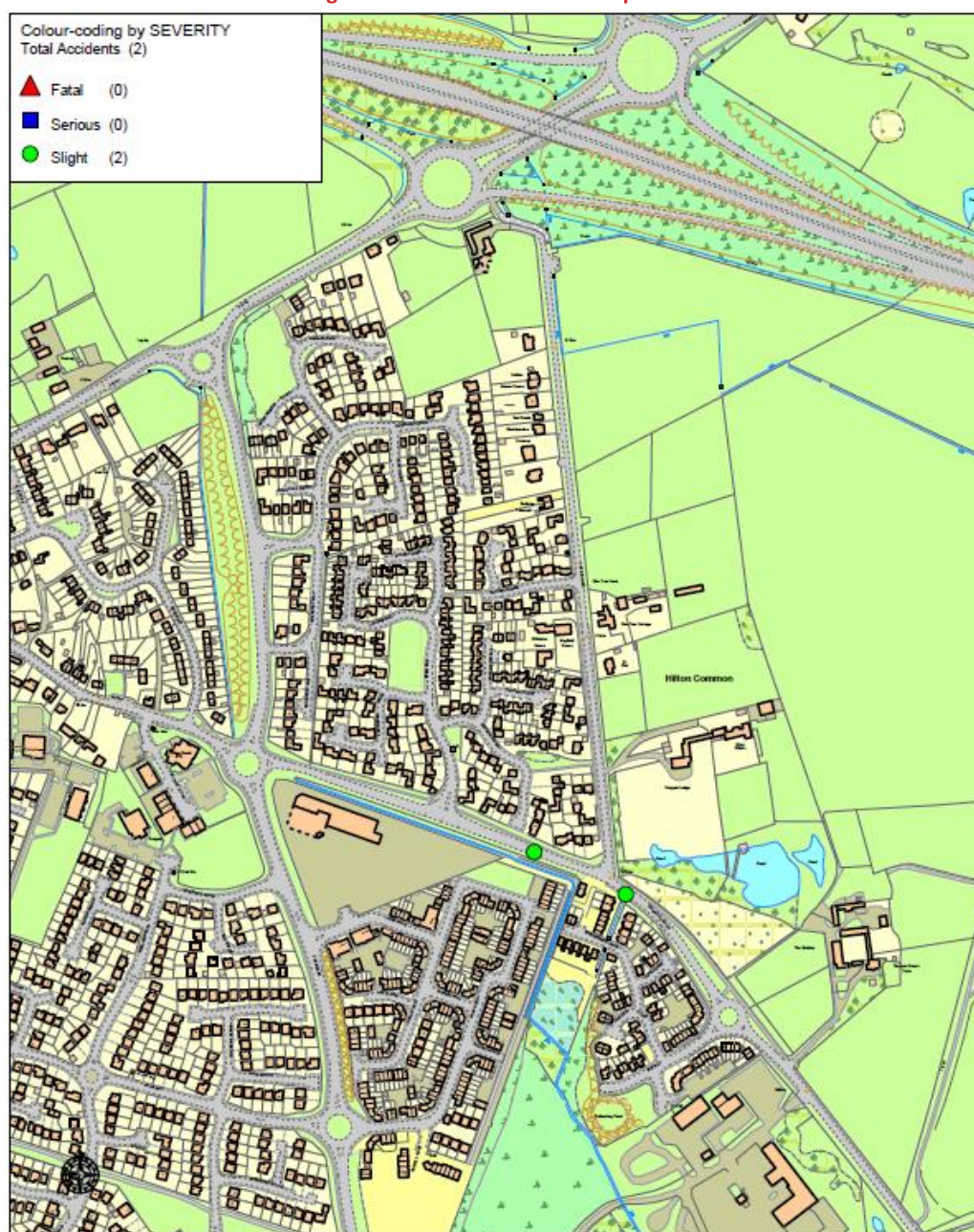
A5132 Egginton Road

3.5.3 The A5132 is a semi-rural A-road which runs east to west south of the site. It is a single carriageway route, benefitting from footway provision along the northern side of the carriageway. The A5132 is a 40mph route, in the vicinity of the proposed development site.

3.6 Road Safety

- 3.6.1 Personal Injury Accident (PIA) data has been obtained along Lucas Lane and Egginton Road to the south, from its T-junction with Isis Way to The Mease.
- 3.6.2 An accident plot for the three-year period between April 2015 and March 2018 is included as **Appendix B**, along with the full PIA outputs received from Derbyshire Constabulary.
- 3.6.3 There have been two PIAs, both of which were slight. The location of these accidents is shown on **Figure 4**.

Figure 4. Collision Data Map



3.7 Existing Modal Share

3.7.1 The site is located within the Mid-level Super Output Area (MSOA) of South Derbyshire 002. **Table 3** demonstrates how existing residents within this MSOA currently travel to work based on data derived from the 2011 UK Census:

Table 3. Journey to Work Mode Share

MODE OF TRAVEL	MODE SPLIT (%)
Pedestrian	4%
Cyclist	1%
Public Transport	4%
Vehicular	85%
Passenger	5%
Other	1%
Total	100%

3.7.2 The census data shows that 85% of residents living in the Hilton area drive to work, 1% walk, 4% use public transport services and 1% cycle. This is considered to reflect the availability of local public transport facilities and employment opportunities in the area.

3.8 Accessibility to Local Services

3.8.1 In transport planning terms, the most sustainable sites are those generating the lowest number of private vehicle trips, which would be achieved by enabling a greater proportion of walking, cycling and public transport journeys. This can be considered in terms of a site's distance from local services and resident catchment.

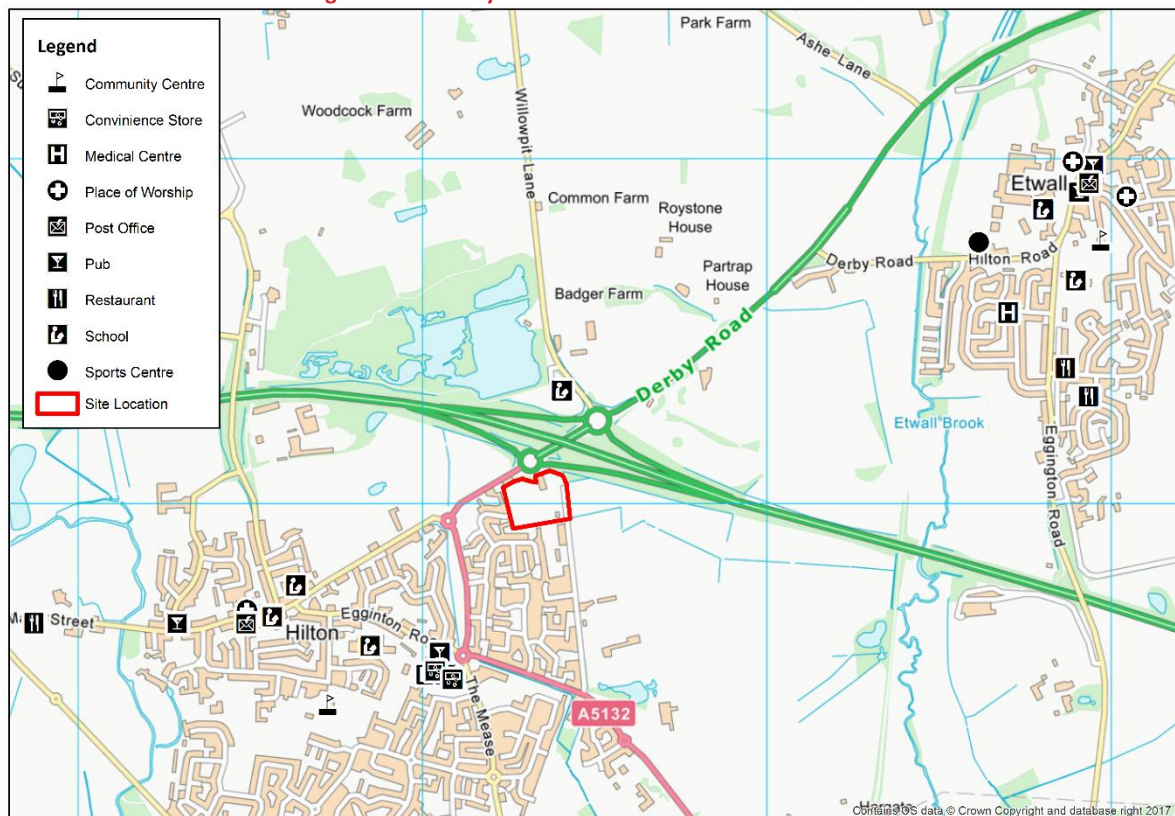
3.8.2 The IHT's 'Guidelines for Providing Journeys on Foot' (2000) provides guidance when considering accessibility of specific locations by foot. In relation to the proposed development, the guidelines suggest:

- Maximum distances of 800m to town centres, 2,000m for work / education / leisure, and 1200m elsewhere;
- Acceptable distances of 400m to town centres, 1,000m for work / education / leisure, and 800m elsewhere; and
- Desirable distances of 200m to town centres, 500m for work / education / leisure, and 400m elsewhere.

3.8.3 As suggested by the Institute of Highways and Transportation (IHT), an average walking speed is given as 4.8km/h, or 5 minutes for every 400m. The 'maximum' distances quoted above represent a walk of 10 minutes (town centres), 25 minutes (work / education / leisure) and 15 minutes (elsewhere).

- 3.8.4 The proposed development is well served by a range of educational establishments, retail, community and health facilities all within the maximum recommended walking and cycling distances. The proposed employment element is also accessible to a significant catchment population within acceptable journey times by foot, by cycle and by public transport.
- 3.8.5 Further details in respect of the accessibility of the neighbouring land uses and facilities are set out below, while **Figure 5** shows the location of local amenities in relation to the proposed development site. Due to its proximity, the local amenities of Etwall have also been considered:

Figure 5. Key Local Amenities – Hilton and Etwall



- 3.8.6 The site is well located for local services such as schools, recreation grounds and shops. The closest primary school is Hilton Primary School which is located approximately 900m from the development site. The closest secondary school is John Port School in Etwall, approximately 1.8km from the site.
- 3.8.7 There is an Aldi superstore located on The Mease which is immediately adjacent to a Tesco Express convenience store. Both of these stores are approximately 1.2km from the development. There are other local amenities within Hilton, the centre of which is only 1km away from the site. These include hairdressers, pubs, restaurants and shops. Etwall, which is 1.9km to the north, also includes a selection of local amenities similar to that of Hilton.

3.9 Committed Developments and Transport Improvements

- 3.9.1 There are no significant recent planning applications or consents that have occurred in the Hilton area.

3.10 Traffic Flows

- 3.10.1 A peak hour traffic survey was undertake at the Lucas Lane / Egginton Road junction on Thursday 5th July 2018 to determine the volume of existing traffic using local roads during both morning and evening peak hours. A copy of the traffic survey data collected is included within **Appendix D**.

3.11 Summary

- 3.11.1 Existing pedestrian and cycle networks surrounding the site provide a good level of accessibility to and from local education, retail, community and health facilities. Local bus services currently provide frequent links between the site, Derby and other surrounding regional centres.
- 3.11.2 Based on the above it is evident that there are realistic alternatives available for accessing the site by modes other than private car.
- 3.11.3 Following review of the recorded injury collisions in the area, it is not considered that there are any inherent highway safety issue in the area and therefore no offsite highways mitigation is considered necessary in this regard.

4. PROPOSED DEVELOPMENT

4.1 Introduction

- 4.1.1 The proposed site is located in Hilton, approximately 1km northeast of the town centre. The site is bound to the east by Lucas Lane, to the south and west by existing residential developments and to the north by the A5132 and its junction with the A50 Derby Southern Bypass.
- 4.1.2 The site is shown in both a local and strategic context in **Figure 1**, while an indicative masterplan has also been prepared which shows how the development could be provided is attached within **Appendix A**.

4.2 Vehicular Access

- 4.2.1 The Lucas Lane development is proposed to comprise of 61 dwellings. The site will benefit from two separate access points. The primary access will be in the form of a simple priority junction accessing 40 dwellings, the second, and more northerly will utilise an existing farm access and will provide access to the remaining 21 dwellings.
- 4.2.2 SYSTRA Drawing 107725-002A (**Appendix E**) indicates the proposed form and layout for the accesses.
- 4.2.3 The final configuration of the internal street network will be the subject of detailed design in a future planning application for Approval of Reserved Matters.

4.3 Travel by Foot and Cycle

- 4.3.1 Pedestrian and cycle provision will be incorporated into the proposed access junctions onto Lucas Lane.
- 4.3.2 In addition a new footway will be provided along the eastern side of Lucas Lane, linking with existing pedestrian infrastructure along the western side of Lucas Lane as indicated on Drawing 107725-002A (**Appendix E**).

4.4 Refuse Collection / Emergency Service Vehicle Access

- 4.4.1 All access junctions and the internal road network are designed to facilitate the manoeuvrability and navigation of refuse vehicles and emergency service vehicles throughout the site. All servicing vehicles will be able to enter and exit the site in forward gear.
- 4.4.2 Swept path analysis for a refuse vehicle entering and exiting the site is provided in Drawing 107725-003A (**Appendix E**).

4.5 Car Parking and Cycle Parking

4.5.1 Derbyshire Council has stated that vehicle parking guidance for dwelling houses are determined by the following criteria:

- The area in which the development is located;
- The type of dwelling (houses/flats); and
- The size of dwelling (the number of bedrooms)

4.5.2 The principles above are based primarily on the Residential Car Parking Research document created by the Department for Communities and Local Government (DCLG).

4.5.3 The proposed development site is located in the ward of Hilton. There are a total of 3,684 households, within the ward, and 6,214 cars registered. This suggests car ownership levels of 1.69 per household.

4.5.4 Notwithstanding that car parking will be allocated parking, with spaces attributable to individual dwellings. On that basis, households without access to a car (57 dwellings) have been discounted from the census calculation. This robustly suggests that the average car ownership levels, are 1.77 per dwelling.

4.5.5 The development proposals form an outline planning application and therefore housing types and tenure have yet to be established. However parking provision will be provided in line with the parking numbers suggested above, with a provision of between two to three spaces per unit depending on the size of dwelling being promoted.

4.5.6 Cycle parking will be accommodated within the curtilage of each individual dwelling

4.6 Summary

4.6.1 The parking provision across the development will comply with the principles established in the Residential Car Parking Research document created by the Department for Communities and Local Government (DCLG).

4.6.2 Access to the development will be taken from two locations that will serve separate residential parcels, both of which will access onto the existing Lucas Lane. The Masterplan will promote a new footway along the eastern side of Lucas Lane.

5. TRIP GENERATION

5.1 Context

5.1.1 This section of the Transport Statement outlines the forecast trip generation and distribution of the proposed development in respect of vehicular trips as well as those by other modes of travel. The appraisal focuses on a weekday morning and evening peak hours which represent the busiest periods along the local highway network as well as the peak traffic generating periods of the proposed development.

5.2 Trip Generation

5.2.1 Development trip generation for the site has been estimated using the TRICS Database - Version 7.5.1. In order to provide a robust analysis vehicle trip generation has been calculated from a private dwelling trip rate.

5.2.2 The TRICS surveys used were all sites in this category up to 400 dwellings in size from within England (excluding London). The resulting output of trip rates from the TRICS database is included within **Appendix C**.

5.2.3 The trip rates from the TRICS output have been applied to the anticipated 61 dwellings to ascertain the potential vehicle trip generation resulting from the site; these are shown within **Table 4**.

Table 4. Peak Hour Trip Generation

TRIP RATES	AM PEAK HOUR (0800 – 0900)			PM PEAK HOUR (1700 – 1800)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-Way
Vehicular trip rate (per unit)	0.13	0.38	0.51	0.32	0.15	0.48
Vehicular trip generation (61 units)	8	23	31	20	9	29

5.2.4 **Table 4** shows the development will generate 31 two way trips during the morning peak period, with 29 two way trips generated during the evening peak hour.

5.3 Non-Vehicular Trip Generation

5.3.1 The number of trips that would be generated by modes of travel other than the private car have been derived from 2011 Census 'Method of Travel to Work' for MSOA's E01019847 and E0109847. The census data shows 85% of residents drive to work, which although high is considered to accurately reflect the availability of local public transport facilities and locality of the site and therefore provides a reasonable representation of all travel to and from the proposed development.

5.3.2 The number of journeys that are likely to be generated are summarised in **Table 5** below. The car driver trips reflect those derived from the trip rates shown in **Table 4** whereas the remaining modes have been calculated by applying the mode shares derived from the census data.

Table 5. Proposed Multi-Modal Residential Trips

MODE OF TRAVEL	MODE SPLIT (%)	AM PEAK HOUR (0800 – 0900)			PM PEAK HOUR (1700 – 1800)		
		Arrivals	Departures	Two-way	Arrivals	Departures	Two-Way
Pedestrian	4%	0	1	1	1	0	1
Cyclist	1%	0	0	0	0	0	0
Public Transport	4%	0	1	1	1	0	1
Vehicular	85%	8	23	31	20	9	29
Passenger	5%	0	1	2	1	1	2
Other	1%	0	0	0	0	0	0
Total	100%	9	27	37	23	11	34

5.3.3 **Table 5** shows that, aside from vehicular traffic, pedestrian and public transport movements make up the largest proportion of trips with 2 predicted two-way morning peak hour movements and 2 evening peak hour movements.

5.3.4 The appraisal of existing pedestrian provision set out in Section 3 of this Transport Statement demonstrates that there are local facilities in Hilton. Public transport users will continue use the existing bus service that route along the A516 Derby Road.

5.4 Trip Distribution and Assignment

- 5.4.1 The distribution of vehicular trips generated by the proposed development is based on the directional flows from the traffic count surveys collected along Egginton Road. This is considered to represent a good proxy of the distribution of all vehicular trips that would be generated by the proposed development, and was agreed with highway officers at DCC during scoping.
- 5.4.2 **Plan B** included as **Appendix D** shows the number of development generated vehicular trips distributed on the local highway network during the weekday morning and evening peak hours respectively

5.5 Summary

- 5.5.1 The appraisal of existing pedestrian provision set out in Section 3 of this Transport Assessment demonstrates that there are excellent existing pedestrian links between the site and the surrounding area.
- 5.5.2 Public transport users will use existing bus services that route along the A5132. It has been established that the existing bus stops are located in very close proximity to the proposed development which ensures a very good level of public transport accessibility
- 5.5.3 Based on the above it is considered that the existing non car networks in the vicinity of the proposed development, coupled with measures to enhance opportunities for sustainable travel outlined in the masterplan, will ensure that non-car trips generated by the proposed development will be accommodated in a satisfactory manner.

6. ASSESSMENT OF TRAFFIC IMPACT

6.1 Junction Capacity Assessments

- 6.1.1 A junction capacity assessment has been undertaken at the Lucas Lane / Egginton Road junction to ensure that the existing layout can accommodate the traffic flows generated by the proposed development and that it can also accommodate the future year traffic flows in a satisfactory manner.
- 6.1.2 The operation of this proposed junction when the development is fully operational has been assessed for the AM and PM peak hours using Junction 8 based on the existing layout as shown on Drawing 107725-001.
- 6.1.3 The assessments have been undertaken using the 2018 'With Development' flows; these flows are included in **Appendix D**. The results of the analyses are shown in **Table 6** below while the Junction 8 output is included within **Appendix F**.

Table 6. Egginton Road / Lucas Lane Junction - 2018 + Development

APPROACH	AM PEAK				PM PEAK			
	Queue (PCU)	Delay (S)	RFC	LOS	Queue (PCU)	Delay (S)	RFC	LOS
2018 Baseline + Development								
Lucas Lane	0	9	8%	A	0	10	5%	A
Egginton Road (W)	0	5	1%	A	0	5	4%	A

Source: Junction 8 Assessments. Note: Assessments based on Drawing No 107725-001

- 6.1.4 The analysis presented within **Table 6** indicates that the proposed access junction would operate well within capacity with Ratios of Flow to Capacity (RFCs) significantly below 1.0 along all approaches. Forecast levels of queuing would be minimal demonstrating that the proposed access junction can accommodate the future year traffic flows in a satisfactory manner.

6.2 Traffic Growth

- 6.2.1 The 2018 baseline traffic flows are presented on **Plan A**. In order to understand the impact that the proposed development may have on the operation of the local highway network in the future, these traffic flows have been growthed to 2023.
- 6.2.2 TEMPRO (database v.7) 'localised' NTM factors for the Hilton area (South Derbyshire). The growth factors are based on the NTM AF012 dataset and are presented in **Table 7**:

Table 7. TEMPRO Growth Factors

2018-2023	
AM Peak	PM Peak
1.0972	1.1008

Source: TEMPRO (V.7)

- 6.2.3** The resultant 2023 Forecast Base peak hour flows are shown on **Plan C**, included in **Appendix D**.
- 6.2.4** To derive the 'With Development' traffic flows the development generated traffic flows shown on **Plan B** have been added to the future year baseline flows. The resultant 2023 'With Development' peak hour traffic flows for the AM and PM are shown on **Plan D**.
- 6.2.5** The junction assessments have been undertaken using the 2023 'With Development' flows. The results of the analyses are shown in **Table 8** below while the Junction 8 output is included within **Appendix F**.

Table 8. Egginton Road / Lucas Lane Junction - 2023 + Development

APPROACH	AM PEAK				PM PEAK			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2023 Baseline + Development								
Lucas Lane	0	10	9%	A	0	10	6%	A
Egginton Road (W)	0	5	1%	A	0	5	4%	A

Source: Junction 8 Assessments. Note: Assessments based on Drawing No 107725-001

- 6.2.6** The analysis presented within **Table 9** indicates that the proposed access junction would operate well within capacity with Ratios of Flow to Capacity (RFCs) significantly below 1.0 along all approaches. Forecast levels of queuing would be minimal demonstrating that the proposed access junction can accommodate the future year traffic flows in a satisfactory manner.

6.3 Wider Highway Network

- 6.3.1 It is evident from an appraisal of the peak hour traffic flows present on **Plan D** that the proposed development would have limited impact beyond the A5132 Egginton Road. Two way traffic flows along Egginton Road will increase by 29 vehicles during the AM peak hour which represents one additional vehicle every two minutes and would not be discernible. Similarly, two way traffic flows along Egginton Road would increase by 27 vehicles during the PM peak hour.
- 6.3.2 A traffic increase of the above magnitudes lie well within the day to day variation in traffic flows and would not have any material impact on the operation of the highway network in the vicinity of the proposed development.

7. SUMMARY & CONCLUSION

7.1 Summary

- 7.1.1 This Transport Statement Report has been prepared in relation to the proposed development on land to the north of Lucas Lane in Hilton. Providence Land is proposing a residential development of 61 new dwellings. The Proposed Layout of the development is attached as **Appendix A** of this report.
- 7.1.2 The location of the proposed development is consistent with national, regional and local policy aspirations. There is a range of existing jobs, schools, shops, community facilities and amenities, which are accessible within reasonable walking and cycling distance reducing the need to travel by private car. The proposed development is also well positioned relative to a wider range of employment, commercial, retail and recreational facilities located in Hilton which are accessible by walking, cycling and public transport.
- 7.1.3 The development proposals comprise the promotion of a two new vehicular accesses onto Lucas Lane. Pedestrian access is also promoted from these locations, where a new footways will provide pedestrian facilities for the new residents, linking with the existing footway along the western side of Lucas Lane.
- 7.1.4 The principles above are based primarily on the Residential Car Parking Research document created by the Department for Communities and Local Government (DCLG).
- 7.1.5 The development proposals form an outline planning application and therefore housing types and tenure have yet to be established. However parking provision will be provided in line with the Residential Car Parking Research document with a provision of between two to three spaces per unit depending on the size of dwelling being promoted.
- 7.1.6 Cycle parking will be accommodated within the curtilage of each individual dwelling

7.2 Conclusion

- 7.2.1 The appraisal of the impacts along the wider highway network demonstrates that the traffic flows generated by the proposed development would dissipate onto the various road corridors. The resultant increases in traffic along the road corridors beyond the proposed development lie well within the day-to-day variation of traffic flows and would therefore not trigger any material impacts.
- 7.2.2 Based on the above it is therefore considered that, in transportation terms, there are no overriding or sustainable reasons why the development proposals should not be approved.

APPENDIX A- MASTERPLAN

Lucas Lane, Hilton	
Transport Statement	107725 – R002A
Report	10/01/2019



LEGEND

- INDICATES EXISTING TREES / SHRUBS TO BE RETAINED
- PROPOSED INDICATIVE TREE PLANTING SUBJECT TO DETAILED LANDSCAPING DESIGN
- INDICATES GARAGE DOOR POSITIONS
- INDICATES 1.8m HIGH LARCH LAP FENCE
- INDICATES 1.8m HIGH CLOSE BOARDED FENCE
- INDICATES 1.8m HIGH SCREEN WALL
- INDICATES DIRECTION OF NOISE SOURCE - SEE NOISE REPORT

SCHEDULE OF ACCOMMODATION					
CODE	HOUSETYPE	DESCRIPTION	SQFT	NO	TOTAL sqft
* 530	530	1 Bedroom 2 Storey semi-det house	530	2	1060
* 790	790	2 Bedroom 2 Storey semi-det house	790	8	6320
* 654	654	2 Bedroom Bungalow	654	2	1308
* 830	830	3 Bedroom 2 Storey semi-det house	830	6	4980
FOG	FOG	2 Bedroom 2 Storey flat	690	2	1380
865	865	3 Bedroom 2 Storey semi-det house	865	4	3460
950	950	3 Bedroom 2 Storey semi-det house	950	10	9500
975	975	3 Bedroom 2 Storey detached house	975	3	2925
1005	1005	3 Bedroom 2 Storey detached house	1005	5	5025
1155	1155	4 Bedroom 2 Storey detached house	1155	4	4620
1165	1165	4 Bedroom 2 Storey detached house	1165	6	6990
1305	1305	4 Bedroom 2 Storey detached house	1305	2	2610
1345	1345	4 Bedroom 2 Storey detached house	1345	3	4035
1350	1350	4 Bedroom 2 Storey detached house	1350	3	4050
1395	1395	4 Bedroom 2 Storey detached house	1395	1	1395
TOTAL				61	59658

* DENOTES AFFORDABLE HOUSING

white ridge
architecture

10000 Hill Road, London, SE10 0NF
Telephone: 01902 728888
W: whiteridgearchitecture.co.uk
E: info@whiteridgearchitecture.co.uk

PROVIDENCE
LAND

79 GREAT PETER STREET WESTMINSTER LONDON SW1P 2EZ

PROPOSED DEVELOPMENT AT
LUCAS LANE, HILTON

ILLUSTRATIVE COLOUR SITE LAYOUT

Scale:
1:500 @ A1
Dwg No:
2200/03
DWG File Ref:
DRAWN: MLR

Date:
26/11/18
Rev:
-

Drawn: MLR

Checked: MLR

Approved: MLR

Notes:
1. All dimensions to be taken from the drawing.
2. Minor discrepancies may occur due to printing processes.

Proposed Residential Development off Lucas Lane, Hilton

APPENDIX B- COLLISION DATA

Lucas Lane, Hilton	
Transport Statement	107725 – R002A
Report	10/01/2019

[illegible]

Selected range of accidents
between dates 01/01/2011 and 31/03/2011
Selected using Manual Selection

SCALE	1 : 5047
DATE	18/07/2018
DRAWING No.	1 of 1
DRAWN BY	Gill Pryor
a ☐ derbyshire.pnnn.police.uk	

Details of Personal Injury Accidents for Period - 01/04/2015 to 31/03/2018 (36) months

Selection:

Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles					Casualties	
			Veh No	Type	Manv	Dir	Class	Sev	
Road No.	Date								
2nd Road No.	Time								
Grid Ref.	D/L								
	R.S.C								
	Weather								
	Speed								

1700645

Friday

HILTON A5132 EGGINTON RD (IPQA)

Veh 1

Car

O/take m/veh o/side

E to W

R1: A 5132

25/11/2016

Veh 2

Pedal cycle

Going ahead

E to W

Dri

Slight

E 425,397

1735hrs

Darkness: street lights present a

N 330,473

Dry

Fine without high winds

40 mph

1701742

Tuesday

Hilton - Eggington Road (IPQA)

Veh 1

Car

Going ahead

SE to NW

Ped

Slight

R1: A 5132

03/10/2017

E 425,486

0810hrs

Daylight:street lights present

N 330,432

Dry

Fine without high winds

40 mph

APPENDIX C- TRICS OUTPUTS

Lucas Lane, Hilton	
Transport Statement	107725 – R002A
Report	10/01/2019

Calculation Reference: AUDIT-700704-180531-0529

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	HC HAMPSHIRE	1 days
	KC KENT	5 days
	SC SURREY	1 days
	WS WEST SUSSEX	4 days
03	SOUTH WEST	
	DV DEVON	3 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	3 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	7 days
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	GM GREATER MANCHESTER	2 days
	MS MERSEYSIDE	1 days
09	NORTH	
	DH DURHAM	2 days
	TW TYNE & WEAR	2 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: 6 to 805 (units:)
Range Selected by User: 6 to 400 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 27/11/17

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	13 days
Tuesday	8 days
Wednesday	11 days
Thursday	10 days
Friday	10 days

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

Selected survey types:

Manual count	52 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)	24
Edge of Town	20
Neighbourhood Centre (PPS6 Local Centre)	8

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	45
Village	4
No Sub Category	3

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

Secondary Filtering selection:

Use Class:

C3	51 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:

1,000 or Less	2 days
1,001 to 5,000	9 days
5,001 to 10,000	11 days
10,001 to 15,000	12 days
15,001 to 20,000	6 days
20,001 to 25,000	5 days
25,001 to 50,000	6 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	7 days
25,001 to 50,000	6 days
50,001 to 75,000	7 days
75,001 to 100,000	11 days
100,001 to 125,000	2 days
125,001 to 250,000	12 days
250,001 to 500,000	5 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	18 days
1.1 to 1.5	32 days
1.6 to 2.0	2 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	5 days
No	47 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	52 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED		CAMBRIDGESHIRE
	THORPE PARK ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	9		
	Survey date: TUESDAY	18/10/11	Survey Type: MANUAL	
2	CA-03-A-05	DETACHED HOUSES		CAMBRIDGESHIRE
	EASTFIELD ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	28		
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL	
3	CH-03-A-08	DETACHED		CHESHIRE
	WHITCHURCH ROAD			
	BOUGHTON HEATH			
	CHESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	11		
	Survey date: TUESDAY	22/05/12	Survey Type: MANUAL	
4	CH-03-A-09	TERRACED HOUSES		CHESHIRE
	GREYSTOKE ROAD			
	HURDSFIELD			
	MACCLESFIELD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	24		
	Survey date: MONDAY	24/11/14	Survey Type: MANUAL	
5	DH-03-A-01	SEMI DETACHED		DURHAM
	GREENFIELDS ROAD			
	BISHOP AUCKLAND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	50		
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL	
6	DH-03-A-02	MIXED HOUSES		DURHAM
	LEAZES LANE			
	ST HELEN AUCKLAND			
	BISHOP AUCKLAND			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:	125		
	Survey date: MONDAY	27/03/17	Survey Type: MANUAL	
7	DV-03-A-01	TERRACED HOUSES		DEVON
	BRONSHILL ROAD			
	TORQUAY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	37		
	Survey date: WEDNESDAY	30/09/15	Survey Type: MANUAL	
8	DV-03-A-02	HOUSES & BUNGALOWS		DEVON
	MILLHEAD ROAD			
	HONITON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	116		
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

9	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON
	LOWER BRAND LANE		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
10	ES-03-A-02	PRIVATE HOUSING	EAST SUSSEX
	SOUTH COAST ROAD		
	PEACEHAVEN		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	37	
	Survey date: FRIDAY	18/11/11	Survey Type: MANUAL
11	ES-03-A-03	MIXED HOUSES & FLATS	EAST SUSSEX
	SHEPHAM LANE		
	POLEGATE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	212	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
12	ES-03-A-04	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW LYDD ROAD		
	CAMBER		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	134	
	Survey date: FRIDAY	15/07/16	Survey Type: MANUAL
13	GM-03-A-10	DETACHED / SEMI	GREATER MANCHESTER
	BUTT HILL DRIVE		
	PRESTWICH		
	MANCHESTER		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	29	
	Survey date: WEDNESDAY	12/10/11	Survey Type: MANUAL
14	GM-03-A-11	TERRACED & SEMI-DETACHED	GREATER MANCHESTER
	RUSHFORD STREET		
	LEVENSHULME		
	MANCHESTER		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Number of dwellings:	37	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
15	HC-03-A-19	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY		
	LIPHOOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	62	
	Survey date: MONDAY	27/11/17	Survey Type: MANUAL
16	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD		
	WILLESBOROUGH		
	ASHFORD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	KC-03-A-04	SEMI-DETACHED & TERRACED	KENT
	KILN BARN ROAD		
	DITTON		
	AYLESFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	110	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
18	KC-03-A-05	DETACHED & SEMI-DETACHED	KENT
	ROCHESTER ROAD		
	BURHAM		
	NEAR CHATHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of dwellings:	8	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
19	KC-03-A-06	MIXED HOUSES & FLATS	KENT
	MARGATE ROAD		
	HERNE BAY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	363	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
20	KC-03-A-07	MIXED HOUSES	KENT
	RECVLVER ROAD		
	HERNE BAY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	288	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
21	LN-03-A-03	SEMI DETACHED	LINCOLNSHIRE
	ROOKERY LANE		
	BOULTHAM		
	LINCOLN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	22	
	Survey date: TUESDAY	18/09/12	Survey Type: MANUAL
22	MS-03-A-03	DETACHED	MERSEYSIDE
	BEMPTON ROAD		
	OTTERSPOOL		
	LIVERPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	15	
	Survey date: FRIDAY	21/06/13	Survey Type: MANUAL
23	NE-03-A-02	SEMI DETACHED & DETACHED	NORTH EAST LINCOLNSHIRE
	HANOVER WALK		
	SCUNTHORPE		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	432	
	Survey date: MONDAY	12/05/14	Survey Type: MANUAL
24	NF-03-A-01	SEMI DET. & BUNGALOWS	NORFOLK
	YARMOUTH ROAD		
	CAISTER-ON-SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	27	
	Survey date: TUESDAY	16/10/12	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

25	NF-03-A-02	HOUSES & FLATS	NORFOLK
	DEREHAM ROAD		
	NORWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	98	
	Survey date: MONDAY	22/10/12	Survey Type: MANUAL
26	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY		
	THETFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
27	NY-03-A-06	BUNGALOWS & SEMI DET.	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	115	
	Survey date: FRIDAY	14/10/11	Survey Type: MANUAL
28	NY-03-A-07	DETACHED & SEMI DET.	NORTH YORKSHIRE
	CRAVEN WAY		
	BOROUGHBRIDGE		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	23	
	Survey date: TUESDAY	18/10/11	Survey Type: MANUAL
29	NY-03-A-08	TERRACED HOUSES	NORTH YORKSHIRE
	NICHOLAS STREET		
	YORK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	21	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
30	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE		
	NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	52	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
31	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD		
	RIPON		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	71	
	Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
32	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	23	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

33	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD		
	OLD HOSPITAL COMPOUND		
	CATTERICK GARRISON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	10	
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
34	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD		
	BYFLEET		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	71	
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
35	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE		
	LOWESTOFT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	7	
	Survey date: TUESDAY	23/10/12	Survey Type: MANUAL
36	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE		
	BURY ST EDMUNDS		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL
37	SF-03-A-06	DETACHED & SEMI-DETACHED	SUFFOLK
	BURY ROAD		
	KENTFORD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of dwellings:	38	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
38	SH-03-A-05	SEMI-DETACHED / TERRACED	SHROPSHIRE
	SANDCROFT		
	SUTTON HILL		
	TELFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
39	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESMERE ROAD		
	SHREWSBURY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL
40	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD		
	NORTHFIELD		
	BRIDGWATER		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	33	
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

41	SY-03-A-01	SEMI DETACHED HOUSES		SOUTH YORKSHIRE
	A19 BENTLEY ROAD			
	BENTLEY RISE			
	DONCASTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	54		
	Survey date: WEDNESDAY	18/09/13		Survey Type: MANUAL
42	TW-03-A-02	SEMI-DETACHED		TYNE & WEAR
	WEST PARK ROAD			
	GATESHEAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	16		
	Survey date: MONDAY	07/10/13		Survey Type: MANUAL
43	TW-03-A-03	MIXED HOUSES		TYNE & WEAR
	STATION ROAD			
	BACKWORTH			
	NEAR NEWCASTLE			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Number of dwellings:	33		
	Survey date: FRIDAY	13/11/15		Survey Type: MANUAL
44	WK-03-A-01	TERRACED / SEMI / DET.		WARWICKSHIRE
	ARLINGTON AVENUE			
	LEAMINGTON SPA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	6		
	Survey date: FRIDAY	21/10/11		Survey Type: MANUAL
45	WK-03-A-02	BUNGALOWS		WARWICKSHIRE
	NARBERTH WAY			
	POTTERS GREEN			
	COVENTRY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	17		
	Survey date: THURSDAY	17/10/13		Survey Type: MANUAL
46	WL-03-A-02	SEMI DETACHED		WILTSHIRE
	HEADLANDS GROVE			
	SWINDON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	27		
	Survey date: THURSDAY	22/09/16		Survey Type: MANUAL
47	WM-03-A-04	TERRACED HOUSES		WEST MIDLANDS
	OSBORNE ROAD			
	EARLSDON			
	COVENTRY			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:	39		
	Survey date: MONDAY	21/11/16		Survey Type: MANUAL
48	WS-03-A-04	MIXED HOUSES		WEST SUSSEX
	HILLS FARM LANE			
	BROADBRIDGE HEATH			
	HORSHAM			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	151		
	Survey date: THURSDAY	11/12/14		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

49	WS-03-A-05	TERRACED & FLATS	WEST SUSSEX
		UPPER SHOREHAM ROAD	
		SHOREHAM BY SEA	
		Suburban Area (PPS6 Out of Centre)	
		Residential Zone	
		Total Number of dwellings:	48
		Survey date: WEDNESDAY	18/04/12
			Survey Type: MANUAL
50	WS-03-A-06	MIXED HOUSES	WEST SUSSEX
		ELLIS ROAD	
		S BROADBRIDGE HEATH	
		WEST HORSHAM	
		Edge of Town	
		Residential Zone	
		Total Number of dwellings:	805
		Survey date: THURSDAY	02/03/17
			Survey Type: MANUAL
51	WS-03-A-07	BUNGALOWS	WEST SUSSEX
		EMMS LANE	
		BROOKS GREEN	
		NEAR HORSHAM	
		Neighbourhood Centre (PPS6 Local Centre)	
		Village	
		Total Number of dwellings:	57
		Survey date: THURSDAY	19/10/17
			Survey Type: MANUAL
52	WY-03-A-01	MIXED HOUSING	WEST YORKSHIRE
		SPRING VALLEY CRESCENT	
		BRAMLEY	
		LEEDS	
		Neighbourhood Centre (PPS6 Local Centre)	
		Residential Zone	
		Total Number of dwellings:	46
		Survey date: WEDNESDAY	21/09/16
			Survey Type: MANUAL

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	52	82	0.072	52	82	0.270	52	82	0.342
08:00 - 09:00	52	82	0.131	52	82	0.375	52	82	0.506
09:00 - 10:00	52	82	0.142	52	82	0.161	52	82	0.303
10:00 - 11:00	52	82	0.127	52	82	0.153	52	82	0.280
11:00 - 12:00	52	82	0.137	52	82	0.150	52	82	0.287
12:00 - 13:00	52	82	0.150	52	82	0.147	52	82	0.297
13:00 - 14:00	52	82	0.157	52	82	0.152	52	82	0.309
14:00 - 15:00	52	82	0.160	52	82	0.174	52	82	0.334
15:00 - 16:00	52	82	0.252	52	82	0.178	52	82	0.430
16:00 - 17:00	52	82	0.270	52	82	0.167	52	82	0.437
17:00 - 18:00	52	82	0.323	52	82	0.152	52	82	0.475
18:00 - 19:00	52	82	0.271	52	82	0.170	52	82	0.441
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	2.192			2.249			4.441		

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.

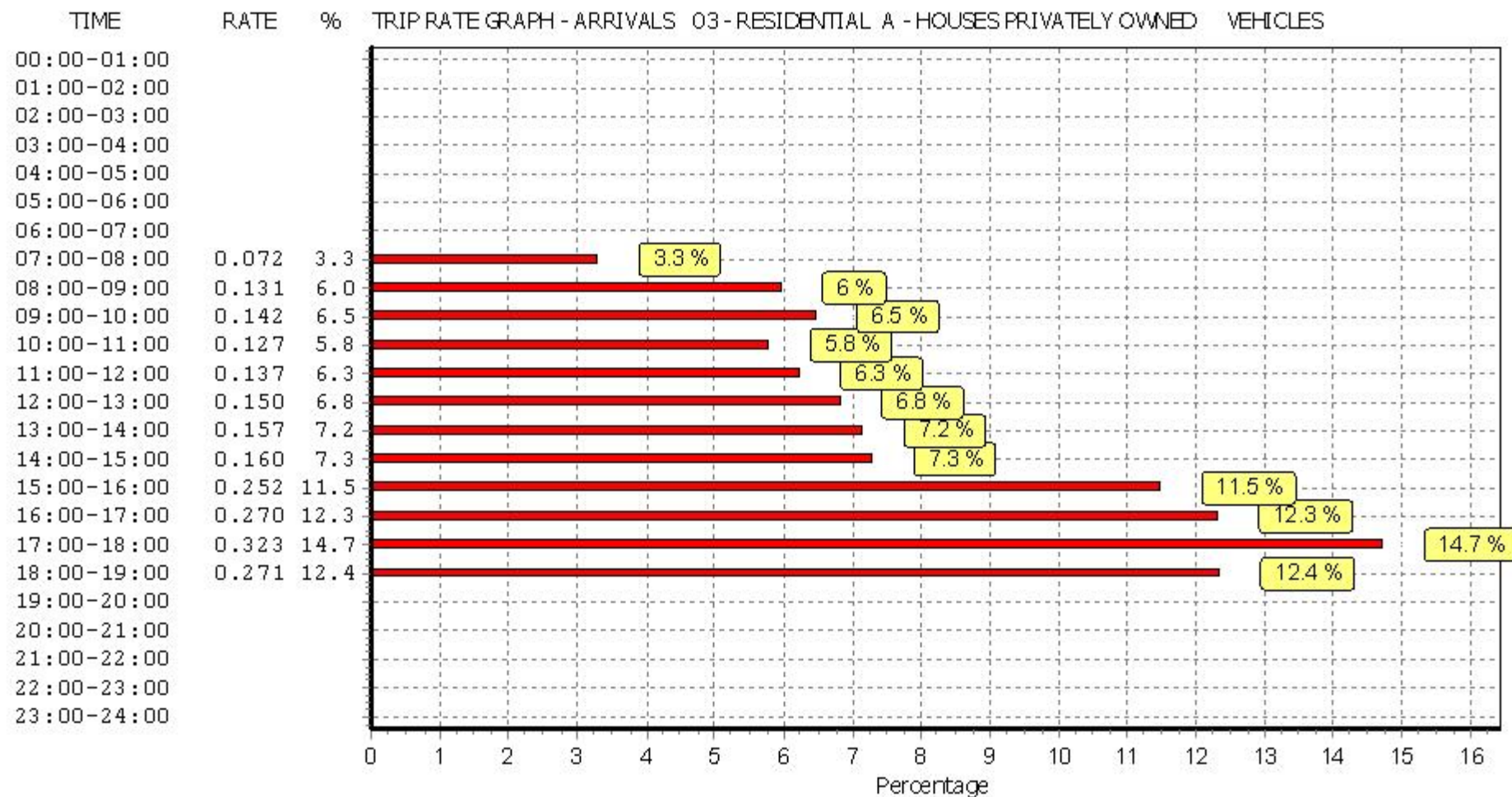
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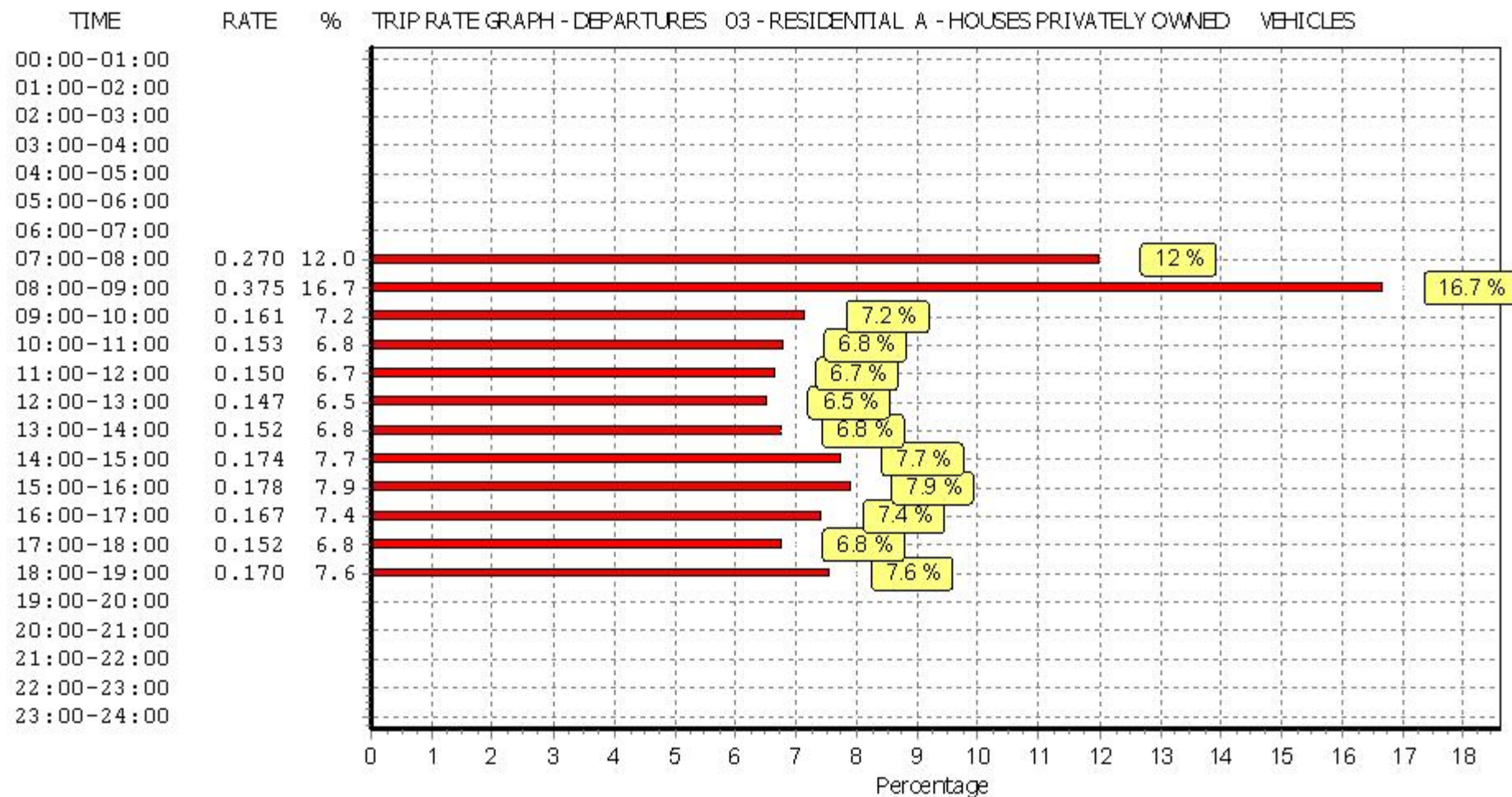
Parameter summary

Trip rate parameter range selected:	6 - 805 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	52
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

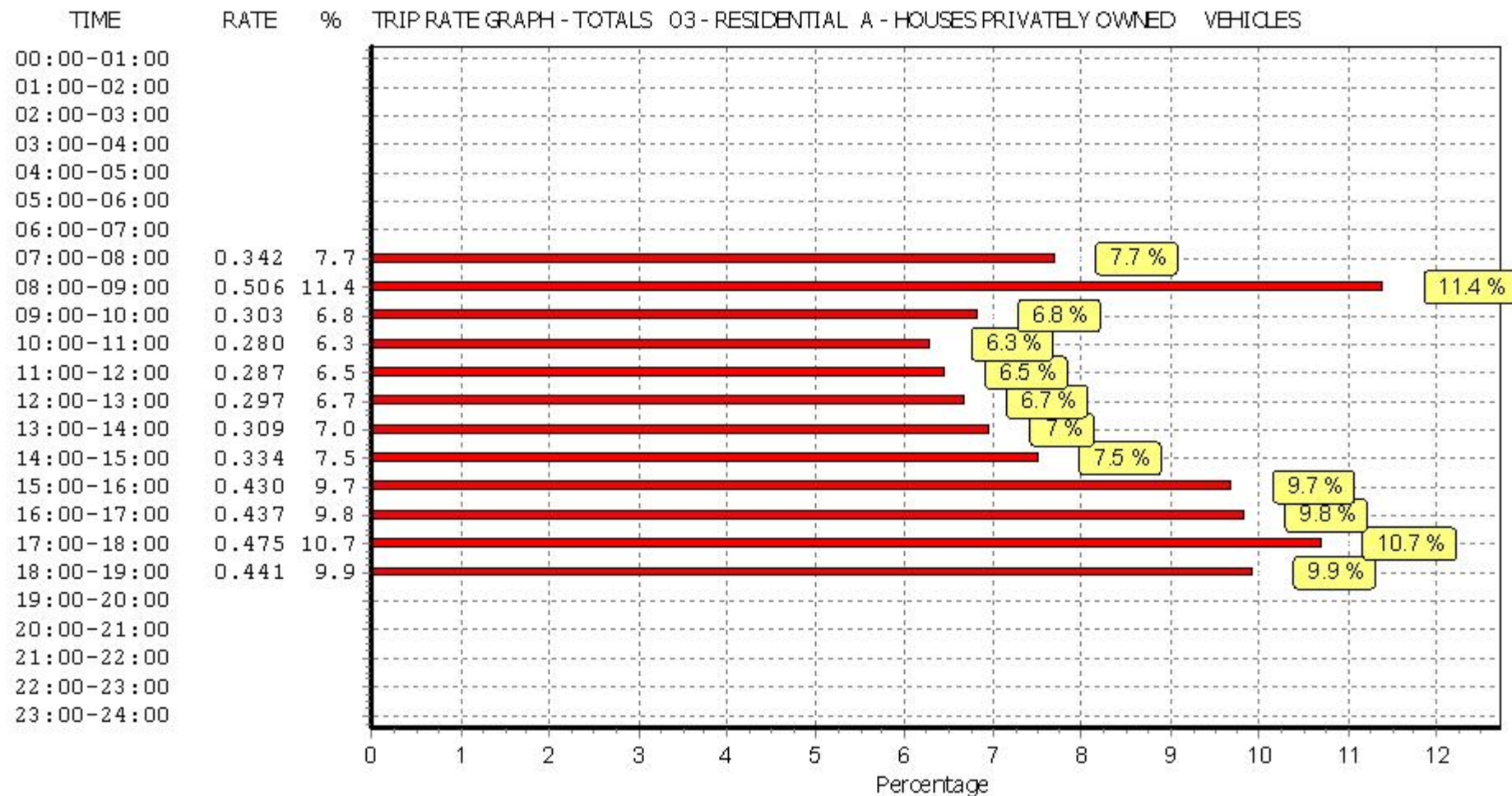
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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

TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	52	82	0.003	52	82	0.002	52	82	0.005
08:00 - 09:00	52	82	0.004	52	82	0.004	52	82	0.008
09:00 - 10:00	52	82	0.003	52	82	0.001	52	82	0.004
10:00 - 11:00	52	82	0.003	52	82	0.003	52	82	0.006
11:00 - 12:00	52	82	0.002	52	82	0.002	52	82	0.004
12:00 - 13:00	52	82	0.001	52	82	0.001	52	82	0.002
13:00 - 14:00	52	82	0.002	52	82	0.002	52	82	0.004
14:00 - 15:00	52	82	0.003	52	82	0.003	52	82	0.006
15:00 - 16:00	52	82	0.005	52	82	0.005	52	82	0.010
16:00 - 17:00	52	82	0.003	52	82	0.003	52	82	0.006
17:00 - 18:00	52	82	0.002	52	82	0.002	52	82	0.004
18:00 - 19:00	52	82	0.002	52	82	0.002	52	82	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.033			0.030			0.063		

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.

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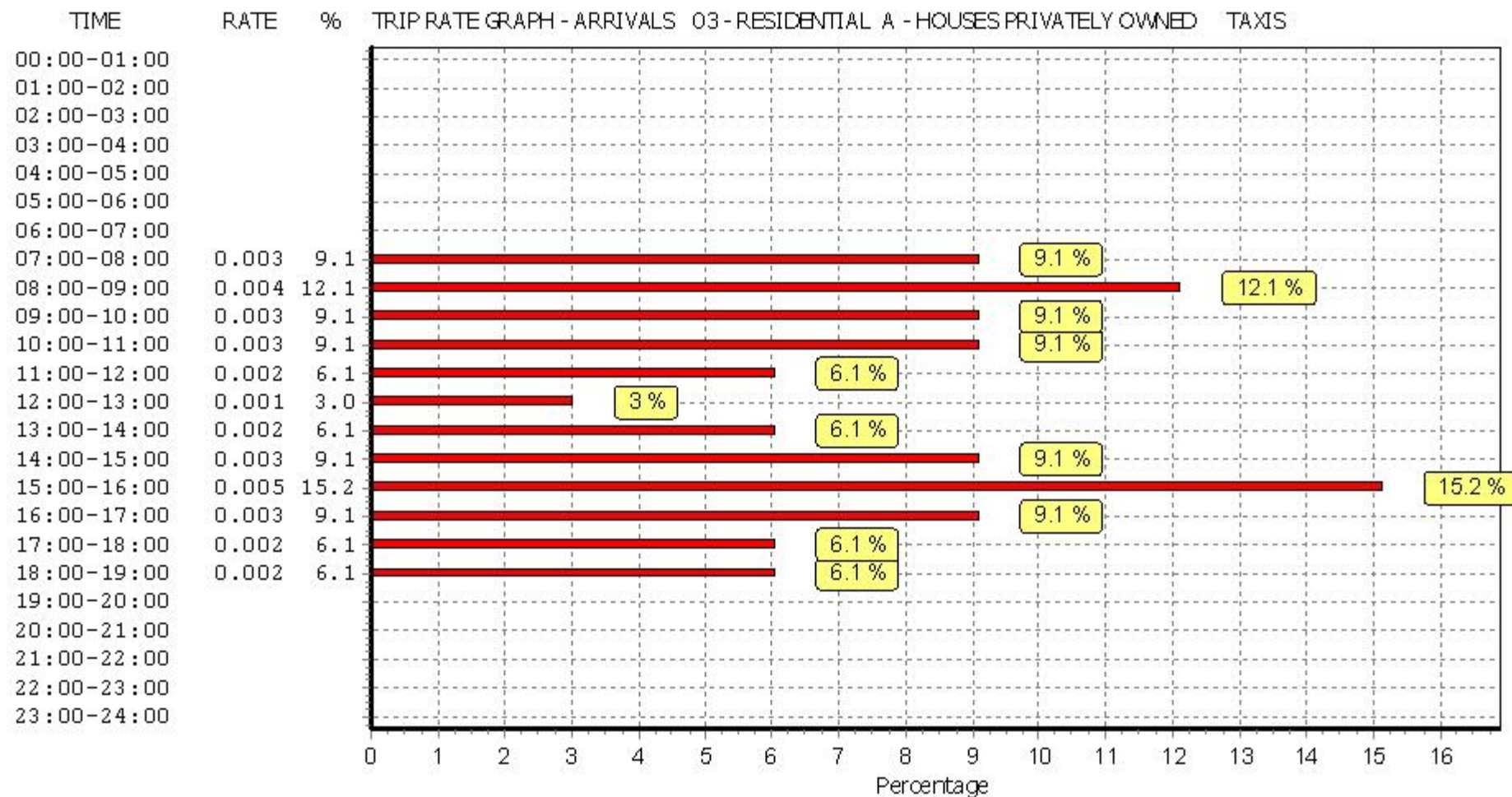
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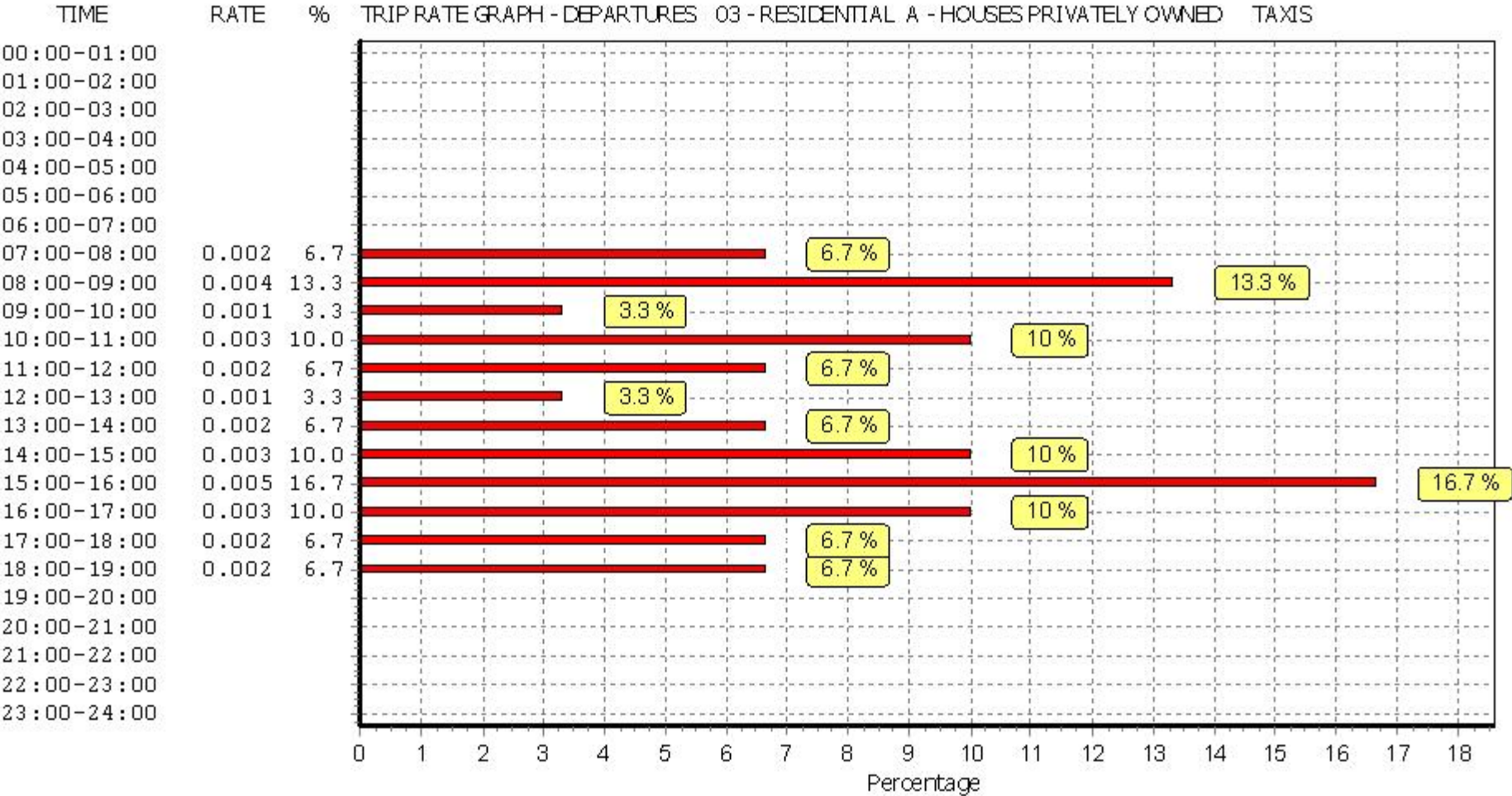
Parameter summary

Trip rate parameter range selected:	6 - 805 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	52
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

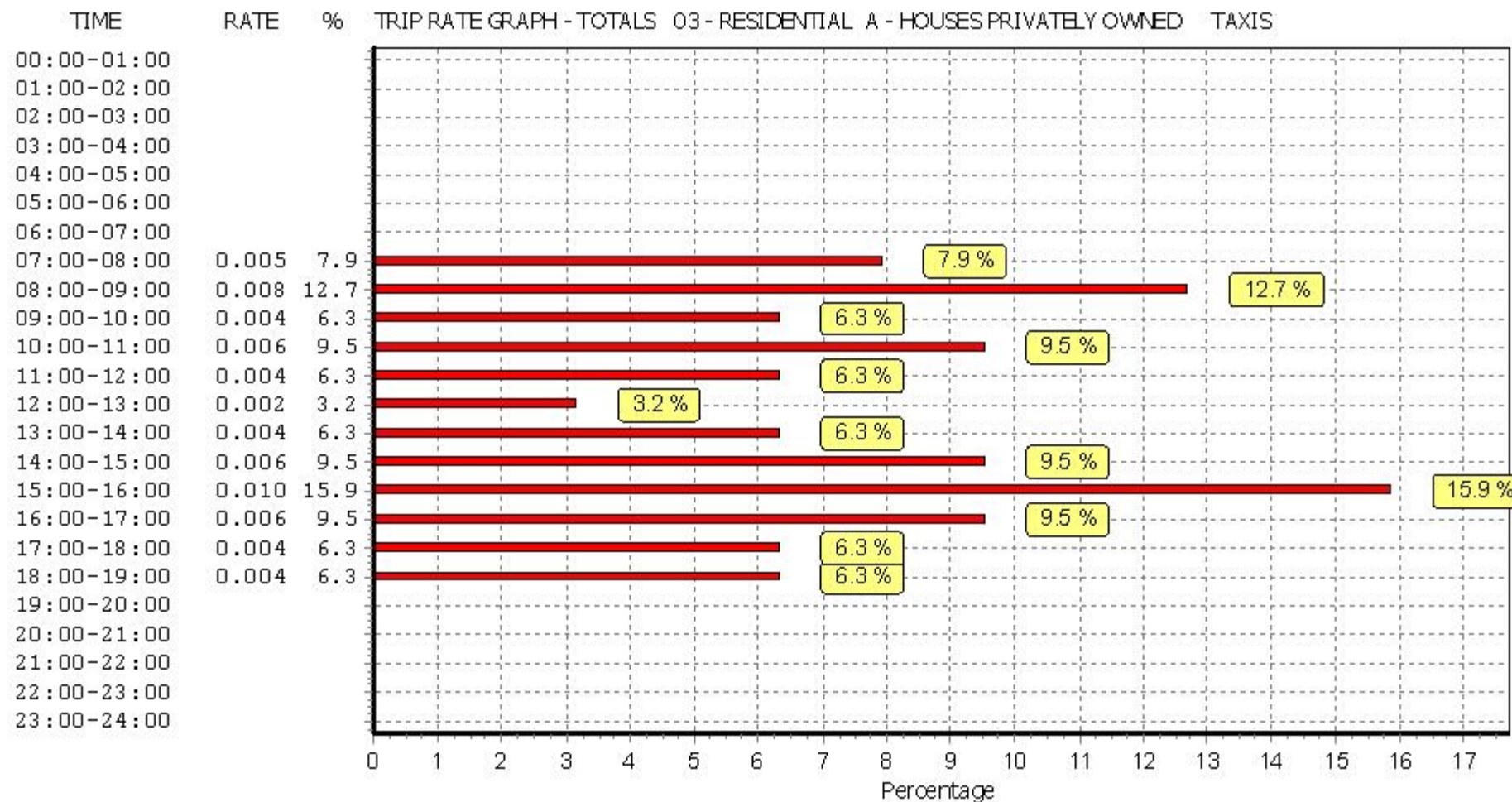
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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	52	82	0.000	52	82	0.000	52	82	0.000
08:00 - 09:00	52	82	0.002	52	82	0.001	52	82	0.003
09:00 - 10:00	52	82	0.003	52	82	0.002	52	82	0.005
10:00 - 11:00	52	82	0.004	52	82	0.004	52	82	0.008
11:00 - 12:00	52	82	0.002	52	82	0.003	52	82	0.005
12:00 - 13:00	52	82	0.001	52	82	0.002	52	82	0.003
13:00 - 14:00	52	82	0.001	52	82	0.001	52	82	0.002
14:00 - 15:00	52	82	0.001	52	82	0.002	52	82	0.003
15:00 - 16:00	52	82	0.001	52	82	0.001	52	82	0.002
16:00 - 17:00	52	82	0.001	52	82	0.001	52	82	0.002
17:00 - 18:00	52	82	0.001	52	82	0.001	52	82	0.002
18:00 - 19:00	52	82	0.000	52	82	0.000	52	82	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.018			0.035

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.

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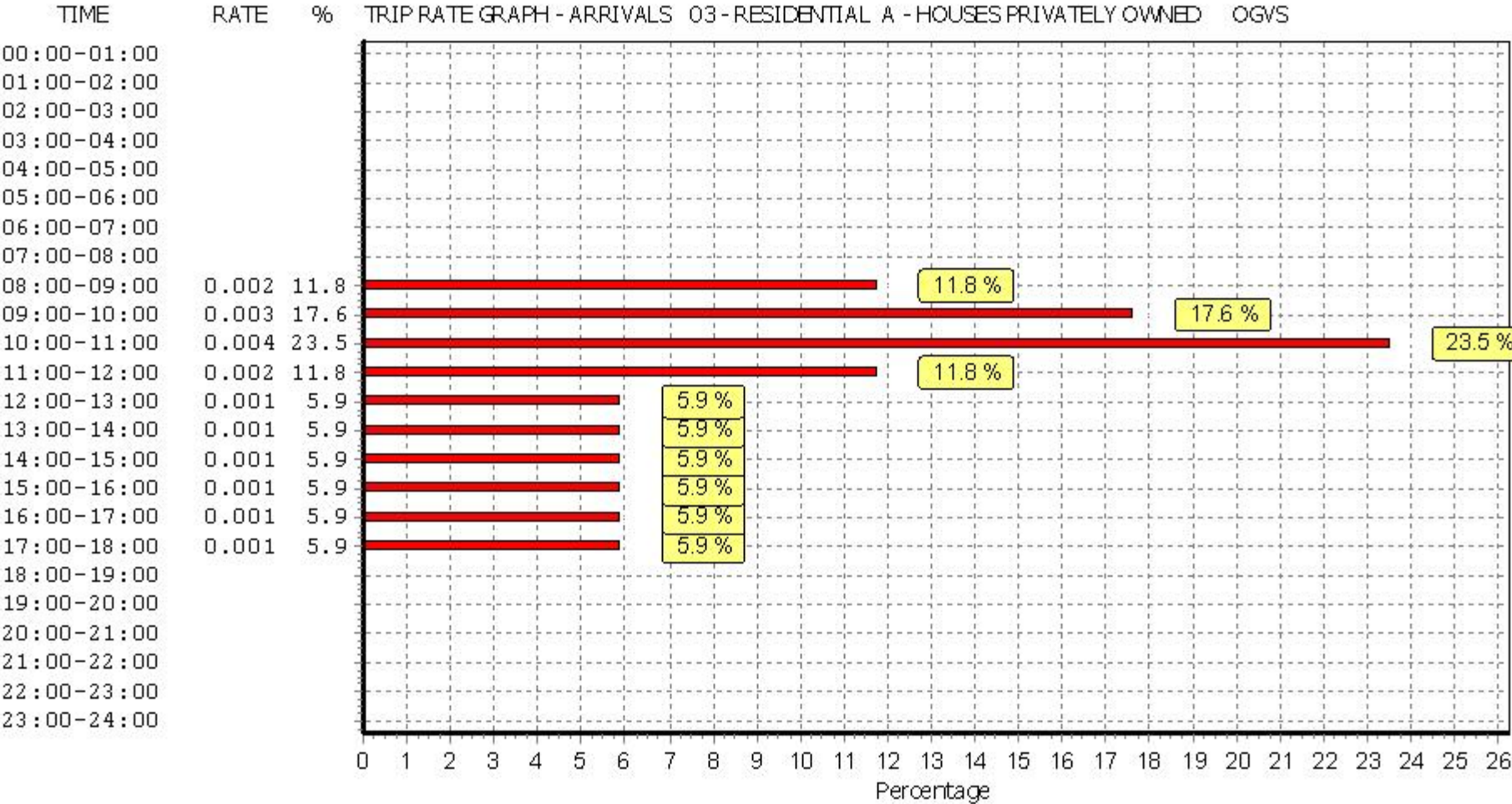
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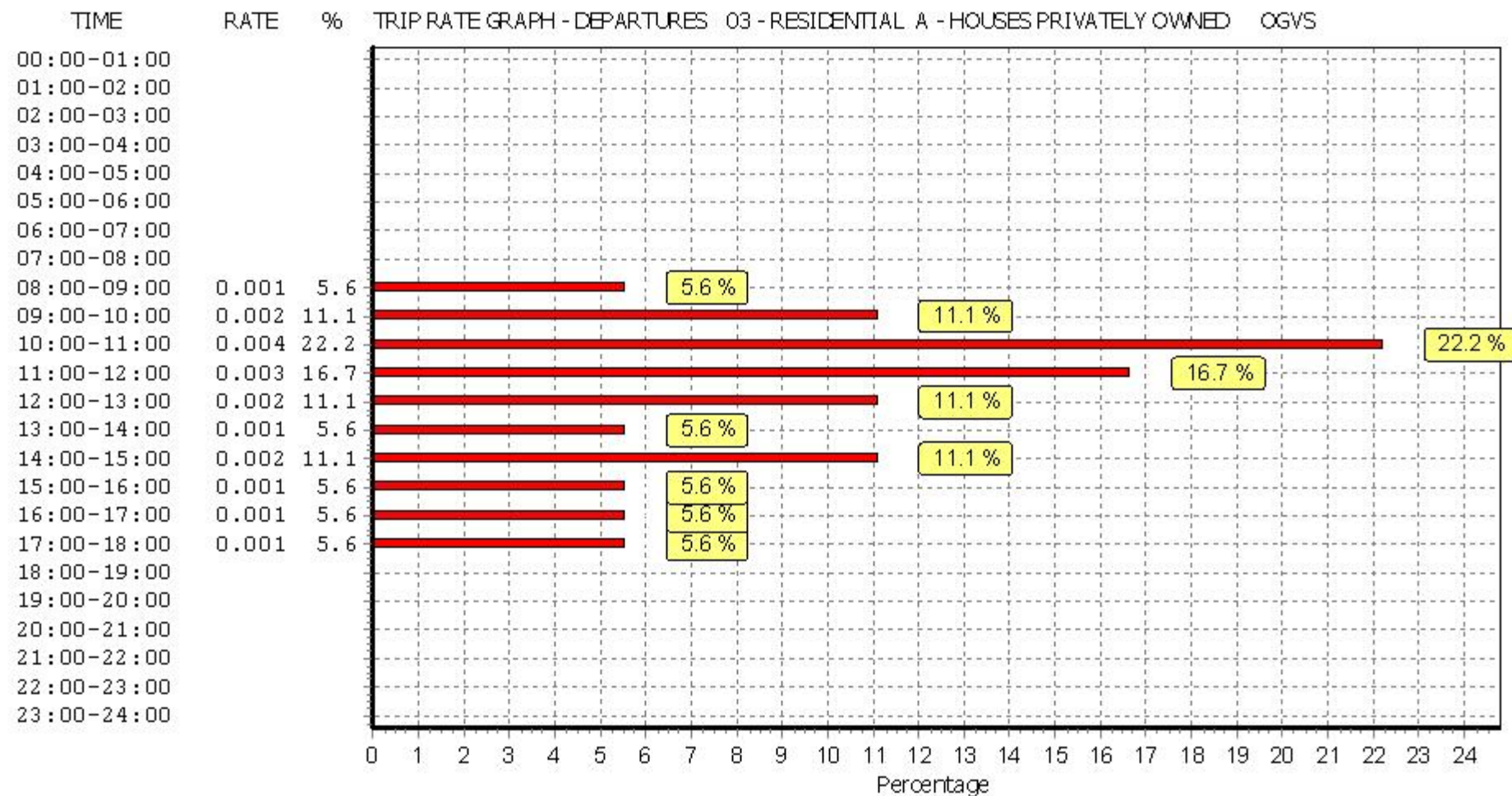
Parameter summary

Trip rate parameter range selected:	6 - 805 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	52
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

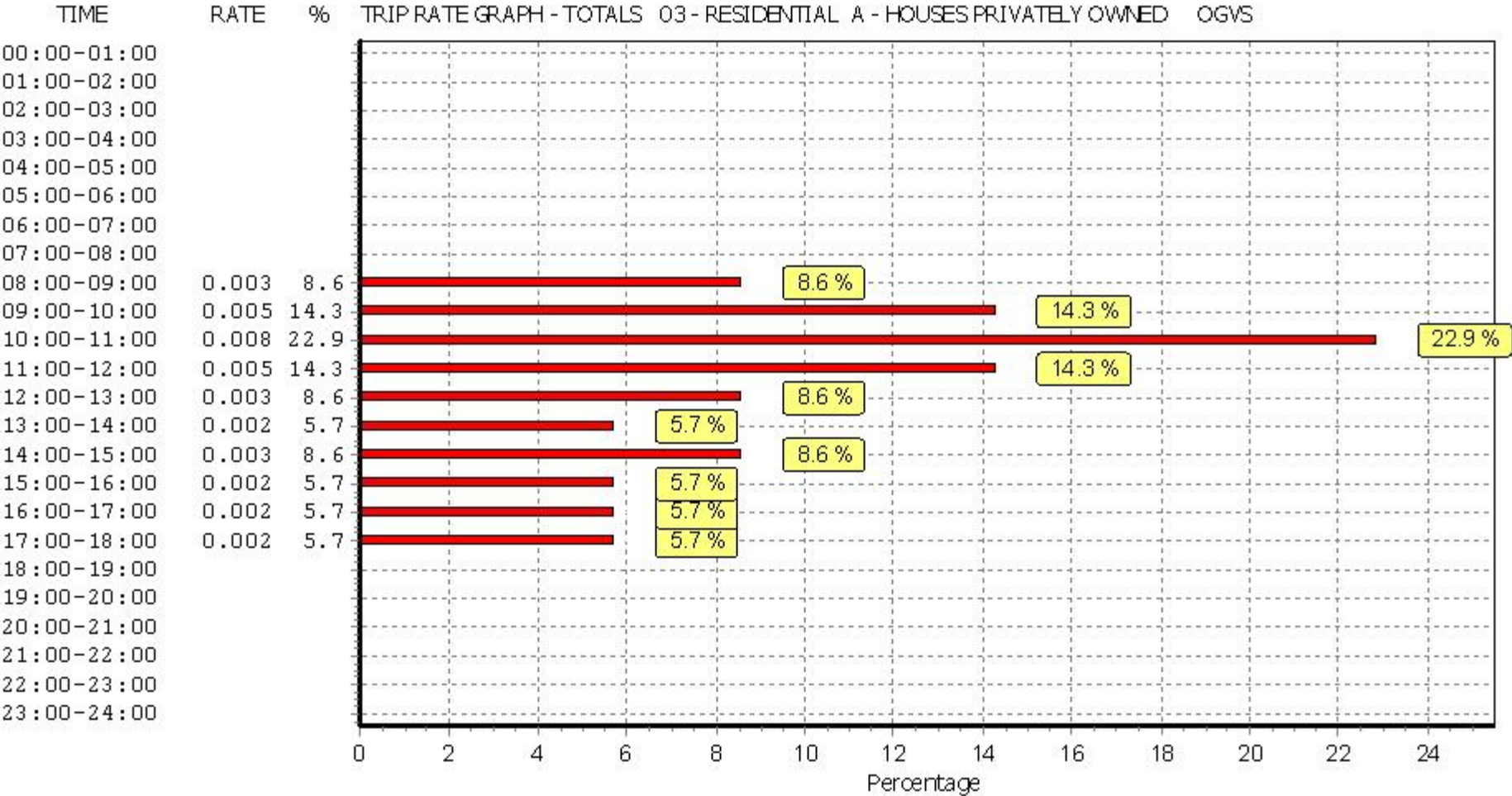
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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 PSVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	52	82	0.000	52	82	0.000	52	82	0.000
08:00 - 09:00	52	82	0.001	52	82	0.001	52	82	0.002
09:00 - 10:00	52	82	0.000	52	82	0.000	52	82	0.000
10:00 - 11:00	52	82	0.000	52	82	0.000	52	82	0.000
11:00 - 12:00	52	82	0.000	52	82	0.000	52	82	0.000
12:00 - 13:00	52	82	0.000	52	82	0.000	52	82	0.000
13:00 - 14:00	52	82	0.000	52	82	0.000	52	82	0.000
14:00 - 15:00	52	82	0.000	52	82	0.000	52	82	0.000
15:00 - 16:00	52	82	0.001	52	82	0.001	52	82	0.002
16:00 - 17:00	52	82	0.000	52	82	0.000	52	82	0.000
17:00 - 18:00	52	82	0.000	52	82	0.000	52	82	0.000
18:00 - 19:00	52	82	0.000	52	82	0.000	52	82	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			0.002			0.004

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.

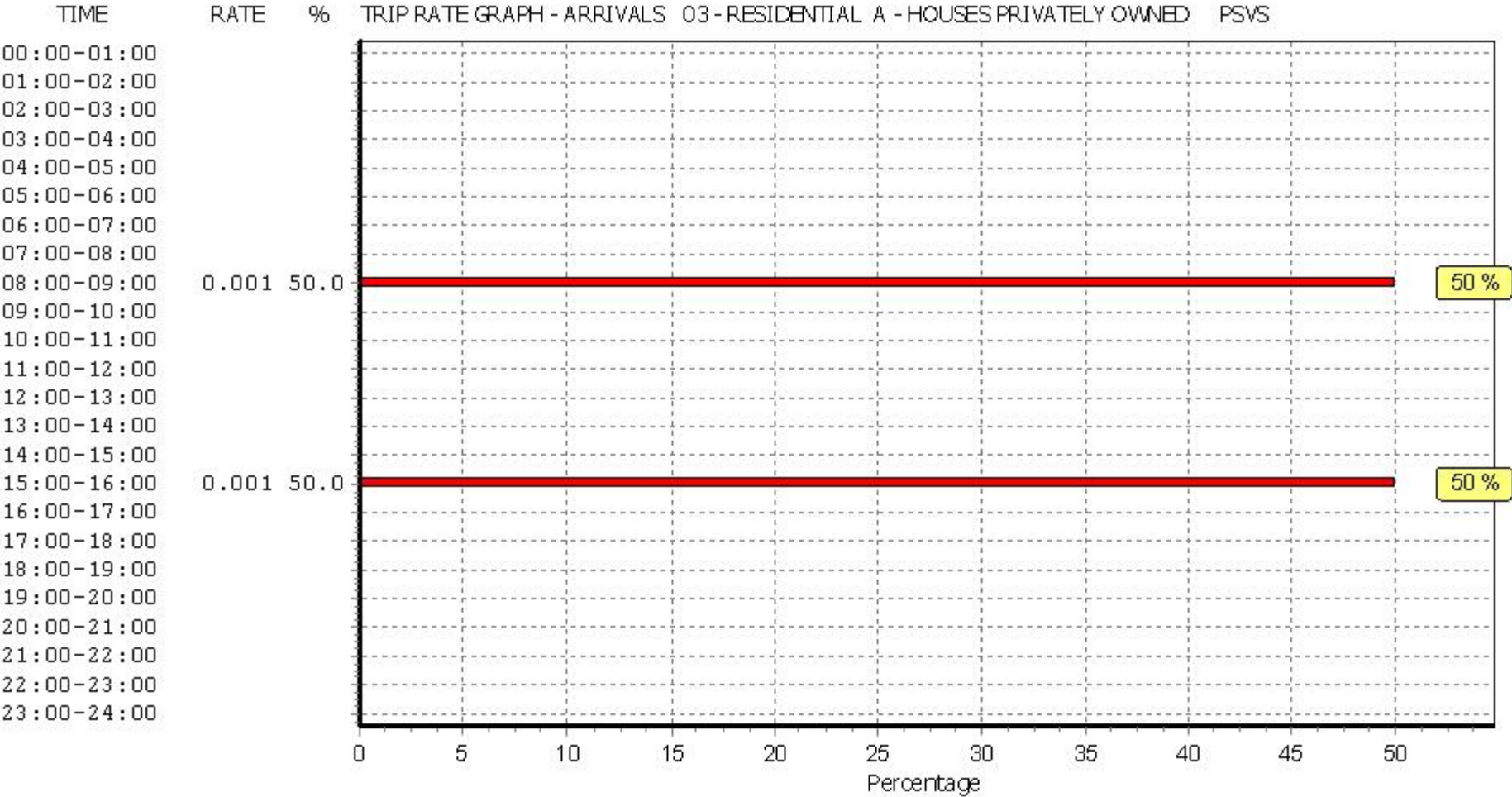
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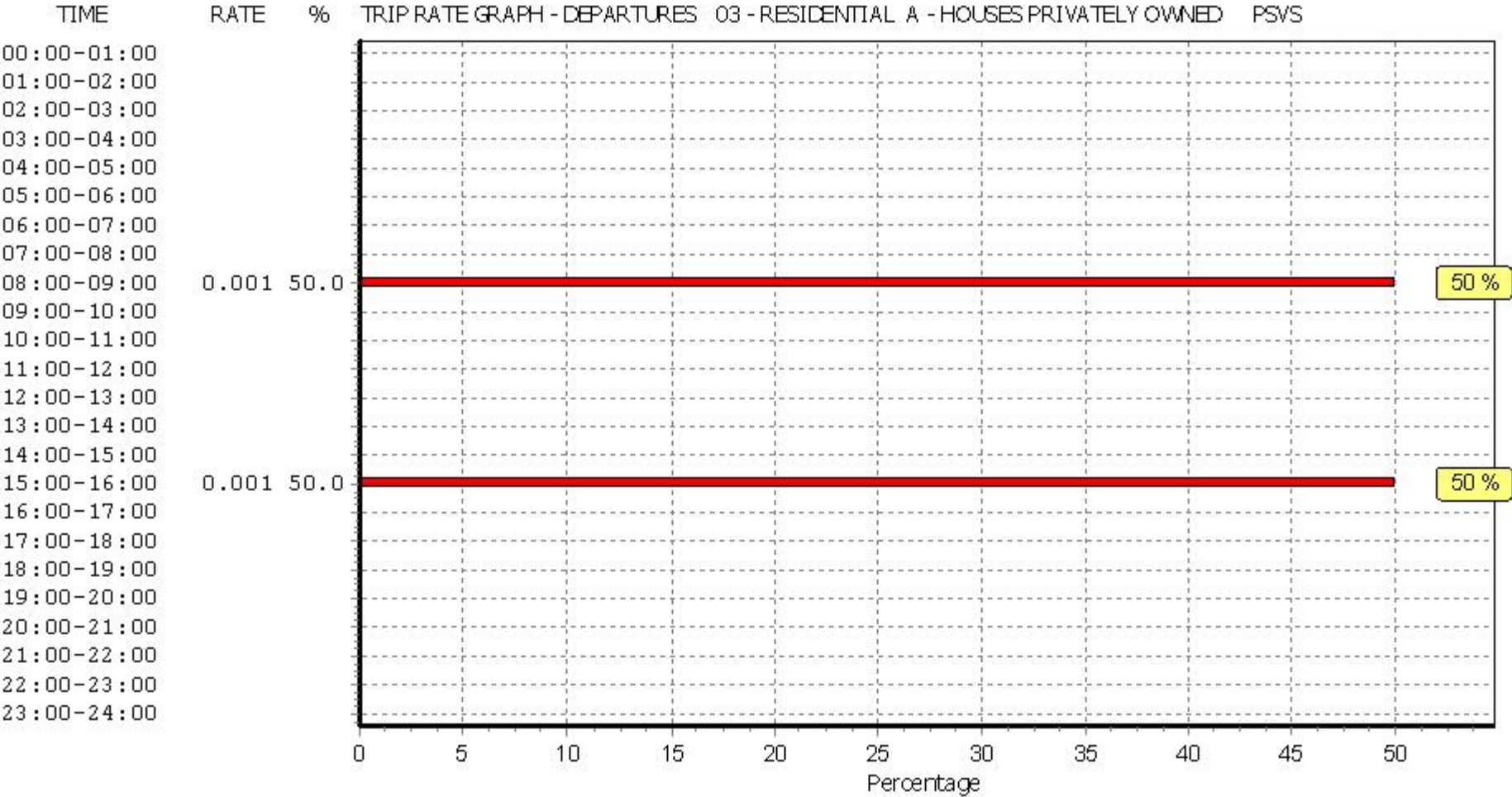
Parameter summary

Trip rate parameter range selected:	6 - 805 (units:)
Survey date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	52
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

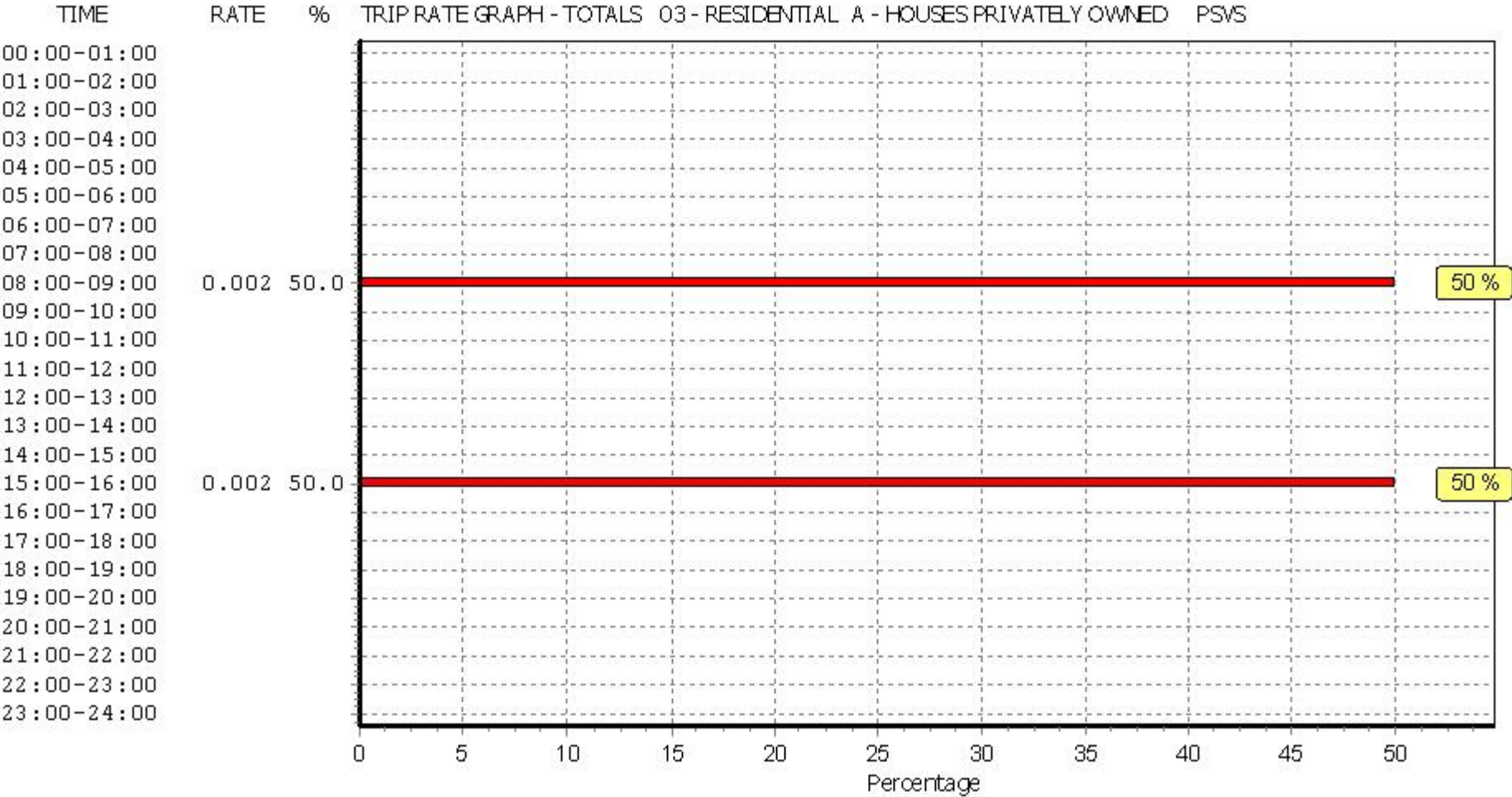
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	52	82	0.006	52	82	0.012	52	82	0.018
08:00 - 09:00	52	82	0.003	52	82	0.012	52	82	0.015
09:00 - 10:00	52	82	0.001	52	82	0.005	52	82	0.006
10:00 - 11:00	52	82	0.002	52	82	0.006	52	82	0.008
11:00 - 12:00	52	82	0.003	52	82	0.004	52	82	0.007
12:00 - 13:00	52	82	0.005	52	82	0.004	52	82	0.009
13:00 - 14:00	52	82	0.004	52	82	0.004	52	82	0.008
14:00 - 15:00	52	82	0.003	52	82	0.003	52	82	0.006
15:00 - 16:00	52	82	0.009	52	82	0.004	52	82	0.013
16:00 - 17:00	52	82	0.011	52	82	0.007	52	82	0.018
17:00 - 18:00	52	82	0.014	52	82	0.009	52	82	0.023
18:00 - 19:00	52	82	0.008	52	82	0.005	52	82	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.069			0.075			0.144		

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.

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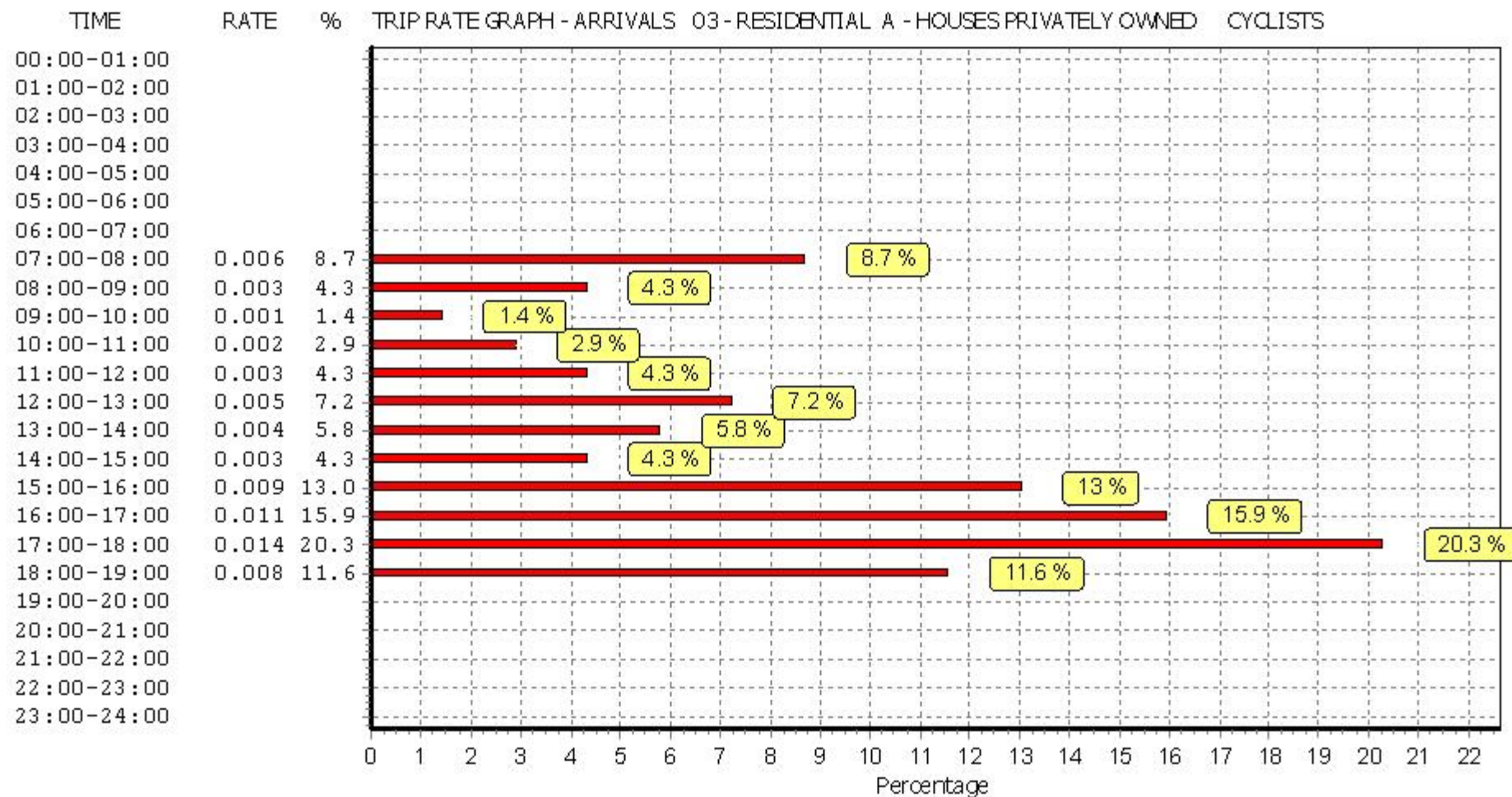
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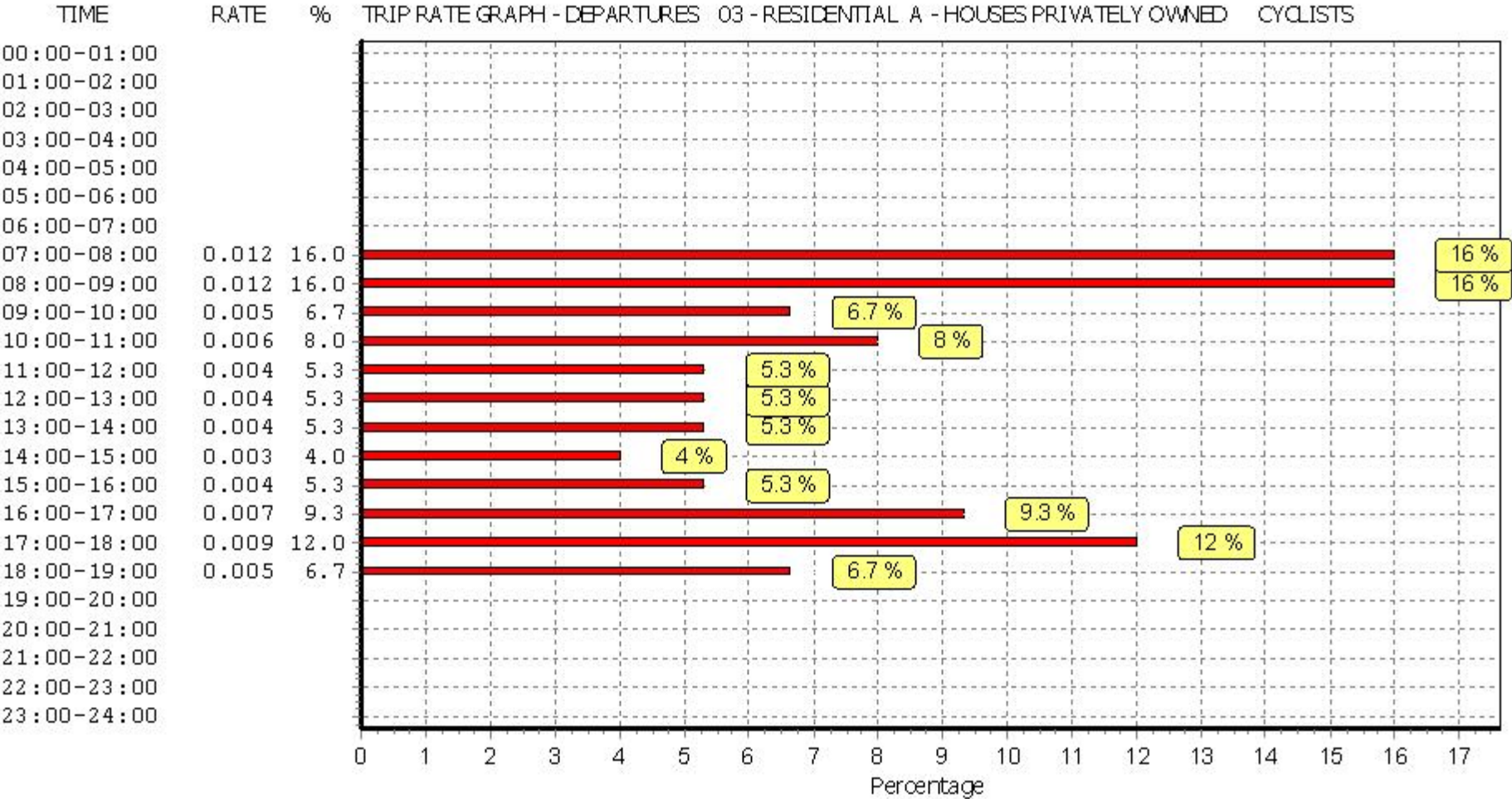
Parameter summary

Trip rate parameter range selected:	6 - 805 (units:)
Survey date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	52
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

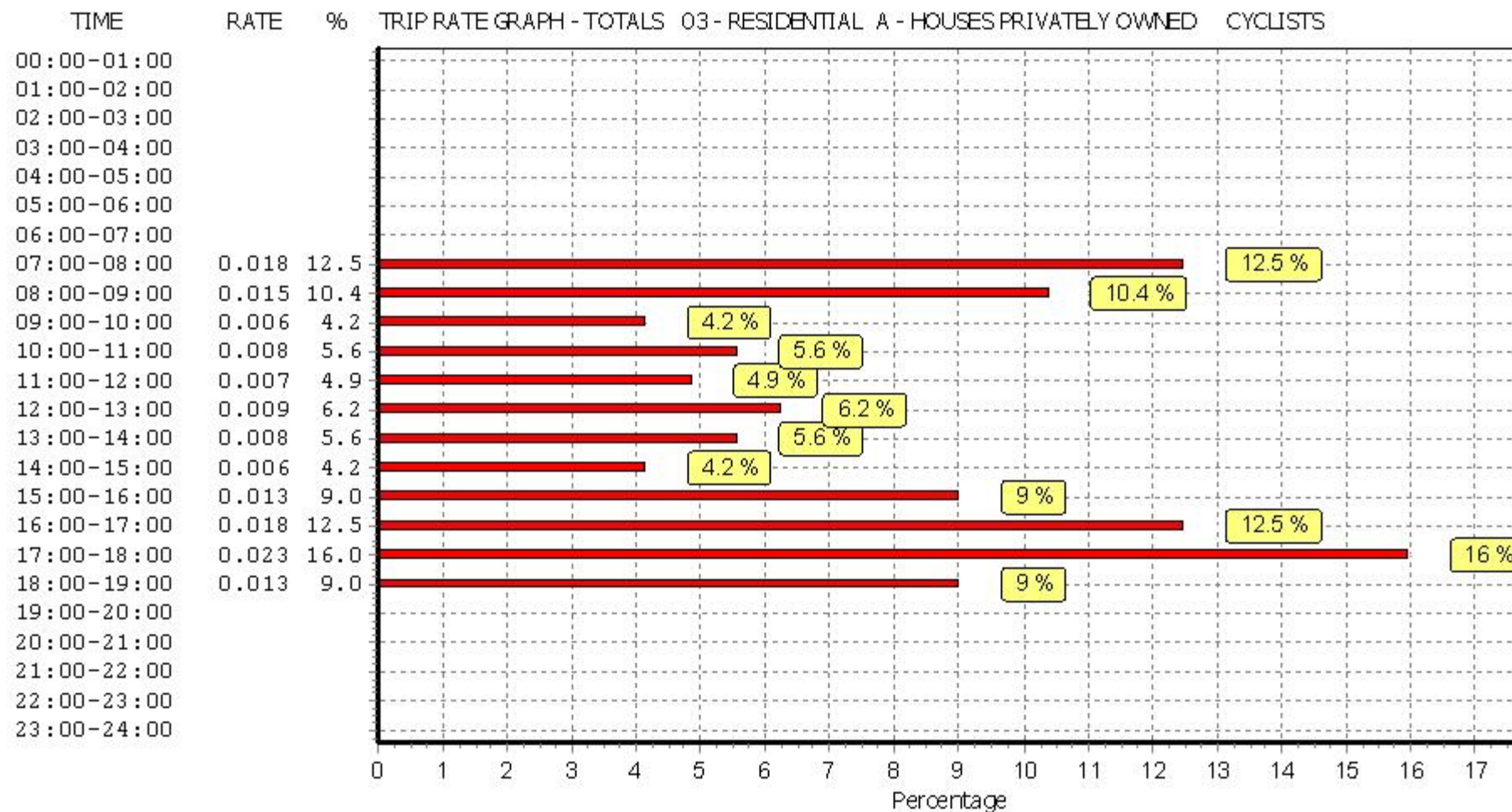
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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

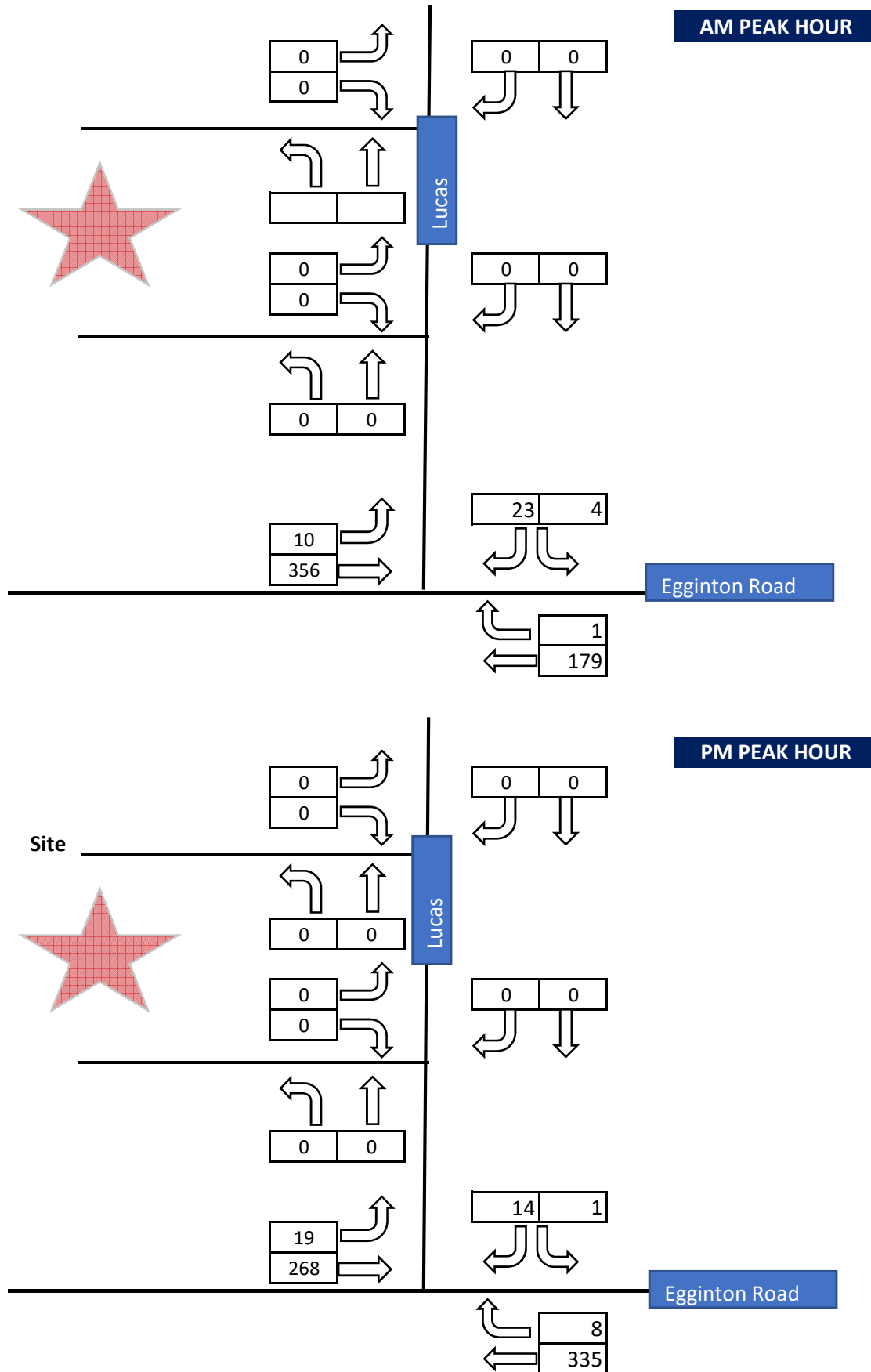


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

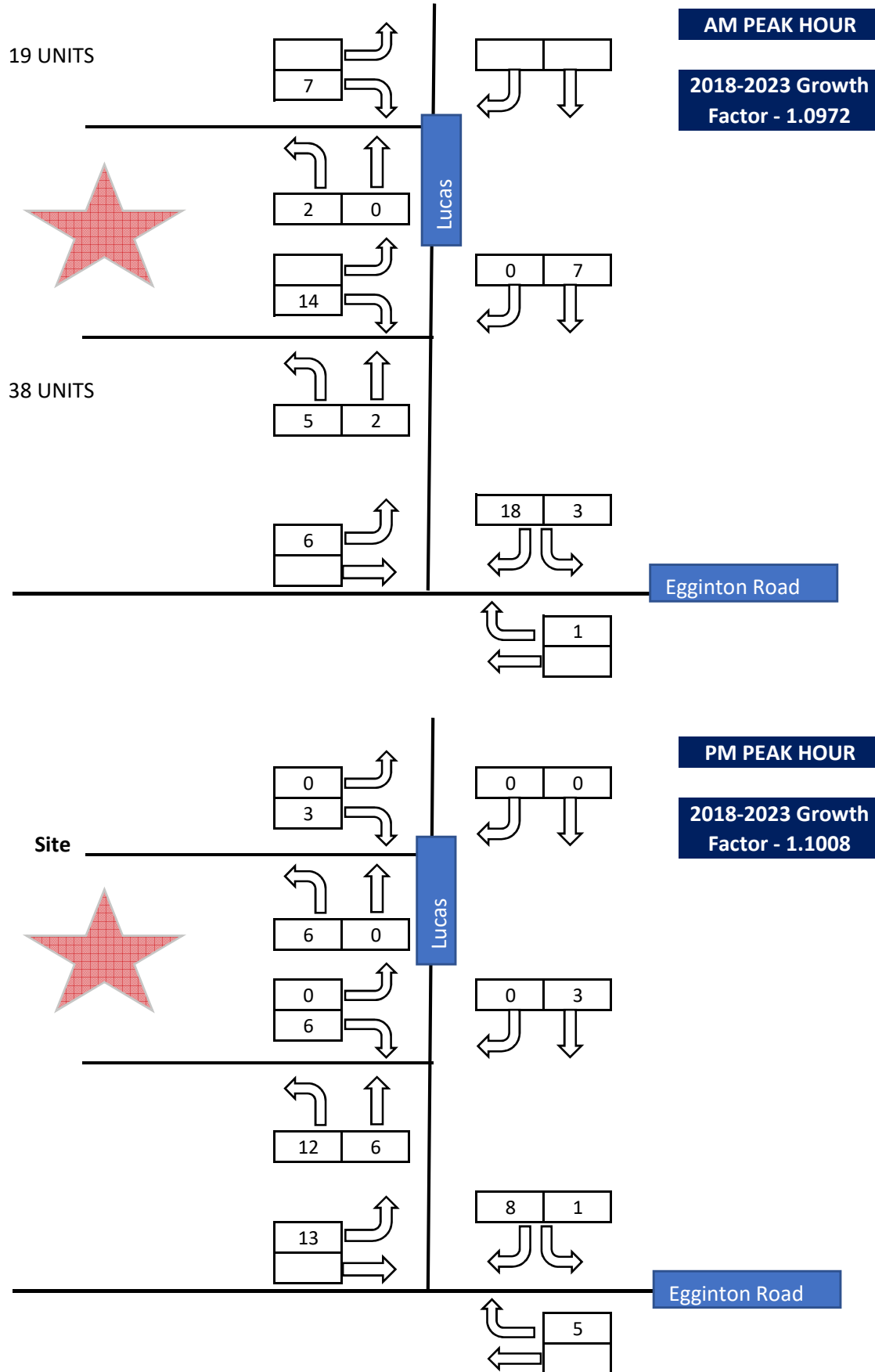
APPENDIX D- NETWORK DIAGRAMS

Lucas Lane, Hilton	
Transport Statement	107725 – R002A
Report	10/01/2019

Lucas Lane Hilton



Lucas Lane Hilton



AM PEAK HOUR

2018-2023 Growth Factor - 1.0972

PM PEAK HOUR

2018-2023 Growth Factor - 1.1008

Site

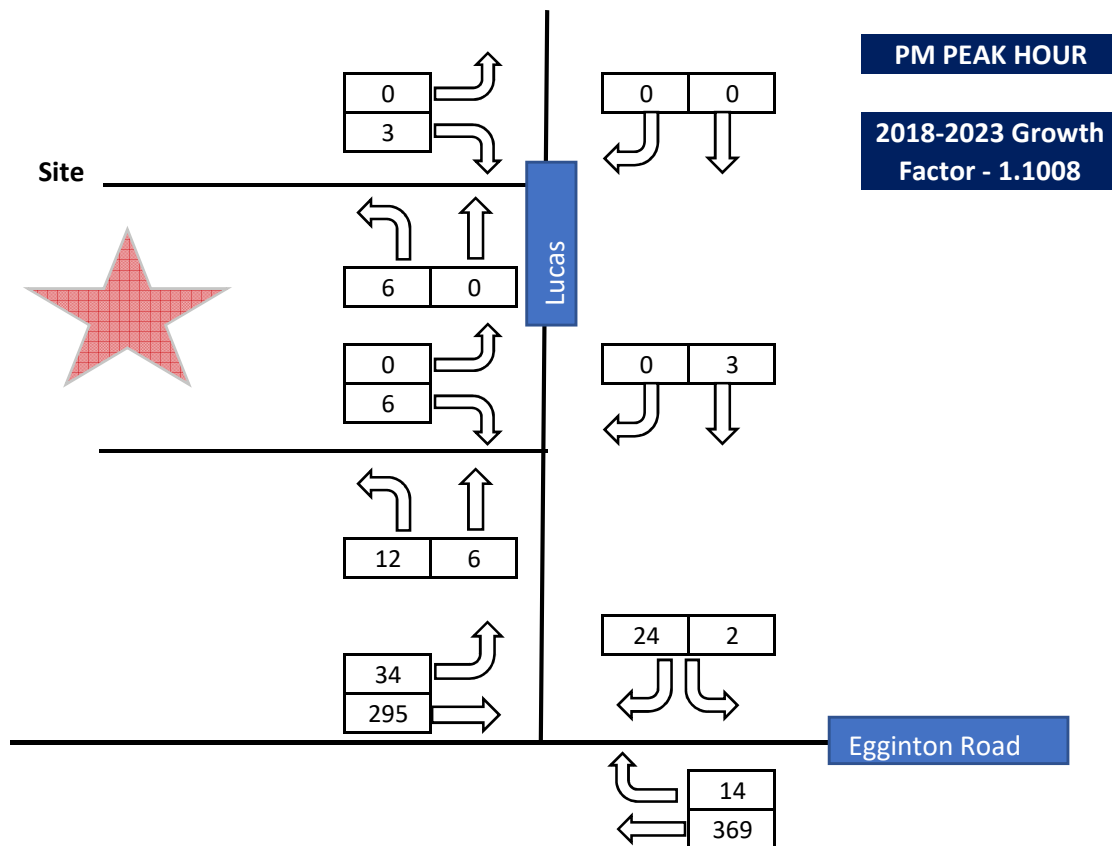
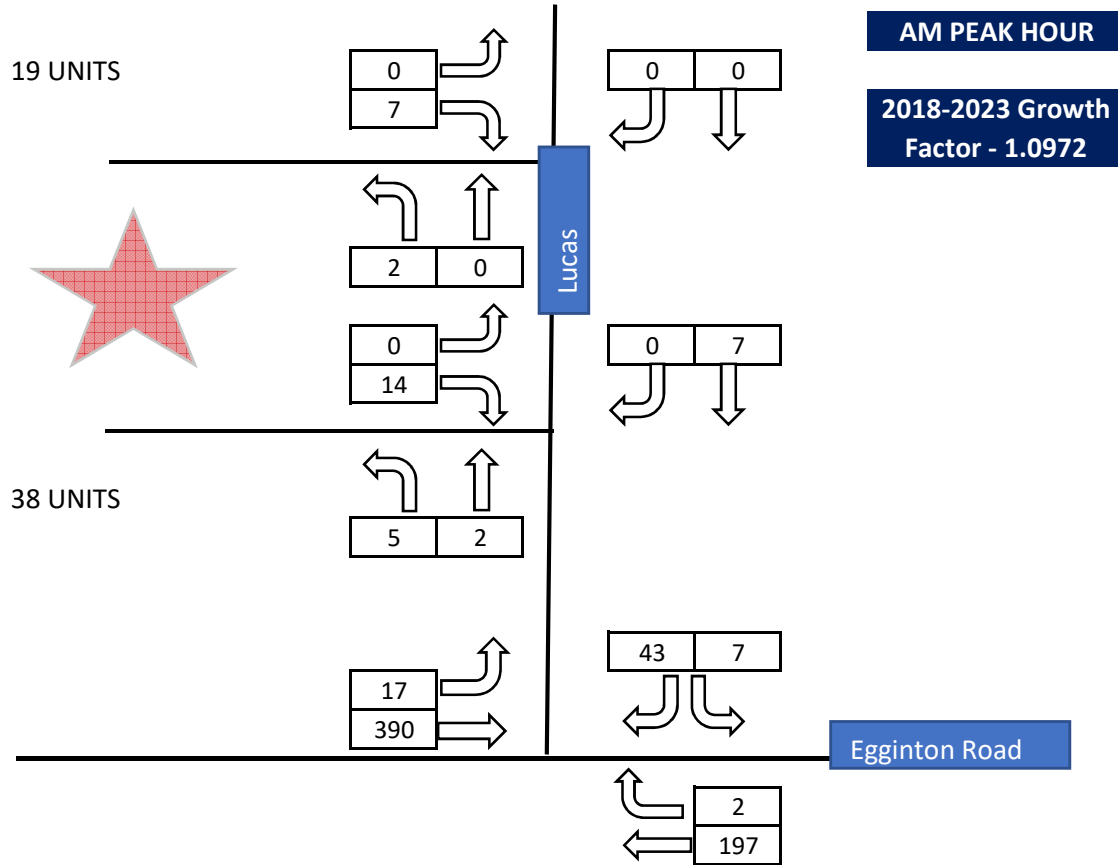
Lucas

Egginton Road

Vehicle Counts:

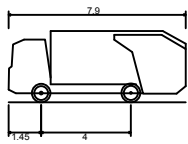
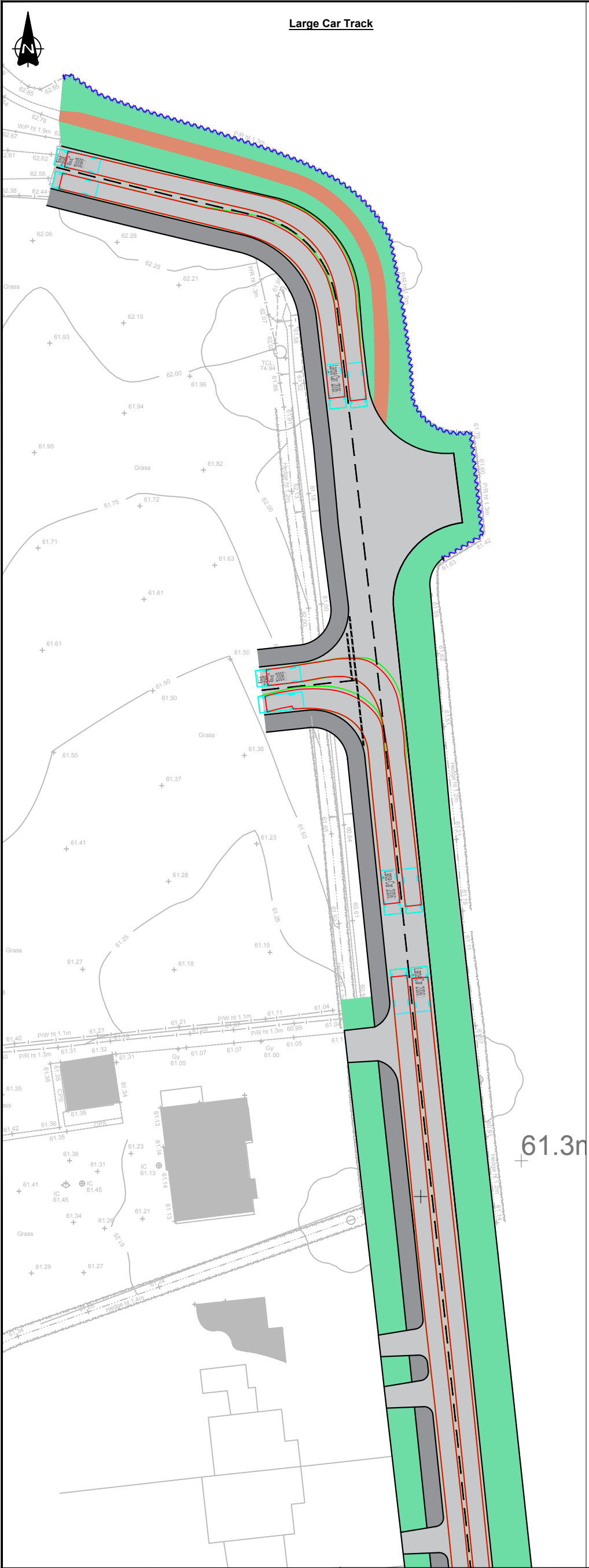
Direction	AM Peak Hour	PM Peak Hour
Northbound (Left Lane)	0	0
Northbound (Right Lane)	0	0
Southbound (Left Lane)	0	0
Southbound (Right Lane)	0	0
Eastbound (Left Lane)	11	21
Eastbound (Right Lane)	390	295
Westbound (Left Lane)	25	15
Westbound (Right Lane)	4	1
Through (Left Lane)	1	9
Through (Right Lane)	197	369

Lucas Lane Hilton

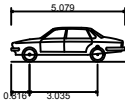


APPENDIX E- ACCESS ARRANGEMENTS

Lucas Lane, Hilton	
Transport Statement	107725 – R002A
Report	10/01/2019



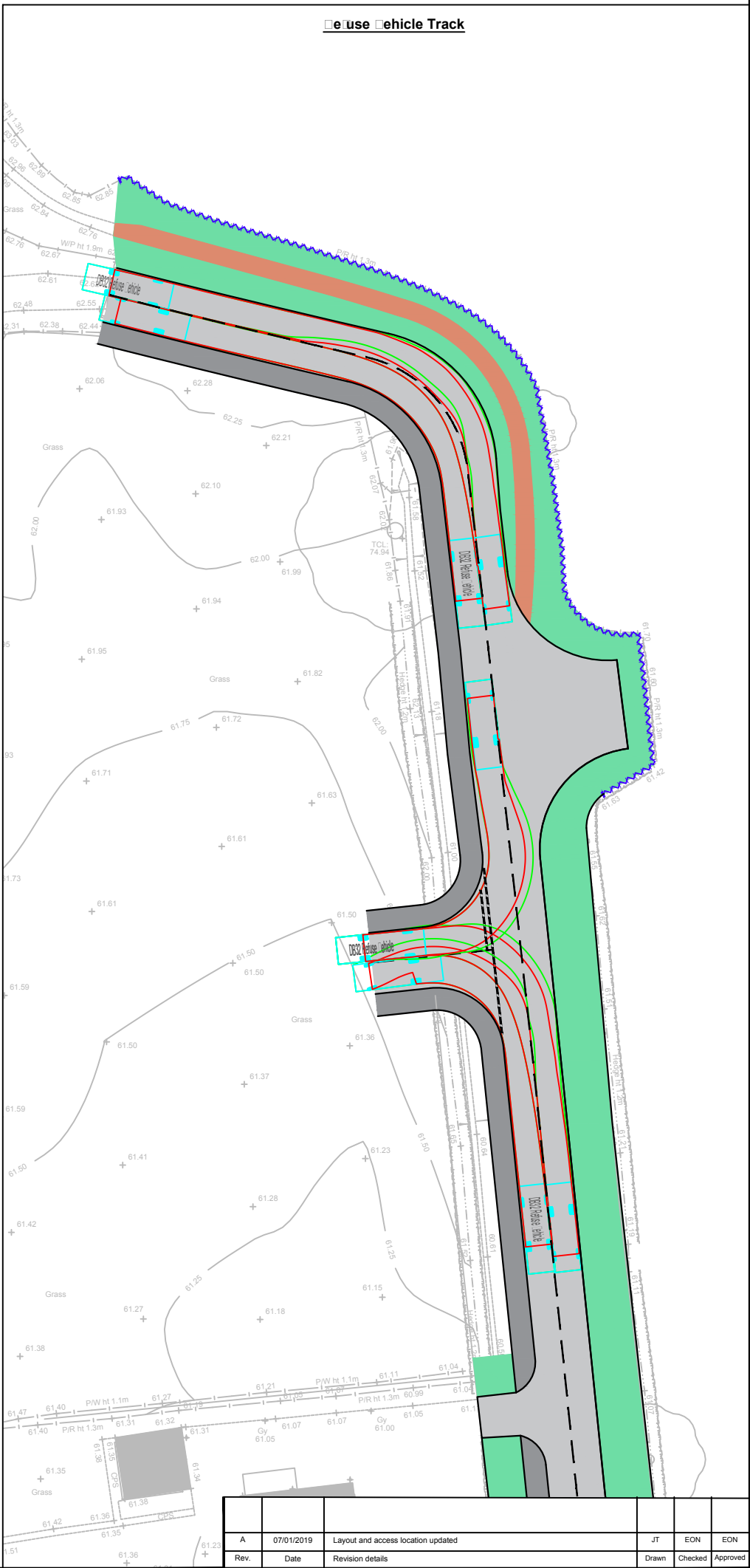
DB32 Refuse Vehicle
Overall Length 7.900m
Overall Width 2.400m
Overall Body Height 3.183m
Min Body Ground Clearance 0.388m
Max Track Width 2.400m
Lock to lock time 6.00s
Curb to Curb Turning Radius 9.625m



Large Car 2006
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Curb to Curb Turning Radius 5.900m

- Notes:**
- Do not scale from this drawing.
 - All units in meters unless otherwise noted.
 - This layout is for draft purposes only.

- Legend:**
- Carriageway
 - Footway
 - Grass verge
 - Bridleway
 - Existing Fence



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121 Edmund Street
Birmingham, B3 2HJ
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F 0121 230 6011

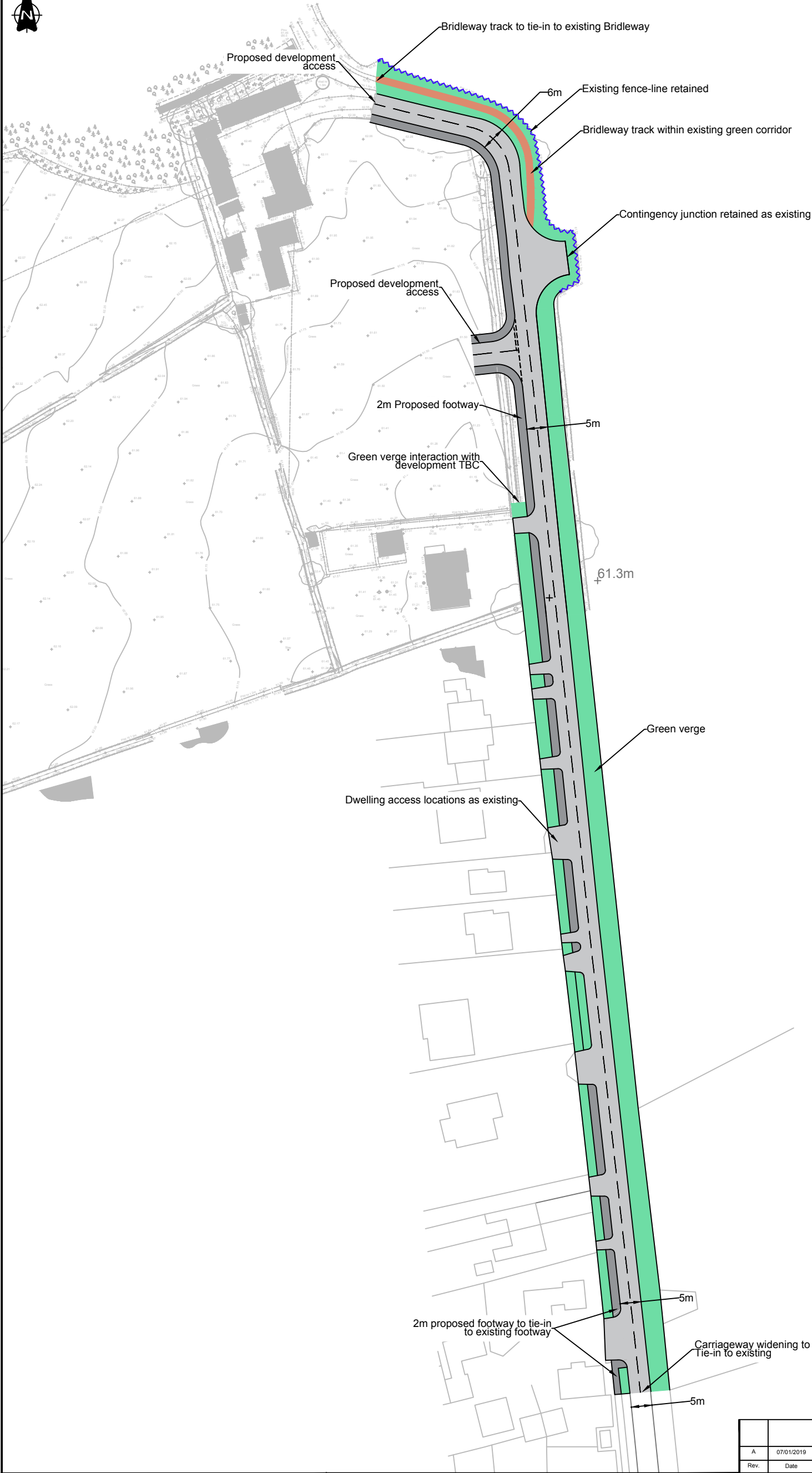
Client
Providence Land Ltd

Project
Lucas Lane, Hilton

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Title
Proposed Access Road
Vehicle Tracking

Drawn PO	Checked EO	Approved EO	Original drg. size A3	Date 21.08.18	Scale 1:500	Drawing Status For Information	Drawing Number 107725-003	Rev. A
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- Notes:**
1. Do not scale from this drawing.
 2. All units in meters unless otherwise noted.
 3. This layout is for draft purposes only.

- Legend:**
- Carriageway
 - Footway
 - Grass verge
 - Bridleway
 - Existing Fence

A	07/01/2019	Layout and access location updated	JT	EON	EON
Rev.	Date	Revision details	Drawn	Checked	Approved

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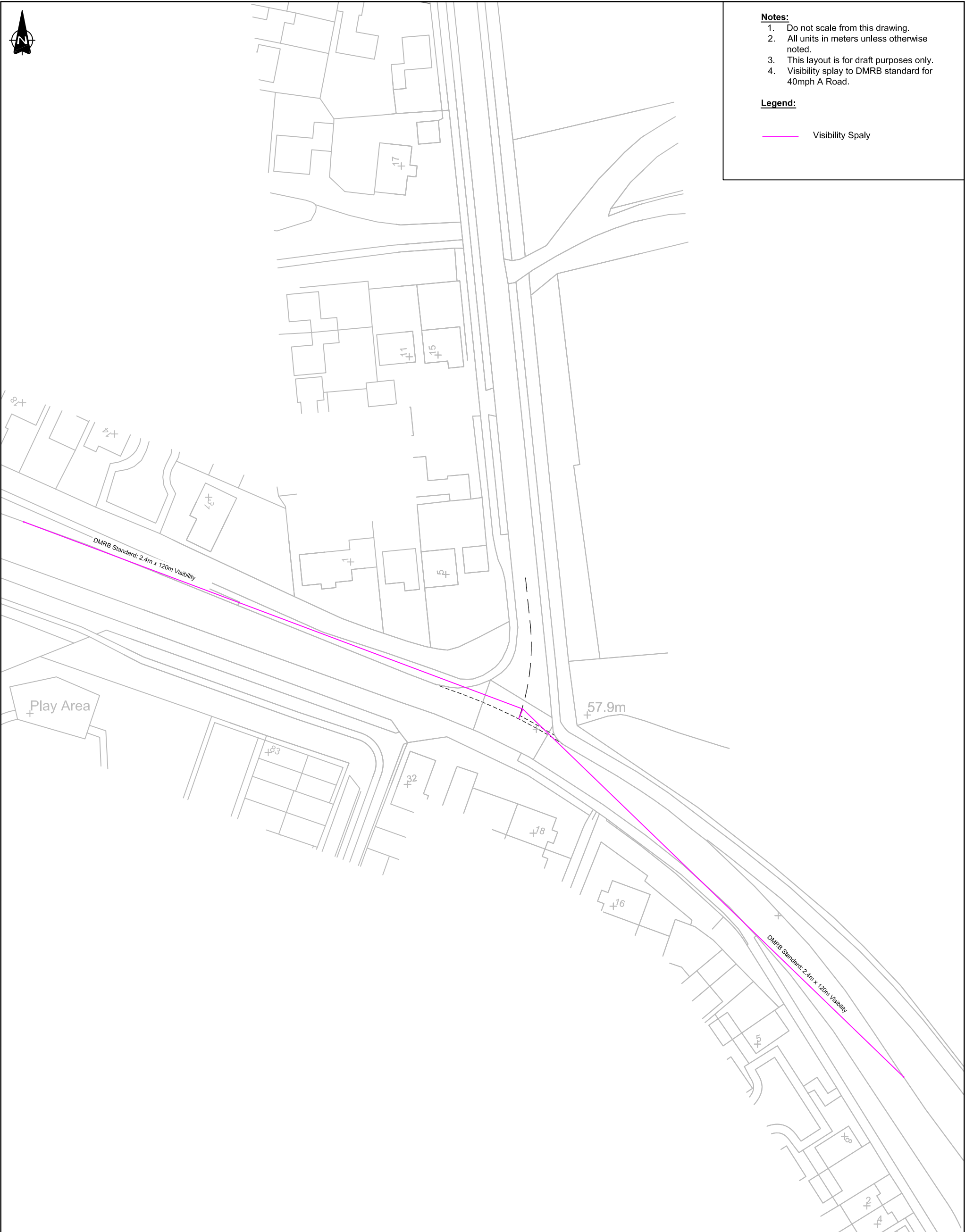
3rd Floor, Innovation Court
121 Edmund Street
Birmingham, B3 2HJ

T 0121 230 6010
F 0121 230 6011

Client	Providence Land Ltd
Project	Lucas Lane, Hilton

Title	Proposed Access Road General Layout
-------	--

Drawn	PO	Checked	EO	Approved	EO	Original drg. size	A3	Date	21.08.18	Scale	1:1000	Drawing Status	For Information	Drawing Number	107725-002	Rev.	A
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- Notes:**
- 1. Do not scale from this drawing.
 - 2. All units in meters unless otherwise noted.
 - 3. This layout is for draft purposes only.
 - 4. Visibility splay to DMRB standard for 40mph A Road.

Legend:

— Visibility Spaly

 www.systra.co.uk 3rd Floor, Innovation Court 121 Edmund Street Birmingham, B3 2HJ T 0121 230 6010 F 0121 230 6011				Client Providence Land Ltd			© This drawing is the property of Systra Limited and the information can only be reproduced with their prior permission.		
				Project Lucas Lane, Hilton			Title Visibility Splay Lucas Lane / Egginton Road		
Drawn PO	Checked EO	Approved EO	Original drg. size A3	Date 21.08.18	Scale See Scale Bar	Drawing Status Draft	Drawing Number 107725-001	Rev. -	

APPENDIX F- JUNCTION 9 OUTPUTS

Lucas Lane, Hilton	
Transport Statement	107725 – R002A
Report	10/01/2019

Junctions 8	
PICADY 8 - Priority Intersection Module	
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2018	
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://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: Lucas Lane - Eggington Road 200718.arc8

Path: \\Bhmsrvr001\jobs\SYSTRA\107 SERIES\107725 Lucas Lane Hilton\CALCULATIONS

Report generation date: 22/08/2018 12:34:50

-
- » (Default Analysis Set) - 2018 Base, AM
 - » (Default Analysis Set) - 2018 Base, PM
 - » (Default Analysis Set) - 2018 Base + Dev, AM
 - » (Default Analysis Set) - 2018 Base + Dev, PM
 - » (Default Analysis Set) - 2023 Base, AM
 - » (Default Analysis Set) - 2023 Base, PM
 - » (Default Analysis Set) - 2023 Base + Dev, AM
 - » (Default Analysis Set) - 2023 Base + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2018 Base								
Stream B-C	0.01	6.86	0.01	A	0.00	6.63	0.00	A
Stream B-A	0.07	9.40	0.06	A	0.04	9.25	0.04	A
Stream C-AB	0.00	5.11	0.00	A	0.02	4.59	0.02	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
A1 - 2018 Base + Dev								
Stream B-C	0.01	7.01	0.01	A	0.00	6.67	0.00	A
Stream B-A	0.12	9.94	0.11	A	0.06	9.56	0.06	A
Stream C-AB	0.00	5.12	0.00	A	0.04	4.63	0.03	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
A1 - 2023 Base								
Stream B-C	0.01	7.01	0.01	A	0.00	6.73	0.00	A
Stream B-A	0.07	9.76	0.07	A	0.04	9.60	0.04	A
Stream C-AB	0.00	5.09	0.00	A	0.02	4.53	0.02	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
A1 - 2023 Base + Dev								
Stream B-C	0.02	7.16	0.02	A	0.00	6.79	0.00	A
Stream B-A	0.14	10.34	0.12	B	0.07	9.97	0.07	A
Stream C-AB	0.00	5.11	0.00	A	0.04	4.58	0.03	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

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

"D1 - 2018 Base, AM" model duration: 07:45 - 09:15

"D2 - 2018 Base, PM" model duration: 16:45 - 18:15

"D3 - 2018 Base + Dev, AM" model duration: 07:45 - 09:15

"D4 - 2018 Base + Dev, PM" model duration: 16:45 - 18:15

"D5 - 2023 Base, AM" model duration: 07:45 - 09:15

"D6 - 2023 Base, PM" model duration: 16:45 - 18:15

"D7 - 2023 Base + Dev, AM" model duration: 07:45 - 09:15

"D8 - 2023 Base + Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 22/08/2018 12:34:39

File summary

Title	(untitled)
Location	
Site Number	
Date	10/07/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	jnorris
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

(Default Analysis Set) - 2018 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2018 Base, AM	2018 Base	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		8.85	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Eggington Road (W)	A	Eggington Road (W)		Major
Lucas Lane	B	Lucas Lane		Minor
Eggington Road (E)	C	Eggington Road (E)		Major

Major Arm Geometry

Name	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)
Eggington Road (E)	6.48		0.00		2.20	200.00	✓	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

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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)
Lucas Lane	One lane plus flare				10.00	4.70	3.50	2.90	2.85	✓	1.00	27	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	533.726	0.095	0.241	0.151	0.344
1	B-C	633.050	0.095	0.240	-	-
1	C-B	689.785	0.262	0.262	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Eggington Road (W)	ONE HOUR	✓	366.00	100.000
Lucas Lane	ONE HOUR	✓	27.00	100.000
Eggington Road (E)	ONE HOUR	✓	180.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

From	To			
		Eggington Road (W)	Lucas Lane	Eggington Road (E)
	Eggington Road (W)	0.000	10.000	356.000
	Lucas Lane	23.000	0.000	4.000
	Eggington Road (E)	179.000	1.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

From	To			
		Eggington Road (W)	Lucas Lane	Eggington Road (E)
	Eggington Road (W)	0.00	0.03	0.97
	Lucas Lane	0.85	0.00	0.15
	Eggington Road (E)	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

From	To			
		Eggington Road (W)	Lucas Lane	Eggington Road (E)
	Eggington Road (W)	1.000	1.000	1.000
	Lucas Lane	1.000	1.000	1.000
	Eggington Road (E)	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

From	To			
		Eggington Road (W)	Lucas Lane	Eggington Road (E)
	Eggington Road (W)	0.0	0.0	0.0
	Lucas Lane	0.0	0.0	0.0
	Eggington Road (E)	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.01	6.86	0.01	A	3.67	5.51	0.61	6.62	0.01	0.61	6.62
B-A	0.06	9.40	0.07	A	21.11	31.66	4.65	8.82	0.05	4.66	8.82
C-AB	0.00	5.11	0.00	A	1.19	1.79	0.15	5.14	0.00	0.15	5.14
C-A	-	-	-	-	163.98	245.97	-	-	-	-	-
A-B	-	-	-	-	9.18	13.76	-	-	-	-	-
A-C	-	-	-	-	326.67	490.01	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	3.01	0.75	2.99	0.00	562.45	0.005	0.00	0.01	6.434	A
B-A	17.32	4.33	17.16	0.00	447.87	0.039	0.00	0.04	8.356	A
C-AB	0.92	0.23	0.92	0.00	705.74	0.001	0.00	0.00	5.107	A
C-A	134.59	33.65	134.59	0.00	-	-	-	-	-	-
A-B	7.53	1.88	7.53	0.00	-	-	-	-	-	-
A-C	268.02	67.00	268.02	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	3.60	0.90	3.59	0.00	548.54	0.007	0.01	0.01	6.605	A
B-A	20.68	5.17	20.64	0.00	431.22	0.048	0.04	0.05	8.766	A
C-AB	1.15	0.29	1.15	0.00	709.86	0.002	0.00	0.00	5.079	A
C-A	160.66	40.17	160.66	0.00	-	-	-	-	-	-
A-B	8.99	2.25	8.99	0.00	-	-	-	-	-	-
A-C	320.04	80.01	320.04	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	4.40	1.10	4.40	0.00	529.32	0.008	0.01	0.01	6.857	A
B-A	25.32	6.33	25.26	0.00	408.18	0.062	0.05	0.07	9.400	A
C-AB	1.50	0.37	1.50	0.00	716.02	0.002	0.00	0.00	5.037	A
C-A	196.69	49.17	196.69	0.00	-	-	-	-	-	-
A-B	11.01	2.75	11.01	0.00	-	-	-	-	-	-
A-C	391.96	97.99	391.96	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	4.40	1.10	4.40	0.00	529.28	0.008	0.01	0.01	6.857	A
B-A	25.32	6.33	25.32	0.00	408.18	0.062	0.07	0.07	9.402	A
C-AB	1.50	0.37	1.50	0.00	716.02	0.002	0.00	0.00	5.039	A
C-A	196.68	49.17	196.68	0.00	-	-	-	-	-	-
A-B	11.01	2.75	11.01	0.00	-	-	-	-	-	-
A-C	391.96	97.99	391.96	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	3.60	0.90	3.60	0.00	548.48	0.007	0.01	0.01	6.608	A
B-A	20.68	5.17	20.74	0.00	431.22	0.048	0.07	0.05	8.772	A
C-AB	1.15	0.29	1.16	0.00	709.86	0.002	0.00	0.00	5.079	A
C-A	160.66	40.17	160.66	0.00	-	-	-	-	-	-
A-B	8.99	2.25	8.99	0.00	-	-	-	-	-	-
A-C	320.04	80.01	320.04	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	3.01	0.75	3.02	0.00	562.34	0.005	0.01	0.01	6.435	A
B-A	17.32	4.33	17.36	0.00	447.89	0.039	0.05	0.04	8.363	A
C-AB	0.93	0.23	0.93	0.00	705.74	0.001	0.00	0.00	5.109	A
C-A	134.59	33.65	134.59	0.00	-	-	-	-	-	-
A-B	7.53	1.88	7.53	0.00	-	-	-	-	-	-
A-C	268.02	67.00	268.02	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.08	0.01	6.434	A	A
B-A	0.58	0.04	8.356	A	A
C-AB	0.02	0.00	5.107	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.10	0.01	6.605	A	A
B-A	0.73	0.05	8.766	A	A
C-AB	0.02	0.00	5.079	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.12	0.01	6.857	A	A
B-A	0.96	0.06	9.400	A	A
C-AB	0.03	0.00	5.037	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.13	0.01	6.857	A	A
B-A	0.98	0.07	9.402	A	A
C-AB	0.03	0.00	5.039	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.10	0.01	6.608	A	A
B-A	0.78	0.05	8.772	A	A
C-AB	0.02	0.00	5.079	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.08	0.01	6.435	A	A
B-A	0.62	0.04	8.363	A	A
C-AB	0.02	0.00	5.109	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2018 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2018 Base, FM	2018 Base	FM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		7.03	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Eggington Road (W)	A	Eggington Road (W)		Major
Lucas Lane	B	Lucas Lane		Minor
Eggington Road (E)	C	Eggington Road (E)		Major

Major Arm Geometry

Name	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)
Eggington Road (E)	6.48		0.00		2.20	200.00	✓	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

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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)
Lucas Lane	One lane plus flare				10.00	4.70	3.50	2.90	2.85	✓	1.00	27	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	537.568	0.096	0.242	0.152	0.346
1	B-C	620.726	0.093	0.235	-	-
1	C-B	689.785	0.262	0.262	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Eggington Road (W)	ONE HOUR	✓	287.00	100.000
Lucas Lane	ONE HOUR	✓	15.00	100.000
Eggington Road (E)	ONE HOUR	✓	343.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

	To			
		Eggington Road (W)	Lucas Lane	Eggington Road (E)
From	Eggington Road (W)	0.000	19.000	268.000
	Lucas Lane	14.000	0.000	1.000
	Eggington Road (E)	335.000	8.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

	To			
		Eggington Road (W)	Lucas Lane	Eggington Road (E)
From	Eggington Road (W)	0.00	0.07	0.93
	Lucas Lane	0.93	0.00	0.07
	Eggington Road (E)	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
		Eggington Road (W)	Lucas Lane	Eggington Road (E)
From	Eggington Road (W)	1.000	1.000	1.000
	Lucas Lane	1.000	1.000	1.000
	Eggington Road (E)	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

From	To			
		Eggington Road (W)	Lucas Lane	Eggington Road (E)
	Eggington Road (W)	0.0	0.0	0.0
	Lucas Lane	0.0	0.0	0.0
	Eggington Road (E)	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.00	6.63	0.00	A	0.92	1.38	0.15	6.46	0.00	0.15	6.46
B-A	0.04	9.25	0.04	A	12.85	19.27	2.79	8.69	0.03	2.79	8.69
C-AB	0.02	4.59	0.02	A	11.47	17.20	1.44	5.02	0.02	1.44	5.02
C-A	-	-	-	-	303.27	454.91	-	-	-	-	-
A-B	-	-	-	-	17.43	26.15	-	-	-	-	-
A-C	-	-	-	-	245.92	368.88	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.75	0.19	0.75	0.00	568.50	0.001	0.00	0.00	6.340	A
B-A	10.54	2.63	10.44	0.00	446.77	0.024	0.00	0.02	8.248	A
C-AB	8.61	2.15	8.56	0.00	793.96	0.011	0.00	0.01	4.583	A
C-A	249.62	62.40	249.62	0.00	-	-	-	-	-	-
A-B	14.30	3.58	14.30	0.00	-	-	-	-	-	-
A-C	201.76	50.44	201.76	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.90	0.22	0.90	0.00	558.22	0.002	0.00	0.00	6.458	A
B-A	12.59	3.15	12.56	0.00	429.14	0.029	0.02	0.03	8.641	A
C-AB	11.01	2.75	11.00	0.00	814.71	0.014	0.01	0.02	4.478	A
C-A	297.34	74.34	297.34	0.00	-	-	-	-	-	-
A-B	17.08	4.27	17.08	0.00	-	-	-	-	-	-
A-C	240.93	60.23	240.93	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	1.10	0.28	1.10	0.00	543.98	0.002	0.00	0.00	6.630	A
B-A	15.41	3.85	15.38	0.00	404.77	0.038	0.03	0.04	9.245	A
C-AB	14.77	3.69	14.75	0.00	843.32	0.018	0.02	0.02	4.344	A
C-A	362.88	90.72	362.88	0.00	-	-	-	-	-	-
A-B	20.92	5.23	20.92	0.00	-	-	-	-	-	-
A-C	295.07	73.77	295.07	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	1.10	0.28	1.10	0.00	543.96	0.002	0.00	0.00	6.630	A
B-A	15.41	3.85	15.41	0.00	404.77	0.038	0.04	0.04	9.245	A
C-AB	14.78	3.69	14.78	0.00	843.33	0.018	0.02	0.02	4.346	A
C-A	362.87	90.72	362.87	0.00	-	-	-	-	-	-
A-B	20.92	5.23	20.92	0.00	-	-	-	-	-	-
A-C	295.07	73.77	295.07	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.90	0.22	0.90	0.00	558.18	0.002	0.00	0.00	6.459	A
B-A	12.59	3.15	12.62	0.00	429.14	0.029	0.04	0.03	8.645	A
C-AB	11.02	2.75	11.04	0.00	814.72	0.014	0.02	0.02	4.480	A
C-A	297.33	74.33	297.33	0.00	-	-	-	-	-	-
A-B	17.08	4.27	17.08	0.00	-	-	-	-	-	-
A-C	240.93	60.23	240.93	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.75	0.19	0.75	0.00	568.44	0.001	0.00	0.00	6.343	A
B-A	10.54	2.63	10.56	0.00	446.76	0.024	0.03	0.02	8.254	A
C-AB	8.63	2.16	8.64	0.00	793.97	0.011	0.02	0.01	4.585	A
C-A	249.60	62.40	249.60	0.00	-	-	-	-	-	-
A-B	14.30	3.58	14.30	0.00	-	-	-	-	-	-
A-C	201.76	50.44	201.76	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.02	0.00	6.340	A	A
B-A	0.35	0.02	8.248	A	A
C-AB	0.18	0.01	4.583	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.02	0.00	6.458	A	A
B-A	0.44	0.03	8.641	A	A
C-AB	0.23	0.02	4.478	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.03	0.00	6.630	A	A
B-A	0.57	0.04	9.245	A	A
C-AB	0.31	0.02	4.344	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.03	0.00	6.630	A	A
B-A	0.59	0.04	9.245	A	A
C-AB	0.31	0.02	4.346	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.02	0.00	6.459	A	A
B-A	0.47	0.03	8.645	A	A
C-AB	0.23	0.02	4.480	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.02	0.00	6.343	A	A
B-A	0.37	0.02	8.254	A	A
C-AB	0.18	0.01	4.585	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2018 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2018 Base + Dev, AM	2018 Base + Dev	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		9.29	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Eggington Road (W)	A	Eggington Road (W)		Major
Lucas Lane	B	Lucas Lane		Minor
Eggington Road (E)	C	Eggington Road (E)		Major

Major Arm Geometry

Name	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)
Eggington Road (E)	6.48		0.00		2.20	200.00	✓	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

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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)
Lucas Lane	One lane plus flare				10.00	4.70	3.50	2.90	2.85	✓	1.00	27	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	533.835	0.095	0.241	0.151	0.344
1	B-C	632.700	0.095	0.240	-	-
1	C-B	689.785	0.262	0.262	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Eggington Road (W)	ONE HOUR	✓	372.00	100.000
Lucas Lane	ONE HOUR	✓	48.00	100.000
Eggington Road (E)	ONE HOUR	✓	181.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

	To			
		Eggington Road (W)	Lucas Lane	Eggington Road (E)
From	Eggington Road (W)	0.000	16.000	356.000
	Lucas Lane	41.000	0.000	7.000
	Eggington Road (E)	179.000	2.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

From	To			
		Eggington Road (W)	Lucas Lane	Eggington Road (E)
	Eggington Road (W)	0.00	0.04	0.96
	Lucas Lane	0.85	0.00	0.15
	Eggington Road (E)	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

From	To			
		Eggington Road (W)	Lucas Lane	Eggington Road (E)
	Eggington Road (W)	1.000	1.000	1.000
	Lucas Lane	1.000	1.000	1.000
	Eggington Road (E)	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

From	To			
		Eggington Road (W)	Lucas Lane	Eggington Road (E)
	Eggington Road (W)	0.0	0.0	0.0
	Lucas Lane	0.0	0.0	0.0
	Eggington Road (E)	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.01	7.01	0.01	A	6.42	9.64	1.08	6.73	0.01	1.08	6.73
B-A	0.11	9.94	0.12	A	37.62	56.43	8.68	9.23	0.10	8.68	9.23
C-AB	0.00	5.12	0.00	A	2.39	3.58	0.31	5.24	0.00	0.31	5.24
C-A	-	-	-	-	163.70	245.55	-	-	-	-	-
A-B	-	-	-	-	14.68	22.02	-	-	-	-	-
A-C	-	-	-	-	326.67	490.01	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	5.27	1.32	5.23	0.00	557.27	0.009	0.00	0.01	6.520	A
B-A	30.87	7.72	30.57	0.00	447.27	0.069	0.00	0.07	8.633	A
C-AB	1.85	0.46	1.84	0.00	704.65	0.003	0.00	0.00	5.121	A
C-A	134.42	33.60	134.42	0.00	-	-	-	-	-	-
A-B	12.05	3.01	12.05	0.00	-	-	-	-	-	-
A-C	268.02	67.00	268.02	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	6.29	1.57	6.28	0.00	542.21	0.012	0.01	0.01	6.716	A
B-A	36.86	9.21	36.78	0.00	430.48	0.086	0.07	0.09	9.141	A
C-AB	2.31	0.58	2.30	0.00	708.57	0.003	0.00	0.00	5.096	A
C-A	160.41	40.10	160.41	0.00	-	-	-	-	-	-
A-B	14.38	3.60	14.38	0.00	-	-	-	-	-	-
A-C	320.04	80.01	320.04	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	7.71	1.93	7.69	0.00	521.25	0.015	0.01	0.01	7.009	A
B-A	45.14	11.29	45.02	0.00	407.24	0.111	0.09	0.12	9.935	A
C-AB	3.00	0.75	3.00	0.00	714.48	0.004	0.00	0.00	5.059	A
C-A	196.28	49.07	196.28	0.00	-	-	-	-	-	-
A-B	17.62	4.40	17.62	0.00	-	-	-	-	-	-
A-C	391.96	97.99	391.96	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	7.71	1.93	7.71	0.00	521.19	0.015	0.01	0.01	7.010	A
B-A	45.14	11.29	45.14	0.00	407.25	0.111	0.12	0.12	9.941	A
C-AB	3.00	0.75	3.00	0.00	714.48	0.004	0.00	0.00	5.061	A
C-A	196.28	49.07	196.28	0.00	-	-	-	-	-	-
A-B	17.62	4.40	17.62	0.00	-	-	-	-	-	-
A-C	391.96	97.99	391.96	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	6.29	1.57	6.31	0.00	542.10	0.012	0.01	0.01	6.720	A
B-A	36.86	9.21	36.98	0.00	430.49	0.086	0.12	0.09	9.150	A
C-AB	2.31	0.58	2.31	0.00	708.57	0.003	0.00	0.00	5.098	A
C-A	160.41	40.10	160.41	0.00	-	-	-	-	-	-
A-B	14.38	3.60	14.38	0.00	-	-	-	-	-	-
A-C	320.04	80.01	320.04	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	5.27	1.32	5.28	0.00	557.09	0.009	0.01	0.01	6.523	A
B-A	30.87	7.72	30.95	0.00	447.29	0.069	0.09	0.07	8.649	A
C-AB	1.85	0.46	1.85	0.00	704.65	0.003	0.00	0.00	5.121	A
C-A	134.41	33.60	134.41	0.00	-	-	-	-	-	-
A-B	12.05	3.01	12.05	0.00	-	-	-	-	-	-
A-C	268.02	67.00	268.02	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.14	0.01	6.520	A	A
B-A	1.06	0.07	8.633	A	A
C-AB	0.04	0.00	5.121	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.17	0.01	6.716	A	A
B-A	1.36	0.09	9.141	A	A
C-AB	0.05	0.00	5.096	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.22	0.01	7.009	A	A
B-A	1.80	0.12	9.935	A	A
C-AB	0.07	0.00	5.059	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.22	0.01	7.010	A	A
B-A	1.85	0.12	9.941	A	A
C-AB	0.07	0.00	5.061	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.18	0.01	6.720	A	A
B-A	1.46	0.10	9.150	A	A
C-AB	0.05	0.00	5.098	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.15	0.01	6.523	A	A
B-A	1.15	0.08	8.649	A	A
C-AB	0.04	0.00	5.121	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2018 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2018 Base + Dev, PM	2018 Base + Dev	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		7.17	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Eggington Road (W)	A	Eggington Road (W)		Major
Lucas Lane	B	Lucas Lane		Minor
Eggington Road (E)	C	Eggington Road (E)		Major

Major Arm Geometry

Name	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)
Eggington Road (E)	6.48		0.00		2.20	200.00	✓	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

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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)
Lucas Lane	One lane plus flare				10.00	4.70	3.50	2.90	2.85	✓	1.00	27	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	536.782	0.096	0.242	0.152	0.346
1	B-C	623.247	0.094	0.236	-	-
1	C-B	689.785	0.262	0.262	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Eggington Road (W)	ONE HOUR	✓	300.00	100.000
Lucas Lane	ONE HOUR	✓	24.00	100.000
Eggington Road (E)	ONE HOUR	✓	348.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

From	To			
		Eggington Road (W)	Lucas Lane	Eggington Road (E)
	Eggington Road (W)	0.000	32.000	268.000
	Lucas Lane	22.000	0.000	2.000
	Eggington Road (E)	335.000	13.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

From	To			
		Eggington Road (W)	Lucas Lane	Eggington Road (E)
	Eggington Road (W)	0.00	0.11	0.89
	Lucas Lane	0.92	0.00	0.08
	Eggington Road (E)	0.96	0.04	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

From	To			
		Eggington Road (W)	Lucas Lane	Eggington Road (E)
	Eggington Road (W)	1.000	1.000	1.000
	Lucas Lane	1.000	1.000	1.000
	Eggington Road (E)	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

From	To			
		Eggington Road (W)	Lucas Lane	Eggington Road (E)
	Eggington Road (W)	0.0	0.0	0.0
	Lucas Lane	0.0	0.0	0.0
	Eggington Road (E)	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.00	6.67	0.00	A	1.84	2.75	0.30	6.49	0.00	0.30	6.49
B-A	0.06	9.56	0.06	A	20.19	30.28	4.51	8.93	0.05	4.51	8.93
C-AB	0.03	4.63	0.04	A	18.68	28.01	2.55	5.46	0.03	2.55	5.46
C-A	-	-	-	-	300.66	450.98	-	-	-	-	-
A-B	-	-	-	-	29.36	44.05	-	-	-	-	-
A-C	-	-	-	-	245.92	368.88	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	1.51	0.38	1.50	0.00	567.91	0.003	0.00	0.00	6.355	A
B-A	16.56	4.14	16.41	0.00	443.88	0.037	0.00	0.04	8.419	A
C-AB	14.01	3.50	13.93	0.00	791.75	0.018	0.00	0.02	4.628	A
C-A	247.98	62.00	247.98	0.00	-	-	-	-	-	-
A-B	24.09	6.02	24.09	0.00	-	-	-	-	-	-
A-C	201.76	50.44	201.76	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	1.80	0.45	1.80	0.00	556.92	0.003	0.00	0.00	6.484	A
B-A	19.78	4.94	19.74	0.00	425.83	0.046	0.04	0.05	8.863	A
C-AB	17.92	4.48	17.90	0.00	812.16	0.022	0.02	0.03	4.532	A
C-A	294.92	73.73	294.92	0.00	-	-	-	-	-	-
A-B	28.77	7.19	28.77	0.00	-	-	-	-	-	-
A-C	240.93	60.23	240.93	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	2.20	0.55	2.20	0.00	541.67	0.004	0.00	0.00	6.672	A
B-A	24.22	6.06	24.16	0.00	400.90	0.060	0.05	0.06	9.555	A
C-AB	24.07	6.02	24.03	0.00	840.32	0.029	0.03	0.04	4.410	A
C-A	359.09	89.77	359.09	0.00	-	-	-	-	-	-
A-B	35.23	8.81	35.23	0.00	-	-	-	-	-	-
A-C	295.07	73.77	295.07	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	2.20	0.55	2.20	0.00	541.64	0.004	0.00	0.00	6.672	A
B-A	24.22	6.06	24.22	0.00	400.89	0.060	0.06	0.06	9.557	A
C-AB	24.08	6.02	24.08	0.00	840.34	0.029	0.04	0.04	4.412	A
C-A	359.08	89.77	359.08	0.00	-	-	-	-	-	-
A-B	35.23	8.81	35.23	0.00	-	-	-	-	-	-
A-C	295.07	73.77	295.07	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	1.80	0.45	1.80	0.00	556.87	0.003	0.00	0.00	6.487	A
B-A	19.78	4.94	19.84	0.00	425.82	0.046	0.06	0.05	8.868	A
C-AB	17.94	4.48	17.98	0.00	812.18	0.022	0.04	0.03	4.532	A
C-A	294.91	73.73	294.91	0.00	-	-	-	-	-	-
A-B	28.77	7.19	28.77	0.00	-	-	-	-	-	-
A-C	240.93	60.23	240.93	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	1.51	0.38	1.51	0.00	567.82	0.003	0.00	0.00	6.356	A
B-A	16.56	4.14	16.60	0.00	443.86	0.037	0.05	0.04	8.427	A
C-AB	14.04	3.51	14.06	0.00	791.77	0.018	0.03	0.02	4.630	A
C-A	247.95	61.99	247.95	0.00	-	-	-	-	-	-
A-B	24.09	6.02	24.09	0.00	-	-	-	-	-	-
A-C	201.76	50.44	201.76	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.04	0.00	6.355	A	A
B-A	0.56	0.04	8.419	A	A
C-AB	0.31	0.02	4.628	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.05	0.00	6.484	A	A
B-A	0.71	0.05	8.863	A	A
C-AB	0.40	0.03	4.532	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.06	0.00	6.672	A	A
B-A	0.93	0.06	9.555	A	A
C-AB	0.55	0.04	4.410	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.06	0.00	6.672	A	A
B-A	0.96	0.06	9.557	A	A
C-AB	0.56	0.04	4.412	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.05	0.00	6.487	A	A
B-A	0.76	0.05	8.868	A	A
C-AB	0.41	0.03	4.532	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.04	0.00	6.356	A	A
B-A	0.60	0.04	8.427	A	A
C-AB	0.32	0.02	4.630	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2023 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2023 Base, AM	2023 Base	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		9.19	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Eggington Road (W)	A	Eggington Road (W)		Major
Lucas Lane	B	Lucas Lane		Minor
Eggington Road (E)	C	Eggington Road (E)		Major

Major Arm Geometry

Name	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)
Eggington Road (E)	6.48		0.00		2.20	200.00	✓	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

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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)
Lucas Lane	One lane plus flare				10.00	4.70	3.50	2.90	2.85	✓	1.00	27	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	534.207	0.095	0.241	0.151	0.344
1	B-C	631.505	0.095	0.240	-	-
1	C-B	689.785	0.262	0.262	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Eggington Road (W)	ONE HOUR	✓	401.00	100.000
Lucas Lane	ONE HOUR	✓	29.00	100.000
Eggington Road (E)	ONE HOUR	✓	198.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

From	To			
		Eggington Road (W)	Lucas Lane	Eggington Road (E)
	Eggington Road (W)	0.000	11.000	390.000
	Lucas Lane	25.000	0.000	4.000
	Eggington Road (E)	197.000	1.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

From	To			
		Eggington Road (W)	Lucas Lane	Eggington Road (E)
	Eggington Road (W)	0.00	0.03	0.97
	Lucas Lane	0.86	0.00	0.14
	Eggington Road (E)	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

From	To			
		Eggington Road (W)	Lucas Lane	Eggington Road (E)
	Eggington Road (W)	1.000	1.000	1.000
	Lucas Lane	1.000	1.000	1.000
	Eggington Road (E)	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

From	To			
		Eggington Road (W)	Lucas Lane	Eggington Road (E)
	Eggington Road (W)	0.0	0.0	0.0
	Lucas Lane	0.0	0.0	0.0
	Eggington Road (E)	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.01	7.01	0.01	A	3.67	5.51	0.62	6.74	0.01	0.62	6.74
B-A	0.07	9.76	0.07	A	22.94	34.41	5.21	9.09	0.06	5.21	9.09
C-AB	0.00	5.09	0.00	A	1.23	1.84	0.16	5.12	0.00	0.16	5.12
C-A	-	-	-	-	180.46	270.69	-	-	-	-	-
A-B	-	-	-	-	10.09	15.14	-	-	-	-	-
A-C	-	-	-	-	357.87	536.81	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	3.01	0.75	2.99	0.00	554.35	0.005	0.00	0.01	6.528	A
B-A	18.82	4.71	18.64	0.00	439.99	0.043	0.00	0.04	8.540	A
C-AB	0.94	0.24	0.94	0.00	708.16	0.001	0.00	0.00	5.089	A
C-A	148.12	37.03	148.12	0.00	-	-	-	-	-	-
A-B	8.28	2.07	8.28	0.00	-	-	-	-	-	-
A-C	293.61	73.40	293.61	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	3.60	0.90	3.59	0.00	539.13	0.007	0.01	0.01	6.721	A
B-A	22.47	5.62	22.43	0.00	421.71	0.053	0.04	0.06	9.015	A
C-AB	1.18	0.30	1.18	0.00	712.93	0.002	0.00	0.00	5.057	A
C-A	176.81	44.20	176.81	0.00	-	-	-	-	-	-
A-B	9.89	2.47	9.89	0.00	-	-	-	-	-	-
A-C	350.60	87.65	350.60	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	4.40	1.10	4.40	0.00	518.06	0.009	0.01	0.01	7.007	A
B-A	27.53	6.88	27.45	0.00	396.42	0.069	0.06	0.07	9.753	A
C-AB	1.55	0.39	1.55	0.00	720.07	0.002	0.00	0.00	5.009	A
C-A	216.45	54.11	216.45	0.00	-	-	-	-	-	-
A-B	12.11	3.03	12.11	0.00	-	-	-	-	-	-
A-C	429.40	107.35	429.40	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	4.40	1.10	4.40	0.00	518.02	0.009	0.01	0.01	7.008	A
B-A	27.53	6.88	27.52	0.00	396.43	0.069	0.07	0.07	9.758	A
C-AB	1.55	0.39	1.55	0.00	720.07	0.002	0.00	0.00	5.011	A
C-A	216.45	54.11	216.45	0.00	-	-	-	-	-	-
A-B	12.11	3.03	12.11	0.00	-	-	-	-	-	-
A-C	429.40	107.35	429.40	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	3.60	0.90	3.60	0.00	539.06	0.007	0.01	0.01	6.722	A
B-A	22.47	5.62	22.54	0.00	421.72	0.053	0.07	0.06	9.021	A
C-AB	1.18	0.30	1.19	0.00	712.93	0.002	0.00	0.00	5.057	A
C-A	176.81	44.20	176.81	0.00	-	-	-	-	-	-
A-B	9.89	2.47	9.89	0.00	-	-	-	-	-	-
A-C	350.60	87.65	350.60	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	3.01	0.75	3.02	0.00	554.22	0.005	0.01	0.01	6.532	A
B-A	18.82	4.71	18.87	0.00	440.00	0.043	0.06	0.05	8.549	A
C-AB	0.95	0.24	0.95	0.00	708.16	0.001	0.00	0.00	5.089	A
C-A	148.12	37.03	148.12	0.00	-	-	-	-	-	-
A-B	8.28	2.07	8.28	0.00	-	-	-	-	-	-
A-C	293.61	73.40	293.61	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.08	0.01	6.528	A	A
B-A	0.64	0.04	8.540	A	A
C-AB	0.02	0.00	5.089	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.10	0.01	6.721	A	A
B-A	0.82	0.05	9.015	A	A
C-AB	0.03	0.00	5.057	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.13	0.01	7.007	A	A
B-A	1.08	0.07	9.753	A	A
C-AB	0.03	0.00	5.009	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.13	0.01	7.008	A	A
B-A	1.11	0.07	9.758	A	A
C-AB	0.03	0.00	5.011	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.10	0.01	6.722	A	A
B-A	0.88	0.06	9.021	A	A
C-AB	0.03	0.00	5.057	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.08	0.01	6.532	A	A
B-A	0.69	0.05	8.549	A	A
C-AB	0.02	0.00	5.089	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2023 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2023 Base, PM	2023 Base	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		7.08	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Eggington Road (W)	A	Eggington Road (W)		Major
Lucas Lane	B	Lucas Lane		Minor
Eggington Road (E)	C	Eggington Road (E)		Major

Major Arm Geometry

Name	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)
Eggington Road (E)	6.48		0.00		2.20	200.00	✓	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

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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)
Lucas Lane	One lane plus flare				10.00	4.70	3.50	2.90	2.85	✓	1.00	27	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	537.765	0.096	0.242	0.153	0.346
1	B-C	620.096	0.093	0.235	-	-
1	C-B	689.785	0.262	0.262	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Eggington Road (W)	ONE HOUR	✓	316.00	100.000
Lucas Lane	ONE HOUR	✓	16.00	100.000
Eggington Road (E)	ONE HOUR	✓	378.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

From	To			
		Eggington Road (W)	Lucas Lane	Eggington Road (E)
	Eggington Road (W)	0.000	21.000	295.000
	Lucas Lane	15.000	0.000	1.000
	Eggington Road (E)	369.000	9.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

From	To			
		Eggington Road (W)	Lucas Lane	Eggington Road (E)
	Eggington Road (W)	0.00	0.07	0.93
	Lucas Lane	0.94	0.00	0.06
	Eggington Road (E)	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

From	To			
		Eggington Road (W)	Lucas Lane	Eggington Road (E)
	Eggington Road (W)	1.000	1.000	1.000
	Lucas Lane	1.000	1.000	1.000
	Eggington Road (E)	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

From	To			
		Eggington Road (W)	Lucas Lane	Eggington Road (E)
	Eggington Road (W)	0.0	0.0	0.0
	Lucas Lane	0.0	0.0	0.0
	Eggington Road (E)	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.00	6.73	0.00	A	0.92	1.38	0.15	6.54	0.00	0.15	6.54
B-A	0.04	9.60	0.04	A	13.76	20.65	3.08	8.96	0.03	3.08	8.96
C-AB	0.02	4.53	0.02	A	13.47	20.21	1.70	5.04	0.02	1.70	5.04
C-A	-	-	-	-	333.39	500.08	-	-	-	-	-
A-B	-	-	-	-	19.27	28.90	-	-	-	-	-
A-C	-	-	-	-	270.70	406.05	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.75	0.19	0.75	0.00	562.72	0.001	0.00	0.00	6.405	A
B-A	11.29	2.82	11.19	0.00	437.70	0.026	0.00	0.03	8.438	A
C-AB	10.03	2.51	9.98	0.00	804.83	0.012	0.00	0.01	4.529	A
C-A	274.55	68.64	274.55	0.00	-	-	-	-	-	-
A-B	15.81	3.95	15.81	0.00	-	-	-	-	-	-
A-C	222.09	55.52	222.09	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.90	0.22	0.90	0.00	551.41	0.002	0.00	0.00	6.538	A
B-A	13.48	3.37	13.46	0.00	418.27	0.032	0.03	0.03	8.893	A
C-AB	12.91	3.23	12.89	0.00	827.68	0.016	0.01	0.02	4.418	A
C-A	326.91	81.73	326.91	0.00	-	-	-	-	-	-
A-B	18.88	4.72	18.88	0.00	-	-	-	-	-	-
A-C	265.20	66.30	265.20	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	1.10	0.28	1.10	0.00	535.72	0.002	0.00	0.00	6.732	A
B-A	16.52	4.13	16.47	0.00	391.41	0.042	0.03	0.04	9.600	A
C-AB	17.46	4.37	17.43	0.00	859.07	0.020	0.02	0.02	4.277	A
C-A	398.73	99.68	398.73	0.00	-	-	-	-	-	-
A-B	23.12	5.78	23.12	0.00	-	-	-	-	-	-
A-C	324.80	81.20	324.80	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	1.10	0.28	1.10	0.00	535.70	0.002	0.00	0.00	6.733	A
B-A	16.52	4.13	16.51	0.00	391.41	0.042	0.04	0.04	9.602	A
C-AB	17.47	4.37	17.47	0.00	859.08	0.020	0.02	0.02	4.277	A
C-A	398.72	99.68	398.72	0.00	-	-	-	-	-	-
A-B	23.12	5.78	23.12	0.00	-	-	-	-	-	-
A-C	324.80	81.20	324.80	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.90	0.22	0.90	0.00	551.37	0.002	0.00	0.00	6.541	A
B-A	13.48	3.37	13.53	0.00	418.26	0.032	0.04	0.03	8.895	A
C-AB	12.92	3.23	12.94	0.00	827.69	0.016	0.02	0.02	4.418	A
C-A	326.90	81.72	326.90	0.00	-	-	-	-	-	-
A-B	18.88	4.72	18.88	0.00	-	-	-	-	-	-
A-C	265.20	66.30	265.20	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.75	0.19	0.75	0.00	562.65	0.001	0.00	0.00	6.408	A
B-A	11.29	2.82	11.32	0.00	437.69	0.026	0.03	0.03	8.443	A
C-AB	10.05	2.51	10.07	0.00	804.84	0.012	0.02	0.01	4.529	A
C-A	274.53	68.63	274.53	0.00	-	-	-	-	-	-
A-B	15.81	3.95	15.81	0.00	-	-	-	-	-	-
A-C	222.09	55.52	222.09	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.02	0.00	6.405	A	A
B-A	0.38	0.03	8.438	A	A
C-AB	0.21	0.01	4.529	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.02	0.00	6.538	A	A
B-A	0.48	0.03	8.893	A	A
C-AB	0.27	0.02	4.418	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.03	0.00	6.732	A	A
B-A	0.64	0.04	9.600	A	A
C-AB	0.37	0.02	4.277	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.03	0.00	6.733	A	A
B-A	0.66	0.04	9.602	A	A
C-AB	0.37	0.02	4.277	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.03	0.00	6.541	A	A
B-A	0.52	0.03	8.895	A	A
C-AB	0.27	0.02	4.418	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.02	0.00	6.408	A	A
B-A	0.41	0.03	8.443	A	A
C-AB	0.21	0.01	4.529	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2023 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2023 Base + Dev, AM	2023 Base + Dev	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		9.66	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Eggington Road (W)	A	Eggington Road (W)		Major
Lucas Lane	B	Lucas Lane		Minor
Eggington Road (E)	C	Eggington Road (E)		Major

Major Arm Geometry

Name	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)
Eggington Road (E)	6.48		0.00		2.20	200.00	✓	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

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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)
Lucas Lane	One lane plus flare				10.00	4.70	3.50	2.90	2.85	✓	1.00	27	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	534.110	0.095	0.241	0.151	0.344
1	B-C	631.817	0.095	0.240	-	-
1	C-B	689.785	0.262	0.262	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Eggington Road (W)	ONE HOUR	✓	407.00	100.000
Lucas Lane	ONE HOUR	✓	50.00	100.000
Eggington Road (E)	ONE HOUR	✓	199.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

From	To			
		Eggington Road (W)	Lucas Lane	Eggington Road (E)
	Eggington Road (W)	0.000	17.000	390.000
	Lucas Lane	43.000	0.000	7.000
	Eggington Road (E)	197.000	2.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

From	To			
		Eggington Road (W)	Lucas Lane	Eggington Road (E)
	Eggington Road (W)	0.00	0.04	0.96
	Lucas Lane	0.86	0.00	0.14
	Eggington Road (E)	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

From	To			
		Eggington Road (W)	Lucas Lane	Eggington Road (E)
	Eggington Road (W)	1.000	1.000	1.000
	Lucas Lane	1.000	1.000	1.000
	Eggington Road (E)	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

From	To			
		Eggington Road (W)	Lucas Lane	Eggington Road (E)
	Eggington Road (W)	0.0	0.0	0.0
	Lucas Lane	0.0	0.0	0.0
	Eggington Road (E)	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.02	7.16	0.02	A	6.42	9.64	1.10	6.85	0.01	1.10	6.85
B-A	0.12	10.34	0.14	B	39.46	59.19	9.40	9.52	0.10	9.40	9.53
C-AB	0.00	5.11	0.00	A	2.45	3.68	0.32	5.22	0.00	0.32	5.22
C-A	-	-	-	-	180.15	270.23	-	-	-	-	-
A-B	-	-	-	-	15.60	23.40	-	-	-	-	-
A-C	-	-	-	-	357.87	536.81	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	5.27	1.32	5.23	0.00	549.71	0.010	0.00	0.01	6.611	A
B-A	32.37	8.09	32.06	0.00	439.22	0.074	0.00	0.08	8.836	A
C-AB	1.89	0.47	1.88	0.00	707.08	0.003	0.00	0.00	5.104	A
C-A	147.93	36.98	147.93	0.00	-	-	-	-	-	-
A-B	12.80	3.20	12.80	0.00	-	-	-	-	-	-
A-C	293.61	73.40	293.61	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	6.29	1.57	6.28	0.00	533.27	0.012	0.01	0.01	6.830	A
B-A	38.66	9.66	38.57	0.00	420.80	0.092	0.08	0.10	9.416	A
C-AB	2.37	0.59	2.37	0.00	711.66	0.003	0.00	0.00	5.075	A
C-A	176.53	44.13	176.53	0.00	-	-	-	-	-	-
A-B	15.28	3.82	15.28	0.00	-	-	-	-	-	-
A-C	350.60	87.65	350.60	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	7.71	1.93	7.69	0.00	510.35	0.015	0.01	0.02	7.161	A
B-A	47.34	11.84	47.21	0.00	395.33	0.120	0.10	0.13	10.336	B
C-AB	3.10	0.78	3.10	0.00	718.55	0.004	0.00	0.00	5.031	A
C-A	216.00	54.00	216.00	0.00	-	-	-	-	-	-
A-B	18.72	4.68	18.72	0.00	-	-	-	-	-	-
A-C	429.40	107.35	429.40	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	7.71	1.93	7.71	0.00	510.28	0.015	0.02	0.02	7.162	A
B-A	47.34	11.84	47.34	0.00	395.34	0.120	0.13	0.14	10.344	B
C-AB	3.10	0.78	3.10	0.00	718.55	0.004	0.00	0.00	5.031	A
C-A	216.00	54.00	216.00	0.00	-	-	-	-	-	-
A-B	18.72	4.68	18.72	0.00	-	-	-	-	-	-
A-C	429.40	107.35	429.40	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	6.29	1.57	6.31	0.00	533.15	0.012	0.02	0.01	6.835	A
B-A	38.66	9.66	38.79	0.00	420.81	0.092	0.14	0.10	9.428	A
C-AB	2.37	0.59	2.37	0.00	711.66	0.003	0.00	0.00	5.077	A
C-A	176.53	44.13	176.53	0.00	-	-	-	-	-	-
A-B	15.28	3.82	15.28	0.00	-	-	-	-	-	-
A-C	350.60	87.65	350.60	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	5.27	1.32	5.28	0.00	549.51	0.010	0.01	0.01	6.616	A
B-A	32.37	8.09	32.46	0.00	439.23	0.074	0.10	0.08	8.851	A
C-AB	1.89	0.47	1.90	0.00	707.08	0.003	0.00	0.00	5.106	A
C-A	147.92	36.98	147.92	0.00	-	-	-	-	-	-
A-B	12.80	3.20	12.80	0.00	-	-	-	-	-	-
A-C	293.61	73.40	293.61	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.14	0.01	6.611	A	A
B-A	1.14	0.08	8.836	A	A
C-AB	0.04	0.00	5.104	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.17	0.01	6.830	A	A
B-A	1.46	0.10	9.416	A	A
C-AB	0.05	0.00	5.075	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.22	0.01	7.161	A	A
B-A	1.96	0.13	10.336	B	B
C-AB	0.07	0.00	5.031	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.23	0.02	7.162	A	A
B-A	2.02	0.13	10.344	B	B
C-AB	0.07	0.00	5.031	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.18	0.01	6.835	A	A
B-A	1.58	0.11	9.428	A	A
C-AB	0.05	0.00	5.077	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.15	0.01	6.616	A	A
B-A	1.24	0.08	8.851	A	A
C-AB	0.04	0.00	5.106	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2023 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2023 Base + Dev, PM	2023 Base + Dev	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		7.31	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Eggington Road (W)	A	Eggington Road (W)		Major
Lucas Lane	B	Lucas Lane		Minor
Eggington Road (E)	C	Eggington Road (E)		Major

Major Arm Geometry

Name	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)
Eggington Road (E)	6.48		0.00		2.20	200.00	✓	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

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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)
Lucas Lane	One lane plus flare				10.00	4.70	3.50	2.90	2.85	✓	1.00	27	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	537.084	0.096	0.242	0.152	0.346
1	B-C	622.278	0.093	0.236	-	-
1	C-B	689.785	0.262	0.262	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Eggington Road (W)	ONE HOUR	✓	329.00	100.000
Lucas Lane	ONE HOUR	✓	26.00	100.000
Eggington Road (E)	ONE HOUR	✓	383.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

From	To			
		Eggington Road (W)	Lucas Lane	Eggington Road (E)
	Eggington Road (W)	0.000	34.000	295.000
	Lucas Lane	24.000	0.000	2.000
	Eggington Road (E)	369.000	14.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

From	To			
		Eggington Road (W)	Lucas Lane	Eggington Road (E)
	Eggington Road (W)	0.00	0.10	0.90
	Lucas Lane	0.92	0.00	0.08
	Eggington Road (E)	0.96	0.04	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

From	To			
		Eggington Road (W)	Lucas Lane	Eggington Road (E)
	Eggington Road (W)	1.000	1.000	1.000
	Lucas Lane	1.000	1.000	1.000
	Eggington Road (E)	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

From	To			
		Eggington Road (W)	Lucas Lane	Eggington Road (E)
	Eggington Road (W)	0.0	0.0	0.0
	Lucas Lane	0.0	0.0	0.0
	Eggington Road (E)	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.00	6.79	0.00	A	1.84	2.75	0.30	6.58	0.00	0.30	6.58
B-A	0.07	9.97	0.07	A	22.02	33.03	5.09	9.24	0.06	5.09	9.24
C-AB	0.03	4.58	0.04	A	21.01	31.51	2.88	5.48	0.03	2.88	5.48
C-A	-	-	-	-	330.44	495.66	-	-	-	-	-
A-B	-	-	-	-	31.20	46.80	-	-	-	-	-
A-C	-	-	-	-	270.70	406.05	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	1.51	0.38	1.50	0.00	561.53	0.003	0.00	0.00	6.427	A
B-A	18.07	4.52	17.90	0.00	434.91	0.042	0.00	0.04	8.629	A
C-AB	15.63	3.91	15.53	0.00	802.65	0.019	0.00	0.02	4.573	A
C-A	272.72	68.18	272.72	0.00	-	-	-	-	-	-
A-B	25.60	6.40	25.60	0.00	-	-	-	-	-	-
A-C	222.09	55.52	222.09	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	1.80	0.45	1.80	0.00	549.43	0.003	0.00	0.00	6.572	A
B-A	21.58	5.39	21.53	0.00	415.06	0.052	0.04	0.05	9.146	A
C-AB	20.12	5.03	20.09	0.00	825.17	0.024	0.02	0.03	4.471	A
C-A	324.19	81.05	324.19	0.00	-	-	-	-	-	-
A-B	30.57	7.64	30.57	0.00	-	-	-	-	-	-
A-C	265.20	66.30	265.20	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	2.20	0.55	2.20	0.00	532.61	0.004	0.00	0.00	6.786	A
B-A	26.42	6.61	26.35	0.00	387.63	0.068	0.05	0.07	9.961	A
C-AB	27.24	6.81	27.20	0.00	856.15	0.032	0.03	0.04	4.342	A
C-A	394.45	98.61	394.45	0.00	-	-	-	-	-	-
A-B	37.43	9.36	37.43	0.00	-	-	-	-	-	-
A-C	324.80	81.20	324.80	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	2.20	0.55	2.20	0.00	532.57	0.004	0.00	0.00	6.786	A
B-A	26.42	6.61	26.42	0.00	387.62	0.068	0.07	0.07	9.966	A
C-AB	27.26	6.81	27.26	0.00	856.17	0.032	0.04	0.04	4.344	A
C-A	394.43	98.61	394.43	0.00	-	-	-	-	-	-
A-B	37.43	9.36	37.43	0.00	-	-	-	-	-	-
A-C	324.80	81.20	324.80	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	1.80	0.45	1.80	0.00	549.37	0.003	0.00	0.00	6.573	A
B-A	21.58	5.39	21.64	0.00	415.04	0.052	0.07	0.06	9.154	A
C-AB	20.14	5.04	20.19	0.00	825.20	0.024	0.04	0.03	4.473	A
C-A	324.17	81.04	324.17	0.00	-	-	-	-	-	-
A-B	30.57	7.64	30.57	0.00	-	-	-	-	-	-
A-C	265.20	66.30	265.20	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	1.51	0.38	1.51	0.00	561.42	0.003	0.00	0.00	6.431	A
B-A	18.07	4.52	18.12	0.00	434.89	0.042	0.06	0.04	8.638	A
C-AB	15.66	3.92	15.69	0.00	802.68	0.020	0.03	0.02	4.576	A
C-A	272.68	68.17	272.68	0.00	-	-	-	-	-	-
A-B	25.60	6.40	25.60	0.00	-	-	-	-	-	-
A-C	222.09	55.52	222.09	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.04	0.00	6.427	A	A
B-A	0.62	0.04	8.629	A	A
C-AB	0.35	0.02	4.573	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.05	0.00	6.572	A	A
B-A	0.80	0.05	9.146	A	A
C-AB	0.46	0.03	4.471	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.06	0.00	6.786	A	A
B-A	1.06	0.07	9.961	A	A
C-AB	0.63	0.04	4.342	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.06	0.00	6.786	A	A
B-A	1.09	0.07	9.966	A	A
C-AB	0.63	0.04	4.344	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.05	0.00	6.573	A	A
B-A	0.85	0.06	9.154	A	A
C-AB	0.46	0.03	4.473	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.04	0.00	6.431	A	A
B-A	0.67	0.04	8.638	A	A
C-AB	0.35	0.02	4.576	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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