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Land off Upper Marsh Road, Warminster

Backhouse Housing Limited

Transport Statement

March 2026





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Contents

Document Control.....	i
1 Introduction	1
2 Planning History	3
3 Planning Context.....	5
4 Existing Conditions.....	17
5 Site Accessibility and Opportunities for Sustainable Travel	20
6 Proposed Development.....	33
7 Forecast Trip Generation.....	37
8 Vehicular Trip Distribution and Assignment	41
9 Capacity Modelling	43
10 Summary and Conclusion	47

List of Figures and Tables

Figure 3.1 Draft Warminster LCWIP Priority Routes	13
Figure 3.2 High Level Drawing of Route 9: Deverill Road / Weymouth Street	14
Table 4.1 Summary of ATC Results.....	18
Figure 4.1 Crashmap Plan	19
Table 5.1 Local Facilities and Amenities	21
Images 5.1 and 5.2 Damask Way Shared-use Path.....	23
Figure 5.1 PRow Map	24
Images 5.3 and 5.4 WARM53 from Smallbrook Road and within the site.....	24
Image 5.5 and 5.6 WARM53 PRow Footpath to the north of the application Site	25
Figure 5.2 Local Cycle Network (extracted from the Walk Wheel Cycle Trust website).....	26
Figure 5.3 Local Cycle Network (extracted from OpenCycleNetwork.Org)	27
Figure 5.4 Strava Heatmap.....	28
Table 5.2 Summary of Local Bus Services	29
Table 5.3 Train Services Information from Warminster Railway Station	30
Figure 5.5 DfT Connectivity Score	31
Figure 5.6 DfT Connectivity Score - Local Authority Band	31
Table 7.1 Trip Rates and Estimated Trip Generation.....	38
Figure 7.1 17/12348/OUT Agreed Trip Generation for 28 Dwellings	39
Table 9.1 TEMPro Growth Factors	43
Table 9.2 Upper Marsh Road ATC Flows	44
Table 9.2 Average Cars Per Minute	46

Appendices

Appendix A – Site Location Plan
Appendix B – 17/12348/OUT Decision Notice
Appendix C – 17/12348/OUT Access Plans
Appendix D – 17/12348/OUT WC Highways Comments
Appendix E – ATC Survey Data
Appendix F – Crashmap Reports
Appendix G – DfT Connectivity Tool Report



Appendix H – Site Layout Plans
Appendix I – Access Drawing
Appendix J – TRICS Output
Appendix K – Distribution Calculations
Appendix L – Capacity Modelling Results



1 Introduction

- 1.1 Rappor have been instructed by Backhouse Housing Limited to prepare a Transport Statement (TS) in support of an outline planning application for 49 residential units on land off Upper Marsh Road, Warminster, Wiltshire. The development description is as follows:

“Outline planning permission for residential development of up to 49 dwellings with associated access, parking, internal roads, public open space, landscape planting, ground level re-profiling and associated infrastructure and works. All matters reserved except for access.”

- 1.2 The application site is located on the southern side of Warminster within the jurisdiction of Wiltshire Council (WC), who form the Local Highway Authority (LHA) and the Local Planning Authority (LPA) for the site.
- 1.3 The application site has extant outline planning permission for 28 dwellings, which was approved by WC in April 2019 (Ref: 17/12348/OUT). Further information on the relevant planning history of the site and adjoining sites is presented at **Section 2**.
- 1.4 The site location plan is presented at **Appendix A**.

Vision

- 1.5 The development site sits immediately adjacent to the existing built-up area of Warminster, and therefore, the development seeks to form a natural extension to the existing urban settlement area. In doing so, the development proposals will provide full integration to existing pedestrian, cycle and public transport networks, delivering a development where future residents and visitors will naturally select active and sustainable modes for travel.

Report Structure

- 1.6 The remainder of this TS is structured as follows:
- a) Review of the site planning history;
 - b) Review of the relevant national and local planning policy and guidance;
 - c) Review of the site location and local highway network;
 - d) Analysis of local highway safety data for the most recent five-year period available;
 - e) Description of site accessibility and opportunities for sustainable travel;
 - f) Description of the development proposals, including access arrangements and illustrative masterplan details;
 - g) Forecast trip generation of the development proposal and the predicted impact upon the operation of the local highway network;
 - h) Traffic distribution and assignment on the local highway network;
 - i) Assessment of the traffic impact of the development proposals; and
 - j) Summary and conclusions.
- 1.7 As per the National Planning Policy Framework (NPPF), development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios



- 1.8 This TS aims to demonstrate that the development proposals are acceptable in highway and transportation terms and that there would subsequently be no highway related reasons that should prevent WC from recommending the approval of this planning application.



2 Planning History

- 2.1 The application site has been subject to previous planning applications and those considered pertinent to the proposed development are set out below.

Adjacent Planning History Context

- 2.2 The application site forms the third phase of development to the north of Upper Marsh Road.
- 2.3 Outline and Reserved Matter planning permission was granted to construct 23 dwellings off an extension to Damask Way in 2023 (Ref: W/12/00687/OUT / 14/03655/REM) which is now fully built out. A further five dwellings were approved and are now built out (Ref: 15/01661/OUT).
- 2.4 The Damask Way extension development includes a shared-use path, which also provides emergency access for the site. Further details are included at **Section 4**.

Land East of Damask Way (Ref: 17/12348/OUT)

- 2.5 The application site was subject to a previous outline planning permission for the following proposal:
- “Outline application for up to 28 dwellings on land to the east of Damask Way with all matters reserved except access (with new access proposed off Upper Marsh Road).”*
- 2.6 WC approved the outline application on the 5th April 2019. The Decision Notice is included in **Appendix B**. The application establishes that development in this location was previously considered acceptable, and would have been subject to the same local policies as now, although it is recognised that the National Planning Policy Framework has since been updated.
- 2.7 The outline application was supported by a Transport Statement (TS) produced by IMA Transport Planning, dated March 2018.
- 2.8 As part of the approved outline permission, vehicular access would be provided on Upper Marsh Road in the form of a priority junction arrangement opposite Henford Close. Pedestrian access to the site would be achieved via a footpath connection to the Damask Way shared-use path / emergency access. The approved access plans are attached at **Appendix C**.
- 2.9 WC Highway provided their consultee response, which is summarised below, with the full response included at **Appendix D**.
- a) No highway safety concerns with the design and form of the proposed site access;
 - b) The impact of the development on roads to the south of the access does not represent a highway safety concern;
 - c) The proposed development does not pose a detriment to highway safety concerns for pedestrians utilising Upper Marsh Road when factoring potential conflicts with vehicles as a shared-surface facility;



- d) The proposed localised road widening to the northwest of the site access provides adequate mitigation for the scale of the development proposed at this location;
- e) No highway issues with the proposed removal/alteration of the existing emergency access from Damask Way;
- f) The traffic data submitted to WC formed a “fairly robust assessment” of the likely traffic generation and patterns of movement for the proposals, which were accepted; and
- g) The proposals do not represent a severe cumulative impact in transport terms and there are no grounds to warrant a Highway refusal.

2.10 The WC highways consultee recommended no Highway objection, subject to conditions.

2.11 The subsequent reserved matters application (Ref: 201/0721/REM) was withdrawn by the applicant. Thus, the approved planning application is now extant.

Summary

2.12 Based on the extant outline planning permission, it can be established that the principle of residential development is acceptable at this location.

2.13 Furthermore, it can also be established that the following proposals have been previously agreed with WC:

- Vehicular access on Upper Marsh Road opposite Henford Close;
- Priority access arrangements are suitable; and
- Pedestrian access to the site via a footpath connection to the Damask Way shared-use path.



3 Planning Context

Introduction

- 3.1 This section provides a review of the existing and emerging transport planning policies and guidance, and how they relate to the development proposals.
- 3.2 The following relevant transportation policies and guidance have been reviewed:
- a) National Planning Policy Framework (December 2024, updated version February 2025);
 - b) National Planning Practice Guidance (March 2014);
 - c) Manual for Streets (March 2007 & September 2010);
 - d) Design Manual for Roads and Bridges (DMRB);
 - e) Wiltshire Core Strategy (January 2015);
 - f) Wiltshire Local Plan Review (Ongoing);
 - g) Wiltshire Local Transport Plan 4 (March 2025);
 - h) The Warminster Neighbourhood Plan (November 2016); and
 - i) Draft Warminster LCWIP.
- 3.3 The key objectives of recent national and local policy and guidance are to:
- a) Make effective and efficient use of land;
 - b) Reduce car dependency;
 - c) Make walking and cycling trips easier; and
 - d) Encourage public transport trips.

National Policy

National Planning Policy Framework (December 2024)

- 3.4 National planning policies are set out in the revised National Planning Policy Framework (NPPF) published in December 2024, updated version February 2025, by the Ministry of Housing, Communities and Local Government, Ministry of Housing, Communities & Local Government (2018 to 2021) and Department for Levelling Up, Housing and Communities. It sets out the Government's planning policies for England and how these are expected to be applied. At the heart of the NPPF is a presumption in favour of sustainable development.
- 3.5 Chapter 9 of the NPPF deals with '*Promoting sustainable transport*' and Paragraph 109 of the NPPF states:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- a) *making transport considerations an important part of early engagement with local communities;*
- b) *ensuring patterns of movements, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*



- c) *understanding and addressing the potential impacts of development on transport networks;*
- d) *realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- e) *identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) *identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.*

3.6 Paragraph 110 states that

“The planning system should actively manage patterns of growth in support of these objectives” [the objectives outlined in paragraph 109]. “Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making”.

3.7 Paragraph 115 states:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) *sustainable transport modes are prioritised taking into account of the vision for the site, the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) *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 through a vision-led approach.”*

3.8 Paragraph 116 states that

“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, following mitigation, would be severe, taking into account all reasonable future scenarios”.

3.9 Paragraph 117 states:

“Applications for development should:

- a) *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*



- areas for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - c) 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;*
 - d) allow for the efficient delivery of goods, and access by services and emergency vehicles; and*
 - e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*
- 3.10 It should also be noted that the NPPF states in ‘Annex 2: Glossary’ at Page 79 that sustainable transport modes are:
- “Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport”.*
- 3.11 The proposed development will be assessed against the criteria set out by the NPPF for new development with this policy referenced throughout this report as appropriate.

Draft NPPF (December 2025)

- 3.12 The Government published a consultation draft National Planning Policy Framework in December 2025 setting out changes to the current NPPF published in February 2025. At this point in time the content of the draft document is not Government policy but illustrates a potential direction of change. Whilst no weight is placed on the proposed changes document this may change during the life of this planning application and will therefore be considered through the determination period, as required.
- 3.13 Notwithstanding, the Draft NPPF does not require any additional assessment, from that set out within the 2024 NPPF, apart from requiring the use of the DfT Connectivity Tool as part of the process in determining the connectivity and accessibility of the site. This has therefore been included within this TA.

National Guidance

Planning Practice Guidance: Travel Plans, Transport Assessments and Statements

- 3.14 The PPG on Transport provides advice on when a TS is required and what they should contain. It states that a TS should focus on evaluating the potential transport impacts of a development proposal. They are a way of mitigating the negative transport impacts of development and can be beneficial in positively supporting higher levels of walking and cycling.

Manual for Streets (2007)

- 3.15 Manual for Streets (MfS) is a Department for Transport (DfT) publication which provides guidance for planning and designing new streets. It aims to increase the quality of life through good design, which creates more people-orientated streets. The guidance contains principles in the design of suitable pedestrian and cyclist facilities to encourage and facilitate



travel via these modes. Making the local environment convenient and attractive to walk in can help prioritise walking and cycling and reduce reliance on motor transport.

Manual for Streets 2 (2010)

- 3.16 Manual for Streets 2 (MfS2) takes the principles set out in MfS and demonstrates through guidance and case studies how they can be extended beyond residential streets to encompass both urban and rural situations. MfS2 does not supersede MfS, rather it explains how the principles of MfS can be applied more widely, exploring in greater detail how and where its key principles can be applied to busier streets and roads.

Local Policy

Wiltshire Core Strategy (2015)

- 3.17 WC adopted the 'Wiltshire Core Strategy' in January 2015 and sets out the Council's spatial vision, key objectives and overall principles for development in Wiltshire up to 2026.
- 3.18 Warminster is categorised as a 'Market Town' settlement within the Core Strategy, which is defined as:

"...settlements that have the ability to support sustainable patterns of living in Wiltshire through their current levels of facilities, services and employment opportunities.

Market Towns have the potential for significant development that will increase the jobs and homes in each town in order to help sustain and where necessary enhance their services and facilities and promote better levels of self containment and viable sustainable communities."

- 3.19 Core Policy 60: Sustainable Transport within the Core Strategy states:

"The council will use its planning and transport powers to help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire.

This will be achieved by:

- i. planning developments in accessible locations*
- ii. promoting sustainable transport alternatives to the use of the private car*
- iii. maintaining and selectively improving the local transport network in accordance with its functional importance and in partnership with other transport planning bodies, service providers and the business community*
- iv. promoting appropriate demand management measures*
- v. influencing the routing of freight within and through the county*
- vi. assessing and, where necessary, mitigating the impact of developments on transport users, local communities and the environment."*



- 3.20 Core Policy 61 deals with transport and new development and states that *“New development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives.”*
- 3.21 Core Policy 61 goes on to say that as part of a required transport assessment, it must be demonstrated that consideration has been given to the needs of all transport users, where relevant, according to a hierarchy that prioritises visually impaired and other disabled people, pedestrians and cyclists, and identifies private cars last. Also, *“that the proposal is capable of being served by safe access to the highway network”* and *“that fit for purpose and safe loading/unloading facilities can be provided where these are required as part of the normal functioning of the development.”*
- 3.22 It also states that *“Where appropriate, contributions will be sought towards sustainable transport improvements, and travel plans will be required to encourage the use of sustainable transport alternatives and more sustainable freight movements.”*

Wiltshire Local Plan Review (Ongoing)

- 3.23 WC developed The Wiltshire Core Strategy Development Plan in 2015, which is now in the process of being reviewed and updated.
- 3.24 The emerging Wiltshire Local Plan has been through the Regulation 19 consultation period which took place between 27 September to 22 November 2023. Representations on the Wiltshire Local Plan, along with a schedule of proposed changes have been submitted alongside the prescribed submission documents. WC submitted the Wiltshire Local Plan to the Secretary of State for Housing Communities and Local Government for independent examination on 28 November 2024.
- 3.25 On the 27th February 2026, the Inspectors wrote to WC and have concluded that given the significant additional work required to address the concerns previously identified, including the need to consult, the most efficient and effective course of action for all parties is for WC to withdraw the submitted Plan.
- 3.26 At the time of writing this TS, it is not known how WC will formally decide to progress with their Local Plan.
- 3.27 Nevertheless, the emerging Local Plan website and Reg 19 document have been reviewed.
- 3.28 On the WC Local website, WC state that the local plan review shall:
- a) *“Set out a vision and framework for Wiltshire for the period to 2038, addressing housing needs and other economic, social, and environmental priorities.*
 - b) *Assess the future levels of need, and an appropriate basis, for new homes (including market, affordable, and specialist housing), employment land, and infrastructure provision over that period.*
 - c) *Consider if the existing adopted development strategy remains relevant, identifying new site allocations relating to housing and employment together with supporting services and infrastructure.*
 - d) *Inspect existing Wiltshire Core Strategy development management policies to ensure their continued consistency with national policy.*
 - e) *Introduced further detailed development management policies as part of a review of the saved development management policies not replaced by the Wiltshire Core Strategy.*



- f) *Develop additional, locally distinctive policies, to plan positively for all town centres in Wiltshire consistent with national policy.”*

3.29 To achieve this, six key objectives have been set out. Whilst the full details aren't included here, each of the below is clear in terms of what it aims to achieve:

- a) *Delivering a thriving economy;*
- b) *To address climate change;*
- c) *To provide everyone with access to a decent, affordable home;*
- d) *Helping to build resilient communities;*
- e) *Protecting and enhancing the natural, historic, and built environment; and*
- f) *To ensure that essential infrastructure is in place to support our communities.*

3.30 The Pre-submission Draft 2020-2038 (Ref 19) document was released in September 2023. Within the document, the following Spatial Vision is set out:

“By 2038 Wiltshire will have made significant strides towards carbon neutrality through positive interventions that help Wiltshire's communities tackle and adapt to climate change. Our communities will be healthier, stronger and more resilient, with access to the right housing and employment opportunities. Our environment will have been enhanced through a comprehensive range of measures that include meaningful biodiversity net gain, nature recovery programmes, access to quality open spaces and responsible management of natural resources.”

3.31 Similarly to the text provided within the Core Strategy, Warminster is categorised as a Market Town defined as having:

“...the ability to support sustainable patterns of living in Wiltshire through their current levels of facilities, services and employment opportunities” and “the potential for significant development that will increase the jobs and homes in each town in order to help sustain and where necessary enhance their services and facilities and promote better levels of self containment and viable sustainable communities.”

3.32 Policy 71 on 'Transport and new development' states:

“In urban areas, new development will be supported where users can access a choice of sustainable transport modes and opportunities are provided to make improvements. In rural areas, it will be recognised that access to sustainable transport options will be limited but opportunities should be taken to allow people to travel by a choice of transport options.

When considering the transport implications of a development, the following will need to be taken into consideration:

- a. *visually impaired and other disabled people;*
- b. *pedestrians;*
- c. *cyclists/scooting;*
- d. *public transport;*
- e. *goods and service vehicles, and emergency vehicles;*
- f. *micromobility vehicles;*



g. powered two-wheelers; and

h. car clubs, car sharing, taxis.

i. private car;

j. freight.

Development proposals must be capable of being served by suitable and safe access to the highway network.

Where required as part of the normal functioning of the proposed development, fit for purpose and safe loading/unloading facilities must be provided.

Where appropriate, developer contributions will be sought towards sustainable transport improvements, and travel plans will be required to promote the use of sustainable transport alternatives and more sustainable freight movements. Electric vehicle infrastructure will be required in accordance with national or local standards as relevant.

Where necessary, development should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages.”

Wiltshire Council Local Transport Plan (March 2025)

3.33 The WC Local Transport Plan 4 (LTP4), which covers the period from 2025 – 2038, was adopted in March 2025. The Plan has an overarching vision to ensure:

“a safe and connected transport system which protects the county’s unique built, natural and historic environment making this accessible for all, supports sustainable economic growth across Wiltshire’s communities and contributes to a low carbon future”.

3.34 The plan covers the following objectives:

- a) “To decarbonise private vehicles, and to tackle social isolation by improving multi-modal and digital connectivity across the whole county, especially within and beyond the rural settlements.*
- b) To provide a safe transport network which improves quality of life, health and wellbeing in Wiltshire, promoting more equal and inclusive access to opportunities.*
- c) To provide a reliable and efficient transport network which maximises sustainable economic growth opportunities across Wiltshire’s varied localities.*
- d) To ensure that Wiltshire has a resilient transport network that is prepared for continuing maintenance, technological, environmental and societal changes and will meet the needs of future generations.*
- e) To expedite the reduction of the total carbon emissions in the country that are due to transport, contributing to making Wiltshire Council carbon neutral by 2030, and leading the county towards net zero.”*

3.35 To deliver the LTP4 vision and objectives, four key policy areas have been identified:



- **Avoid** unnecessary travel – giving people the choice to reduce the number and length of car trips needed through promoting digital connectivity, locating services, jobs and other destinations within closer reach and combining journeys;
- **Shift** to more sustainable modes of transport – providing better and more accessible options for travel via active travel (including walking, wheeling including wheelchairs and pushchairs, cycling and horse riding), shared transport, and public transport;
- **Improve** vehicle, fuel and network efficiency – through roll out of electric vehicles and charging infrastructure, alternative fuels and technology improvements;
- **Support** and enable delivery of the Avoid, Shift and Improve policy areas – both now and into the future.

3.36 Thus, WC have structured the LTP4 sub-strategies around the framework of Avoiding, Shifting and Improving travel patterns, alongside supporting measures.

3.37 Within the 'Avoid' policy area, the two following policies cover reducing the need to travel and enabling active travel:

3.38 Policy A1: Reduce the need to travel as often' states:

"Reducing the need to travel can improve local safety and air quality, support inclusivity and social mobility, whilst also helping to limit the harmful greenhouse gas emissions from transport. Providing more options to access essentials remotely can open up new opportunities, such as education, training, employment, online community services, and travel information. In addition, making it more convenient to consolidate journeys, such as by locating key services near to each other, can help reduce the time needed to complete day-to-day tasks. These benefits are particularly important for those who don't have access to a car or find it difficult to travel."

3.39 Policy S1: Enable active travel to be the preferred choice for shorter journeys (or as part of a longer journey) by improving journey safety, access and quality, states:

"Whilst cars are critical to rural areas, active travel can have substantial health and wellbeing benefits for all ages, and can be a good way of embedding physical activity into day-to-day life. These methods of travel generally have the most reliable journey times, and have less chance of being negatively impacted by delays experienced elsewhere on the network, or by possible future societal issues (such as pandemics, fuel shortages, and inflation). They are also the cleanest modes of travel with very little adverse impact on greenhouse gas emissions, air pollution or noise pollution. Our LTP4 measures will address concerns about safety, convenience and quality of provision which can prevent people choosing to walk, wheel and cycle, and enable these modes to become the natural choice for shorter journeys."

3.40 Within the 'Improve' policy area, policy I1 states the following on facilitating and encouraging moving to low and zero emission vehicles:

"Low and zero emission vehicles are an essential part of removing carbon emissions from transport; these include cars, vans, buses, taxis and HGVs. The Government is leading on the uptake of these vehicles at a national level, including a ban on new petrol and diesel car and van sales. At a local level, this policy seeks to accelerate uptake by providing public charging points and encouraging the private sector to do likewise,

providing zero emission car clubs, ensuring our own fleets are zero emission, and by awareness raising.

3.41 In the 'Support' section, Policy SU1 states:

"Empower people with the skills, knowledge, motivation and opportunity they need to safely access more sustainable and healthier transport.

The Avoid, Shift and Improve policy areas will only help us to achieve our objectives if enough people change their travel behaviour. An ongoing programme of activities to make residents and businesses aware of opportunities to change behaviour, how to do so, and the benefits, will therefore be essential to make sure that enough people travel differently, at least some of the time."

(Draft) Warminster Local Cycling & Walking Infrastructure Plan

3.42 WC, in partnership with WTC, are currently in the process of developing the Warminster Local Cycling & Walking Infrastructure Plan (Warminster LCWIP).

3.43 A (LCWIP) aims to identify cycling and walking improvements required at a local level, enabling a long-term approach to developing local cycling and walking networks.

3.44 WC provided a draft report for consultation in July 2025, which occurred between July 2025 – August 2025. WC are currently in the process of defining the final cycling and walking routes for prioritisation. The proposed routes for prioritisations are presented below at **Figure 3.1**.

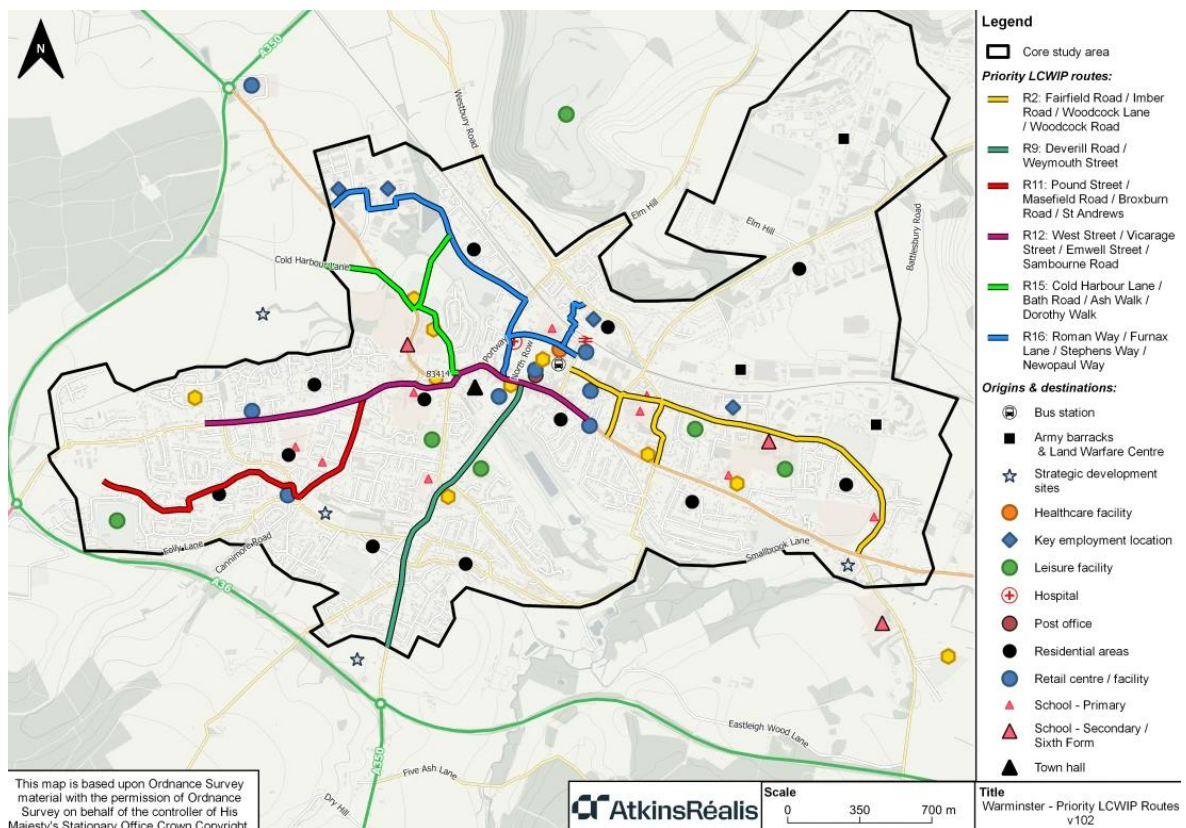


Figure 3.1 Draft Warminster LCWIP Priority Routes

3.45 A protected 'pedestrian / cycle' priority arrangement is proposed on Route 9: Deverill Road / Weymouth Street, as presented on a high-level drawing included within the Draft Warminster LCWIP report. An extract of the route is provided at **Figure 3.2** below.

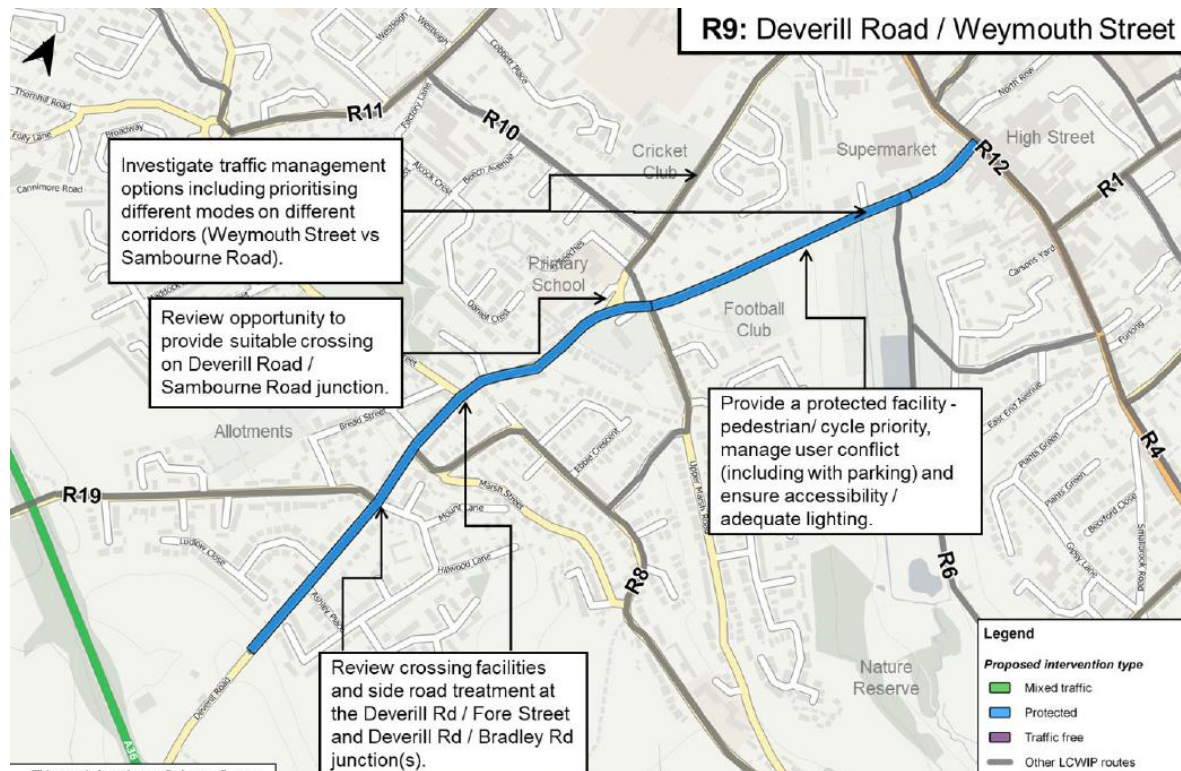


Figure 3.2 High Level Drawing of Route 9: Deverill Road / Weymouth Street

3.46 **Figure 3.2** demonstrates the proposals to provide protected cycle infrastructure along Deverill Road and Weymouth Street up to the B3414 High Street.

Warminster Neighbourhood Plan

3.47 The first Warminster Neighbourhood Plan (WNP) was made in 2016.

3.48 The vision for the Plan focused on:

- *A keen desire to make the most of the town's heritage as well as creating an attractive environment in which people positively want to live and work, and where they wish to visit.*
- *A diversity of employment opportunities as well as the desire for a strong, independent town centre.*
- *The need for sustainable growth.*

3.49 The three overarching themes dominates the neighbourhood plan, which are:

- A place to live;
- A place to work;
- A place to enjoy.



Emerging Warminster Neighbourhood Plan 2026-38

- 3.50 The draft Warminster Neighbourhood Plan 2026-38 is currently under consultation. To support the consultation process, a draft Neighbourhood Plan has been released. Within the document, it states that an updated Neighbourhood Plan is 'needed' due to:

"Changing habits, internet shopping and COVID19 have adversely impacted the town centre. Whilst the first WNP has merit, we want to update it to benefit from the changes in planning laws and improved environmental standards, so it better reflects the current aspirations of the community."

- 3.51 The following vision for Warminster has been set out within the draft Plan:

"Warminster will capitalise on its close relationship with its heritage and beautiful surrounding countryside to maintain and enhance itself as an attractive and vibrant market town in which to live, to work, for leisure and as a visitor destination."

Its future growth will be through sympathetic development, appropriate in scale, of high-quality design and be environmentally sustainable whilst at the same time developing a growing economy and a robust infrastructure to meet the needs of the community."

- 3.52 Within the 'Getting Around and Transport' sub-section, the following text is provided:

"Warminster will be a town where the local population and visitors can move around easily on foot, bicycle, public transport, or car, with a parking strategy that will make a positive contribution to good traffic management."

- 3.53 The following objectives have been set out:

Objective O14: *Reduce transport-based carbon emissions (in support of Wiltshire Council's target to be carbon neutral by 2030), and promote opportunities for all to lead healthier lifestyles, by encouraging all to walk, cycle or use public transport, and reducing the need to travel by car.*

Objective O15: *Promote sustainable transport infrastructure that is accessible, reduces road congestion and works for residents, visitors, and our growing population.*

Objective O16: *Promote opportunities for all to lead healthier lifestyles by making journeys through physically active means.*

Objective O17: *Ensure that adequate parking is provided where it is required, and to integrate recharging locations for electric vehicles."*

- 3.54 The draft 'Policy GA4 – Highway Impact and Safety'

"1. The transport implications of development must be addressed as part of any relevant planning application. Where relevant, this includes the use of transport assessments, transport statements and travel plans. All developments affecting the transport network will be required to:

- a. provide effective and safe access and egress to the existing highway network;*



b. include appropriate measures to avoid, mitigate and manage any significant impact on highway capacity, congestion or on highway safety, including any contribution to cumulative impacts including in identified 'hotspots';

c. facilitate the safe use of the network, including suitable crossing points, footways and dedicated provision for cyclists where possible as identified in the LCWIP, the Town Centre Masterplan and Appendix 7;

d. suitably accommodate the delivery of goods and supplies, access for maintenance and refuse collection where necessary; and

e. minimise any adverse impact on communities and the environment, including noise and air quality."

Summary

- 3.55 This section has presented relevant adopted and emerging local and national policy context against which the development should be assessed. The remainder of this report will present the development and associated impacts in more detail and demonstrating policy compliance where necessary.



4 Existing Conditions

General

- 4.1 The following section sets out details of the local highway and transport networks, which includes a highway safety analysis to establish whether there are any existing safety concerns on the surrounding highway network.

Site Context

- 4.2 The development site is located on the southern side of Warminster on an open grassland plot.
- 4.3 The application site is bound to the west by residential development, bound to the north and east by the Smallbrook Meadows Nature Reserve, and to the south by Upper Marsh Road and the rear gardens of a small selection of dwellings that fronts Upper Marsh Road.
- 4.4 There is a PRow footpath that routes through the site in a north-south direction. Further details on the PRow and the adjacent PRow network are included within **Section 5** of the report.
- 4.5 The site location and its relationship with the immediate adjoining areas is illustrated in the site location plan provided at **Appendix A**.

Local Highway Network

Upper Marsh Road

- 4.6 The development site abuts Upper Marsh Road, a two-way single road, that is subject to a 30mph speed limit. Upper Marsh Road is a low-trafficked road as confirmed by traffic surveys conducted on this road, presented later within this section.
- 4.7 Upper Marsh Road provides a north-western route to Deverill Road / Weymouth Street, some 650m from the site, via a ghost island right-turn lane junction. To the east of the site, Upper Marsh Road provides a connection to Lower Marsh Road and Smallbrook Road.
- 4.8 Whilst Upper Marsh Road is a two-way carriageway, there are some sections where simultaneous two-way movements are not possible due to the existing road widths. There are a variety of private drives and residential access points along Upper Marsh Road that act as informal passing bays to facilitate two-way movements.

Deverill Road / Weymouth Street

- 4.9 Deverill Road / Weymouth Street is a two-way single carriageway. At the location of the Deverill Road / Weymouth Street / Upper Marsh Road junction, Weymouth Street provides a northern route to the B3414, which routes through the centre of Warminster, whilst Deverill Road provides a southern route to the A36 (Warminster Bypass) and the A350.

Smallbrook Road

- 4.10 To the east of the development site, Upper Marsh Road transitions to Smallbrook Road.



- 4.11 Smallbrook Road is a two-way carriageway that is subject to a 30mph speed limit. Smallbrook Road provides an alternative route to the B3414 via Southleigh View and Prestbury Drive.

Wider Road Network

- 4.12 As aforementioned, the B3414 routes through the centre of Warminster in a broadly east – west alignment.
- 4.13 The A36 bypasses Warminster to the west and south. The A36 provides a western route to Bath and an eastern route to Salisbury.

Existing Traffic Data

- 4.14 To establish the existing traffic flows and speeds on roads local to the development site, Automatic Traffic Count (ATC) surveys were conducted by Charge Surveys, an independent traffic surveyor, between Wednesday 7th May – Tuesday 13th May 2025 during neutral traffic conditions.
- 4.15 ATC surveys were conducted at two separate locations, on Upper Marsh Road and Smallbrook Road. The ATC survey on Upper Marsh Road was undertaken within vicinity of the proposed access junction, whilst the Smallbrook Road ATC survey took place approximately 250m east of Upper Marsh Road / Lower Marsh Road junction.
- 4.16 The full ATC surveys, including the site location plans, are attached at **Appendix E**.
- 4.17 A summary of the recorded traffic flows and speed survey results are provided at **Table 4.1**.

Survey Location	Direction of Traffic Flow	Average Daily Weekday Flows	Average Weekday Speeds	Average Weekday 85 th Percentile Speeds
Upper Marsh Road	Eastbound	262	22.8mph	27mph
	Westbound	147	22mph	26.8mph
Smallbrook Road	Eastbound	424	26.3mph	32mph
	Westbound	283	24.5mph	30.1mph

Table 4.1 Summary of ATC Results

Highway Safety Record

- 4.18 For the purposes of this assessment, Personal Injury Collision (PIC) data has been extracted from the CrashMap database (crashmap.co.uk) for the highway network immediately surrounding the application site, for the most recent five-year review period, ending December 2024.
- 4.19 An extract obtained from the CrashMap database is provided at **Figure 4.1**, which indicates that within the most recent five-year period of PIC data, there has been two recorded collisions on the surrounding roads, which resulted in a slight and serious injuries in severity.

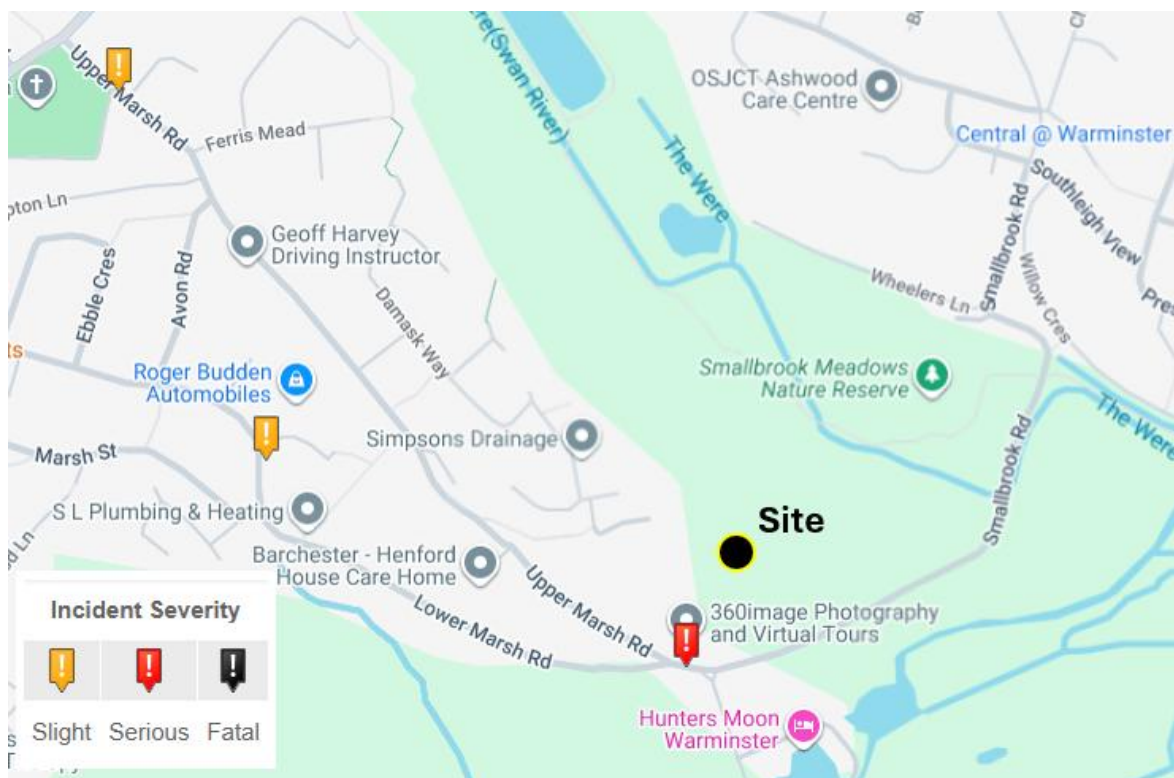


Figure 4.1 Crashmap Plan

- 4.20 A summary of both collisions is provided below, with the full Crashmap reports attached at **Appendix F**.
- 4.21 A serious collision occurred on Upper Marsh Road on the 4th July 2021 at the Upper Marsh Road / Lower Marsh Road junction. The collision involved two vehicles and it appears both vehicles were involved in a head-on collision.
- 4.22 A collision occurred on Upper Marsh Road adjacent to the Glebe Field junction on the 31st August 2022. The collision involved three vehicles and two injuries slight in severity. It appears the cause of the collision was due to a vehicle coming out of the Glebe Field junction, colliding with a vehicle which was proceeding normally along Upper Marsh Road. The collision caused one of the vehicles to collide with a parked vehicle.
- 4.23 On the basis of the above, it is considered that there are no existing highway safety issues within the vicinity of the site, and it is evident that there is not a presence of collisions that might otherwise be suggestive of a deficiency in the layout or geometry of the local highway network. Furthermore, there is no record of any clustering that would suggest there is an existing highway safety issue that could be exacerbated by the development proposals.

5 Site Accessibility and Opportunities for Sustainable Travel

Introduction

- 5.1 This section sets out the context of the site in terms of non-car accessibility. The location of the site means it is very well located to utilise a wide range of existing walking, cycling and public transport facilities and services. There are also extensive facilities and destinations in proximity to the site that would be utilised regularly by future residents and visitors, many of which would not require access to a private car.
- 5.2 When considering overall sustainability, with regards to highways, it is important that a site be accessible for all potential users without resulting in a heavy reliance on travel by car, particularly single occupancy journeys. Within the local context of the site, this can be assessed against the proximity to local services and amenities that residents / visitors may require access to on a daily basis. Equally, it can be assessed based on the access to sustainable (non-car) transport modes, which provide alternative options for travelling to any services or amenities located further afield.
- 5.3 The following section, therefore, reviews the location of these amenities, sustainable transport services and facilities for which future journeys to and from the application site could be utilised.

Local Services and Amenities

- 5.4 There are a wide range of local services and amenities available in Warminster, which includes employment, education, leisure and retail facilities that are within a short walking and cycling distance of the development.
- 5.5 **Table 5.1** provides details of the local services and amenities that may be accessed from the application site via walking or cycling and identifies the approximate distances and journey times by these travel modes. For robustness, the distances and their corresponding journey times have been measured from the centre of the residential element of the site via the nearest proposed active travel access point, measured via the Google Maps Journey Planner, which also accounts for the gradient of the route when undertaking such journeys.



Service / Amenity	Distance (metres/KM)	Walking Time (minutes)	Cycling Time (minutes)
Public Transport			
Avon Road (Bus Stop)	800m	11	3
Highbury Park (Bus Stop)	1.6km	21	6
Warminster Railway Station	2km	26	8
Education			
Sambourne CE VC Primary School	1.1km	15	4
The Avenue Children's Centre Pre School	1.8km	23	6
St John's C of E Primary School	1.8km	24	7
Kingdown School	2.3km	30	9
Recreational / Community / Pubs			
Smallbrook Meadows Nature Reserve	Immediately north of the development site		
Christ Church	1.1km	15	4
Fox & Hounds	1.1km	15	4
Warminster Lake Pleasure Grounds	1.1km	15	4
The Bell & Crown	1.2km	18	5
Warminster Skate Park	1.4km	18	5
Warminster Civic Centre	1.4km	19	5
The Coffee Garden	1.5km	20	6
Retail / Supermarkets			
Morrisons	1.2km	16	4
High Street / Market Place	1.4km	18	5
Waitrose	1.8km	24	7
Lidl	1.8km	24	6
Castlemore Retail Park	1.9km	25	6
Health / Medical / Other			
Harridges Gym	1.4km	19	5
Boots	1.5km	20	6
The Avenue Surgery	1.7km	23	7
Warminster Community Hospital	1.7km	23	6

Table 5.1 Local Facilities and Amenities

- 5.6 **Table 5.1** demonstrates that the development site is within walking distance of a wide range of services that would typically be used by residents on a daily basis. This provides a high-quality foundation upon which the sustainable credentials of the proposed development can be based.
- 5.7 Furthermore, all local amenities identified at **Table 5.1** are located within a suitable walking distance (stipulated as 2km with reference to Manual for Streets) and cycling distance from the development site.

Walking and Cycling

Walking Guidance

- 5.8 Paragraph 4.4.1 of Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised as having a range of facilities within ten minutes walking distance



(around 800m). However, it states that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.

- 5.9 The Institution of Highways and Transportation (now the: Chartered Institution of Highways and Transportation (CIHT)) guidance document 'Providing for Journeys on Foot' (published 2000) suggests an acceptable walking distance of 1km for commuting purposes and a preferred maximum walking distance of 2km.
- 5.10 The IHT guidance document 'Providing for Journeys on Foot' (published 2000) suggests an acceptable walking distance of 1km for commuting purposes and a preferred maximum walking distance of 2km.
- 5.11 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly those under 2km. This is supported by the DfT NTS which found that over the past six years 80% (2019), 82% (2020), 82% (2021), 83% (2022), 81% (2023) and 81% (2024) of trips under a mile (1.6km) are undertaken on foot (NTS0308a).
- 5.12 The information set out within **Table 5.1** demonstrates that there are a wide range of key facilities located within or broadly close to 1.6km of the application site, which presents opportunities for future residents to conveniently walk to / from the application site in accordance CIHT and MfS guidance.

Pedestrian Infrastructure

- 5.13 Warminster has an extensive pedestrian network which the development site seeks to provide a connection to, to ensure walking or cycling become the natural modal choice for future residents to access local facility and amenities set out at **Table 5.1**.
- 5.14 The nearest pedestrian network to the development site is on Damask Way to the west of the site. There is a shared-use path facility on the western site frontage, which acts as a vehicular emergency access to the Damask Way development. The shared-use path provides a south-western access to Upper Marsh Road and a north-eastern route to Damask Way. The shared-use facility is protected with removable boulders on both access points.
- 5.15 The Damask Way shared-use path is presented at **Images 5.1** and **5.2** below.



Images 5.1 and 5.2 Damask Way Shared-use Path

- 5.16 Damask Way is a lightly trafficked residential road with an extensive footway network that provides a route onto the local pedestrian network on Upper Marsh Road and to the footpath that routes through the Warminster Lake Pleasure Grounds that connects to Weymouth Street.
- 5.17 It should be noted that there is no existing footway on Upper Marsh Road along the site frontage. The footway begins on Upper Marsh Road approximately 110m north-west of the site boundary. The footway is located on the northern side of the carriageway initially, which transitions to flanked footways, providing a continuous route to the footways on Deverill Road / Weymouth Street. The Weymouth Street footways routes to the centre of Warminster and the wider pedestrian network.
- 5.18 As part of the development proposals, the site will provide a connection to the Damask Way shared-use facility. Further details are provided at **Section 6** of this report.

Public Rights of Way

- 5.19 The development site is situated within proximity of an extensive local PRoW network. PRoW information have been extracted from the WC online website, which demonstrates the local PRoW network adjacent to the development site, as presented at **Figure 5.1** below.

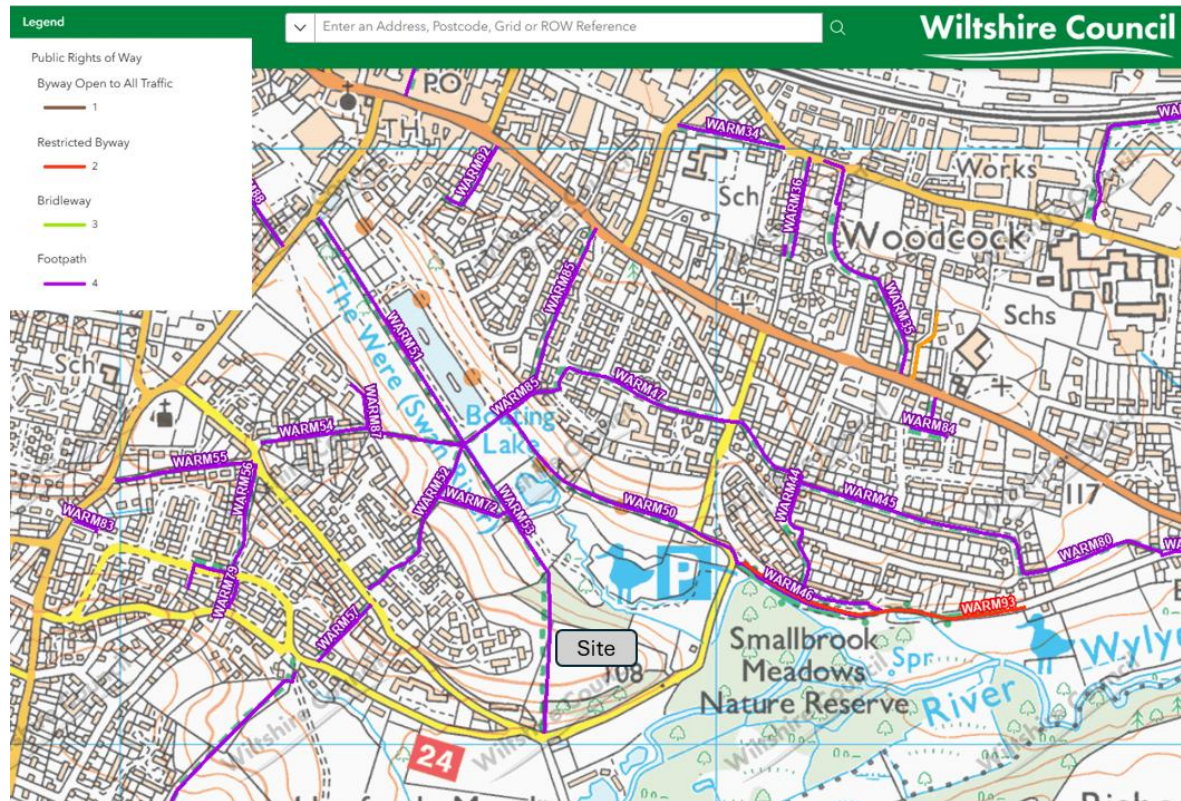


Figure 5.1 PRow Map

5.20 As aforementioned, PRow WARM53 routes through the site is a north-south direction. **Figure 5.1** illustrates how WARM53 provides a connection to a range of different PRow footpaths within the Smallbrook Meadows Nature Reserve and Warminster Lake Pleasure Grounds area.

5.21 **Images 5.3 – 5.6** illustrates the existing conditions of WARM53.



Images 5.3 and 5.4 WARM53 from Smallbrook Road and within the site



Image 5.5 and 5.6 WARM53 PRoW Footpath to the north of the application Site

- 5.22 The local PRoW network provides an excellent provision of walking routes for future residents as an alternative to the Damask Way / Upper Marsh Road footway network to access the local services detailed at **Table 5.1**, or for leisure purposes.
- 5.23 As detailed at **Section 6**, the development site will upgrade the PRoW that routes through the site.

Smallbrook Meadows Nature Reserve Footpath

- 5.24 The local PRoW provides a route to the footpaths within the Smallbrook Meadows Nature Reserve, which are presented at **Images 5.7 and 5.8** below. This provides additional leisure routes for future residents within proximity of the development site.



Images 5.7 and 5.8 Smallbrook Meadows Nature Reserve Gravel Path

Cycling Guidance

- 5.25 Cycling has the potential to substitute for short car trips, further facilitating sustainable travel, particularly those trips under five miles (8km) and trips of 30 - 40 mins are considered

acceptable for commuting purposes. The Department for Transport (DfT) National Travel Survey (NTS) 2024 (Table NTS0303d) notes that the average cycle trip is approximately 3.3 miles (5.3km) whilst the growth of electric bikes is also increasing the propensity to cycle, the distances people are cycling and reducing journey times.

- 5.26 The Local Transport Note 1/20: Cycle Infrastructure Design, (LTN 1/20) produced by the DfT in July 2020, states the following at paragraph 2.2.2:

“Two out of every three personal trips are less than five miles (8km) in length, an achievable distance to cycle for most people.”

- 5.27 It is therefore considered, and substantiated by DfT findings, that facilities and amenities within five miles, or 8km, of the application site are within an acceptable cycling distance.
- 5.28 From the development site, the entirety of Warminster is well within a 8km cycling distance, providing future residents and visitors the opportunity to cycle to/from the site, and to local services and amenities.

Cycle Infrastructure

- 5.29 The development site is located within proximity of national cycling infrastructure.
- 5.30 **Figure 5.2** illustrates the local cycle network based on information extracted from the Walk Wheel Cycle Trust website.

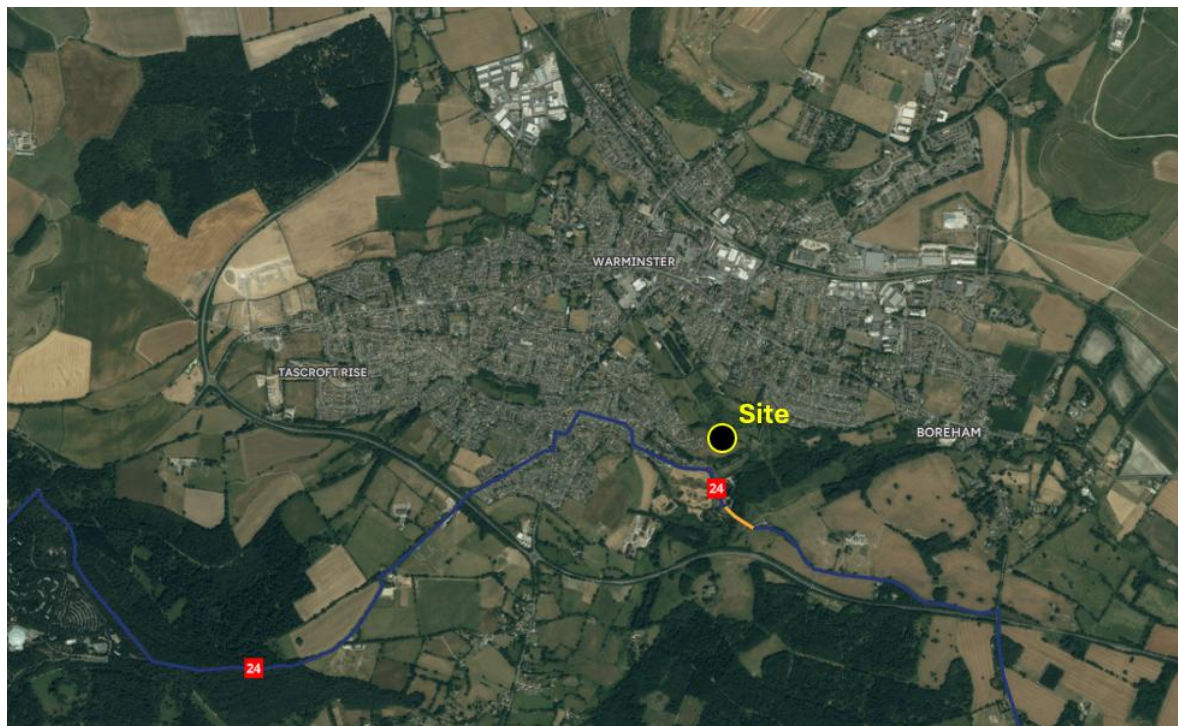


Figure 5.2 Local Cycle Network (extracted from the Walk Wheel Cycle Trust website)

- 5.31 As presented at **Figure 5.2**, the site is within proximity of the National Cycle Route 24 (NCR24), which provides a western route to Frome, Radstock and Bath, and an eastern route to Salisbury and Southampton.

- 5.32 Furthermore, the site is within proximity of local and regional cycle routes as depicted from the extracted plan from OpenCycleMap.Org at **Figure 5.3**.

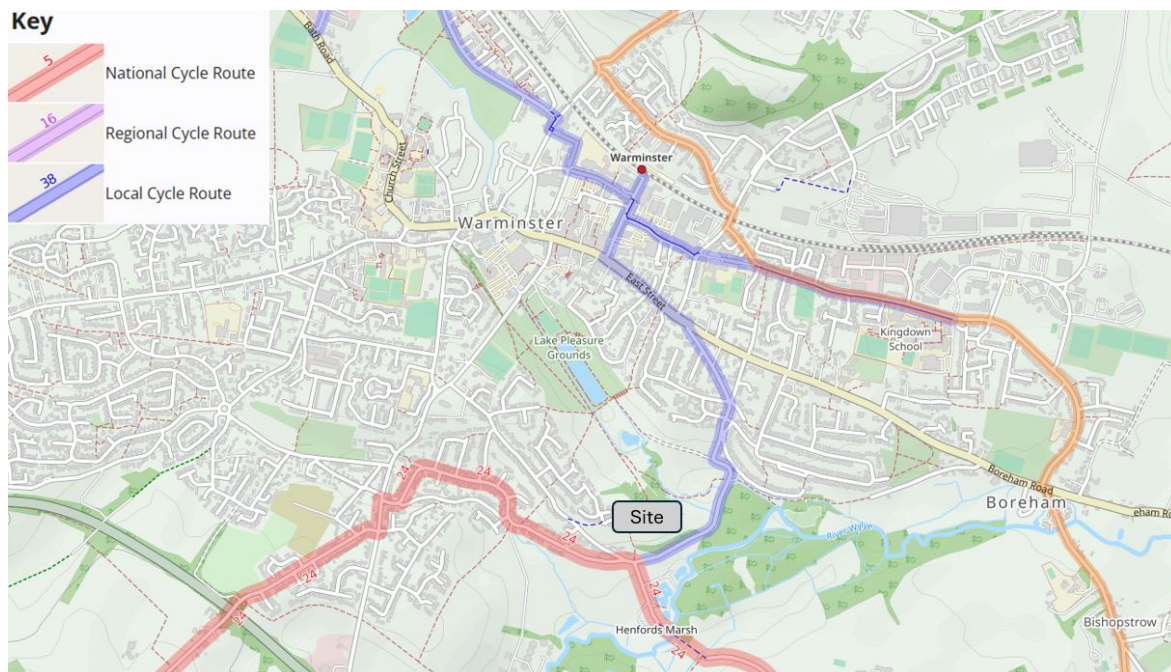
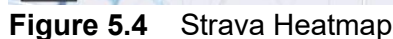


Figure 5.3 Local Cycle Network (extracted from OpenCycleNetwork.Org)

- 5.33 As presented at **Figure 5.3**, there is a local cycle route that routes to the east and northeast of the site via Smallbrook Road, that provides a connection to the B3414 and the centre of Warminster.

STRAVA Heatmap

- 5.34 To substantiate the assertion that the local highway and cycle network is suitable for cycling, a heatmap has been sourced from the online exercise platform Strava that illustrates the level and preferred route of cycling in the local area.
- 5.35 Evidence of cycling activity is demonstrated by the STRAVA heatmap in **Figure 5.4**, which highlights popular cycling routes based on GPS activity tracking. STRAVA is an internet service that tracks physical exercise, predominantly cycling and running, using GPS data. The GPS data is stored in a database which allows STRAVA users to visually see the extent that routes and roads are used by other users in the form of heatmaps. The data is updated monthly.
- 5.36 The STRAVA heatmap indicates the more frequently used routes, by STRAVA users, on a white (frequently used) to blue (scarcely used) scale. An extract of the Strava heatmap is provided in **Figure 5.4** which demonstrates that the local highway network is used by cyclists when travelling in the local area, illustrating its suitability to accommodate cyclists.



Public Transport

5.38 The nearest bus stop to the site is the Avon Road bus stop, which is located approximately 650m from the centre of the site.

5.39 The Avon Road bus stop is located on Avon Road adjacent to the junction with Upper Marsh Road. The bus stop has no notable bus stop infrastructure. The Avon Road bus stop is served by the 50 bus service, which provides a circular route around Warminster.

5.40 Additional bus services are available from bus stops on the B3414 Boreham Road, which include the Highbury Park (eastbound) and Esso Garage (westbound) stops, located approximately 1.5km and 1.6km from the centre of the site. These bus stops are serviced by the D1, 24 and 57 buses.

5.41 A summary of the local bus services available from both bus stops are provided at **Table 5.2.**



Service	Bus Stop	Route	Days	First Service	Approx/ Frequency	Last Service
D1	Highbury Park	Warminster – Westbury – Trowbridge – Bradford-on-Avon – Bath	M-F	06:33	Hourly	19:50
			Sat	06:25	Hourly	19:41
			Sun	08:25	Hourly	17:34
	Esso Garage	Bath – Bradford-on-Avon – Trowbridge – Westbury – Warminster	M-F	06:41	Hourly	19:58
			Sat	06:33	Hourly	19:49
			Sun	08:32	Hourly	17:41
24	Esso Garage (Northbound)	Salisbury – Warminster – Frome	M-F	07:47	Every 2 Hours	19:39
			Sat	09:36	Every 2 Hours	18:41
			Sun	No Services		
	Esso Garage (Southeast)	Frome – Warminster – Salisbury	M-F	07:20	Every 2 hours	17:55
			Sat	07:40	Every 2 hours	18:06
			Sun	No Services		
50	Avon Road	Warminster Town Service	M-F	07:35	Hourly	17:21
			Sat	08:17	Hourly	17:16
			Sun	No Services		
57	Esso Garage (Southeast)	Warminster - Deverills - Mere	M-F	09:55	3 Times a Day	13:31
			Sat	09:55	3 Times a Day	14:30
			Sun	No Services		
	Esso Garage (Northbound)	Gillingham Station - High Street - St John's Road - Market Place	M-F	08:59	3 Times a Day	10:49
			Sat	10:02	2 Times a day	12:02
			Sun	No Services		

Table 5.2 Summary of Local Bus Services

5.42 The D1 provides hourly services to prominent local destinations, such as Westbury, Trowbridge, Bradford on Avon, and Bath. However, both the Highbury Park and Esso Garage bus stops are beyond a reasonable walking distance. Thus, it is not envisioned that the D1 bus service will form a realistic alternative to travelling by car for commuting purposes.

5.43 Generally, 400m is considered a suitable walking distance to a bus stop, whilst the site is slightly in excess of this, it was previously considered acceptable for application ref: 17/12348/OUT. If considered necessary by WC, the opportunity to provide additional bus stops nearer to the site could be investigated or a contribution to improvements to existing stops could be provided to make these more attractive for public transport users.

Rail Services

5.44 Warminster Railway Station is located approximately 1.8km from the centre of the site. The station is on the Wessex Main Line and provides a direct service to a range of prominent

locations, such as Bristol Temple Meads, Bath Spa, London Waterloo, Salisbury, Cardiff Central, and Portsmouth Harbour.

5.45 The station has 16 cycle parking spaces, which are sheltered with CCTV in operation.

5.46 **Table 5.3** sets out a summary of destinations, frequency and journey times from the Warminster Railway Station.

Destination	Frequency	Fastest Journey Time
Bath Spa	Twice per hour	33 minutes
Bristol Temple Meads	Twice per hour	49 minutes
Trowbridge	Twice per hour	15 minutes
Frome	Hourly	20 minutes
London Paddington	Three per hour	1h 50 minutes (one change)

Table 5.3 Train Services Information from Warminster Railway Station

5.47 Warminster Station provides frequent and direct train services to prominent local destinations such as Bath, Bristol and Trowbridge, which have a wider range of additional employment, leisure, retail and educational opportunities. Thus, it is envisioned that multi-modal trips via Warminster Station would likely provide an attractive form of travelling for future residents, and a realistic alternative to travelling via single occupancy car.

DfT Connectivity Tool Assessment

5.48 The DfT Connectivity Tool was released for public use in December 2025. The Connectivity Tool Lite combines transport and land use data to generate a national measure of connectivity of any location in England and Wales.

5.49 The website states that the overall connectivity score is the primary guide to understanding how connected a particular place or development site is. This takes into account access to all destinations included in the connectivity score by public transport, walking and cycling.

5.50 The Connectivity Tool Lite does not currently take into account the quality of walking, cycling or public transport routes, e.g., aspects such as footway presence, footway width, surface type, and lighting. The outputs of the score therefore should always be contextually appraised using local knowledge / evidence and having regard to other material considerations, as set out in detail within the Sections above.

5.51 The Connectivity Tool Lite also establishes the relative connectivity within the local authority area, showing the Local Authority Band. As set out within the Guidance Glossary, the Local Authority Band presents “a method of better understanding score differences across a local or combined authority area, by dividing each local authority into ten bands from A (high scoring) to J (low scoring)... Each band represents approximately one-tenth of that local authority or combined authority’s area”.

5.52 The Connectivity scores are extracted and shown in **Figure 5.5** (Connectivity Score) and **5.6** (Local Authority Band) below, with the grid square associated with the site’s primary access highlighted.

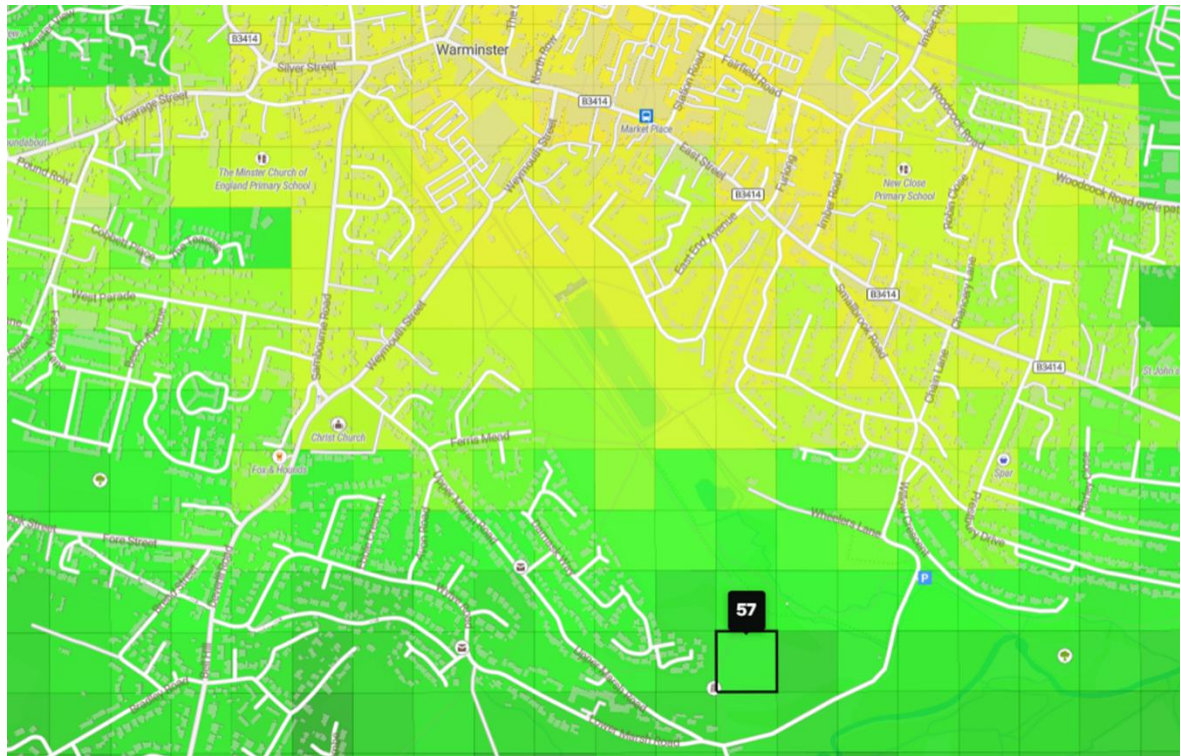


Figure 5.5 DfT Connectivity Score

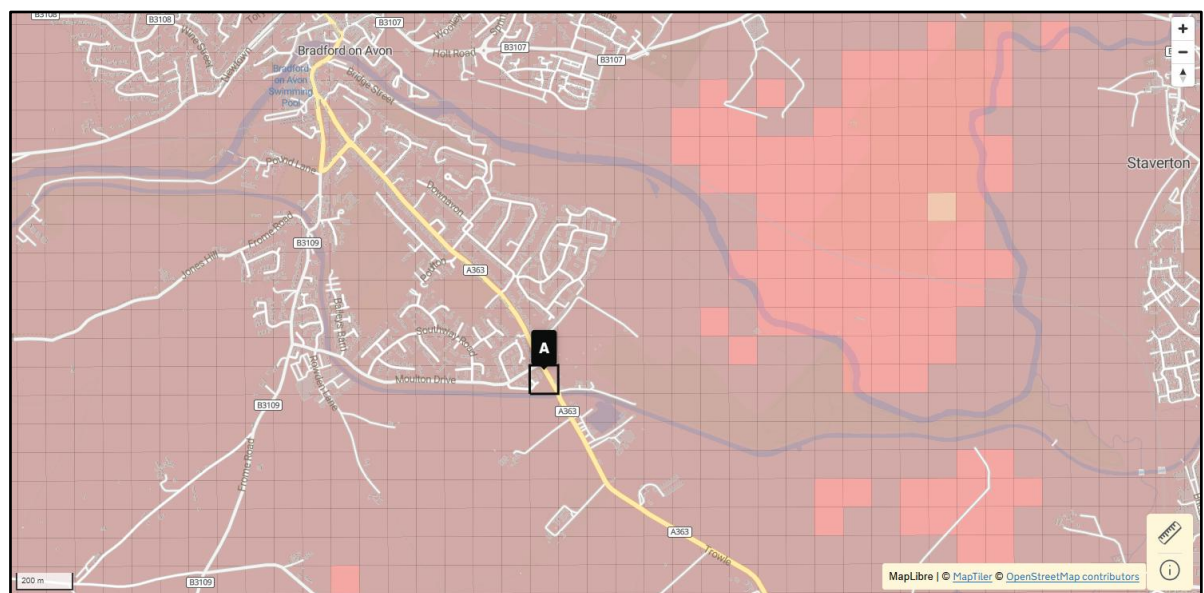


Figure 5.6 DfT Connectivity Score - Local Authority Band

- 5.53 Comparing the grid squares and tiles with the proposed residential area of the masterplan, the site lies entirely within **Local Authority Band A**, with Connectivity Scores ranging between 44 – 58.
- 5.54 Taking the primary access tile (highlighted above, Square ID: 387750_144150) as an indication for the site, the downloaded score breakdown report can be found at **Appendix G**. The connectivity analysis demonstrates that the site:



- a) Lies within an area that scores 'slightly above average' nationally for overall connectivity;
- b) It is in the top 40% (Band D) nationally for travelling on foot, cycling and public transport;
- c) Is in the top 10% (Band A) in the Wiltshire Local Authority for connectivity by walking, public transport, and cycling; and
- d) It is also in the top 10% (Band A) in the Wiltshire Local Authority for connectivity to all types of destinations (Education, Leisure, Health, Shopping, Residential and Workplaces).

5.55 To summarise, from a national perspective the site has an above average connectivity score to travel via active travel modes and public transport. Furthermore, when compared with other locations within the Wiltshire Local Authority area, the site is within the top 10% for connectivity to travel via active travel modes and public transport. This demonstrates that the application site is one of those most sustainable locations within the Wiltshire Local Authority for connectivity to all types of destinations via active travel and public transport modes. The development site is therefore considered to be one of the most sustainable locations within Wiltshire from a transport perspective.

Summary

- 5.56 The site is sustainably located with a wide range of services, facilities, and amenities within acceptable walking and cycling distance from the site. Prospective residents and visitors of the application site will be afforded the opportunity to travel by active and sustainable methods (i.e., public transport, cycling, walking, etc.) for leisure activities and other necessary trips required on a day-to-day basis.
- 5.57 In assessing the site's connectivity, using the DfT Connectivity Tool, the site lies within the top 10% for walking, cycling and public transport within Wiltshire. This illustrates the sustainable nature of the development location from a transport perspective.
- 5.58 In summary, the application site is considered to be well located in terms of being able to offer a range of active and sustainable travel choices to future residents and visitors, as an alternative to travel from the site by private car.

6 Proposed Development

Introduction

- 6.1 The proposed development comprises an outline application for up to 49 residential dwellings, which will include a mixture of private and affordable dwellings. The development description is as follows:

“Outline planning permission for residential development of up to 49 dwellings with associated access, parking, internal roads, public open space, landscape planting, ground level re-profiling and associated infrastructure and works. All matters reserved except for access.”

- 6.2 The schedule of accommodation and the percentage of affordable housing will be confirmed at the Reserved Matters (RM) stage.
- 6.3 The site layout plans are presented at **Appendix H**.

Vehicular Access Strategy

- 6.4 Vehicle access to the development site will be provided in the form of a simple priority access junction from Upper Marsh Road.
- 6.5 The vehicular access arrangement mirrors the arrangements proposed in the extant 17/12348/OUT application, which was agreed and approved by WC.
- 6.6 The proposed access junction has been designed to comprise a 5.5m wide carriageway to ensure that all vehicle types that would visit the site can be accommodated.

Visibility Assessment

- 6.7 Any new or intensified vehicle access should be reviewed and justified as being able to provide visibility splays in accordance with the relevant national guidance i.e., Manual for Streets (MfS) & Manual for Streets 2 (MfS2), DMRB or local guidance as appropriate. In this instance, given the recorded speeds along the site frontage on Upper Marsh Road, which is presented at **Table 4.1**, MFS guidance has been utilised.
- 6.8 Visibility of 2.4m x 43m are achievable to the east and west within the site and extent of the adopted highway, as presented on the access drawing provided at **Appendix I**.
- 6.9 The visibility assessment is based on the recommended parameters contained within MfS2 and measured from the centreline of the proposed site access at a point 2.4m back from the give way line.

Active Travel Access Strategy

- 6.10 Active travel connectivity will be key to deliver an integrated, sustainable community and will ensure that the range of local facilities presented in the previous section are easily accessible from the site by active travel modes.



- 6.11 As established in **Section 5**, the key desire line for future residents to access local facilities and amenities is primarily to the north of the development site. Thus, it is essential that the proposed development is well connected to the existing local active travel network.
- 6.12 The main pedestrian access to the site will be provided by providing a connection to the existing shared-use path / emergency access on Damask Way. It is proposed to provide a footpath connection to the shared-use facility which will connect internally to the internal pedestrian network.
- 6.13 The proposed footway connection will connect future residents to the local pedestrian network on Damask Way. The proposed pedestrian connection is presented on the site layout plans at **Appendix H**.
- 6.14 The proposed vehicular access will provide on-road cycling access to the site.
- 6.15 It is recognised within the Draft LCWIP, Route 9 which routes along Deverill Road / Weymouth Street is in proximity to the site. Therefore a proportionate contribution could be agreed from the development proposals towards the delivery of this route, which would benefit both existing and future residents in the area.

PRoW Connections

- 6.16 Access to the WARM53 PRoW footpath will be retained and upgraded as part of the development proposals.
- 6.17 As mentioned in **Section 5**, the WARM53 PRoW footpath routes through the development site in a north-south alignment. As part of the development proposals as illustrated in the illustrative layout plans at **Appendix H**, it is envisioned that PRoW route will be retained and realigned, so it aligns with the local internal pedestrian network. However, it should be noted that all internal plans will be decided during the RM stage.

Internal Site Layout

- 6.18 The illustrative layout plan is presented at **Appendix J**. The masterplan seeks to accord with Manual for Streets and relevant local guidance, and these principles will inform the development of the detailed layout submitted as part of a RM application in due course.
- 6.19 The masterplan prioritises pedestrians and cyclists to ensure that direct routes are provided through the site to the access points identified above. This will help to promote the use of active and sustainable modes of travel to nearby services and facilities.
- 6.20 All infrastructure will be designed in accordance with LTN 1/20 standards, ensuring adequate width, segregation where appropriate, and usability for all. Routes will be designed with consideration for pedestrians, cyclists, and users of mobility aids.
- 6.21 Whilst the internal site layout is a matter reserved for future consideration; however, a high-level review of the proposed layout has been undertaken.

Design Compliance

- 6.22 The Wiltshire Design Guide (WDG) sets out the design principles primarily for major housing and mixed-use developments located in Wiltshire.



6.23 The WDG was formally adopted by WC on 25th March 2024. The WDG sets out the approach to appreciating context and focusing on what is important in design and place-shaping will ensure future development makes a positive contribution to the physical character and heritage of Wiltshire and to the livelihood of its communities.

6.24 Section 5.0 in the WDG covers Movement. WC states at the chapter opening that:

“Wiltshire Council’s priority is to provide a well designed and connected network that gives people the maximum choice in how to make their journeys. Active travel is an important part of the picture.”

6.25 Expectation: Prioritising Active Travel.

“In well-designed larger schemes, people should not need to rely on the car to access local facilities such as shops, schools, public amenities and the natural environment. An important design objective is to make key movement routes to these destinations direct, legible, safe and attractive to pedestrians and cyclists; the design of the built form along them should deliver this.

New developments should provide walking and cycling connections within the site and between the site and any existing or emerging networks.

Applicants will be expected to create a comprehensive network of green routes or green corridors to facilitate the uninterrupted movement of people and wildlife.”

6.26 Expectation: Facilitating Public Transport Use

“Masterplans and layouts should recognise the potential requirement for wider space for buses, in conjunction with dedicated cycle routes, on street parking and wider tree-lined footways. Consider including cycle parking, electric cycle and scooter charging facilities at bus stops. This is of particular importance at well used bus stops and bus stops that serve large catchment areas.”

6.27 The WDG will form the basis of the detailed site layout plans at the RM stage.

Servicing and Emergency Access

6.28 The internal layout will be designed to accommodate the typical servicing and delivery requirements of residential developments.

6.29 It is envisaged that residents will not be required to carry bins a distance exceeding 30m whilst bin operatives will not be required to carry any bin a distance greater than 10m, in accordance with MfS guidance and WC’s Waste Storage and Collection Guidance for Developers Supplementary Planning Document. The layout will be designed to give consideration to two-way vehicles movements between an estate car and the local district refuse vehicle, and where this is not achievable suitable inter-visibility will be provided.

6.30 The internal layout will also be designed to ensure a fire appliance can safely access the entirety of the development and the fire hose can get within 45m of the furthest point of each residential dwelling, in accordance with Building Regulations 2010 Approved Document Part B (amended 2022).



Swept Path Analysis

- 6.31 At the RM stage of the project, swept path analysis will be undertaken to demonstrate that the internal layout may safely and suitably accommodate two-way movement between two estate cars, an estate car and a refuse vehicle, as well as to demonstrate that a fire tender may safely and suitably be accommodated within the internal layout and perform all necessary internal manoeuvres.

Parking

Car Parking

- 6.32 The confirmed level of car and cycle parking provision proposed is to be identified as part of a future RM application, however it is expected that the level of provision will accord with the relevant adopted policy set out by WC.
- 6.33 WC have set out their car parking strategy within the Wiltshire LTP4. However, it is understood that the WC parking standards have not updated within the LTP4 document. Thus, it is understood that the following minimum parking standards are still applicable:
- a) 1 space per 1-bedroom unit;
 - b) 2 spaces per 2-3-bedroom unit;
 - c) 3 spaces per 4+-bedroom unit; and
 - d) 0.2 unallocated spaces for visitors.
- 6.34 The relevant parking standards will be referenced in the detailed development of the layout plans at the RM stage.

Electric Vehicle Provision

- 6.35 Paragraph 117 of the NPPF states that developments should “be designed to enable charging of plug-in and other ultra-low emission vehicles” whilst Building Regulations 2010 S (2021) guidance states that access to an active EV charging point must be provided.
- 6.36 EV Charging Points will also be designed and provided in accordance with Building Regulations 2010 - Infrastructure for the charging of electric vehicles - Approved Document part S (2021 edition).
- 6.37 The proposed EV charging bays will also be reviewed against the adopted WC standards during at the RM stage.

Cycle Parking

- 6.38 Cycle parking will be also be provided in line with the relevant WC cycle parking standards at the reserved matters stage. The current cycle parking standards are set out in the WC LTP3, which are presented below:
- a) 1 covered space per bedroom for up to 3-bedroom dwellings;
 - b) 3 covered spaces per unit for 4-bedroom dwellings;
 - c) 4 covered spaces per unit for 5-bedroom dwellings; and
 - d) 1 visitor space per 20 bedrooms.

7 Forecast Trip Generation

General

- 7.1 When considering a residential development, it is generally accepted that the critical periods in terms of traffic impact on the adjacent highway network are the weekday AM and PM peak hours, when traffic flows associated with the development combined with the traffic flows on the adjacent highway network are at their greatest. It follows that should the impact of development traffic on the local road network be considered acceptable during these periods then it would also be acceptable during other, less busy, periods of the week.
- 7.2 This section presents details of the trip rates and resulting trip generation calculations.

Trip Generation

- 7.3 To assess the trip generation associated with the proposed residential development, trip rates have been derived from the TRICS (version 8.25.12) database. As the application is outline and the housing mix currently unknown, sites for privately owned housing have been used to provide a robust assessment.
- 7.4 Available TRICS sites were filtered to provide a compatible assessment to that proposed, based on the following criteria:
- a) Site for 'Residential – Houses Privately Owned';
 - b) Sites located in England (excluding Greater London), Scotland and Wales;
 - c) Weekday surveys, where impact of the proposed development would be greatest;
 - d) Site between 20 – 60 units; and
 - e) Sites in 'Edge of Town' and 'Suburban' locations.
- 7.5 The TRICS multi-modal assessments are attached at **Appendix J**.
- 7.6 Based on sites with similar site characteristics within the TRICS database, a multi-modal assessment has been undertaken, which are set out in **Table 7.1**.



Time Period	Trip Rates (per dwelling)			Trip Generation (49 dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Total People						
AM Peak (08:00-09:00)	0.306	0.961	1.267	15	47	62
PM Peak (17:00-18:00)	0.707	0.446	1.153	35	22	56
Daily (07:00 – 19:00)	5.082	5.174	10.256	249	254	503
Total Vehicles						
AM Peak (08:00-09:00)	0.204	0.463	0.667	10	23	33
PM Peak (17:00-18:00)	0.399	0.252	0.651	20	12	32
Daily (07:00 – 19:00)	2.94	2.986	5.926	144	146	290
Cyclists						
AM Peak (08:00-09:00)	0.001	0.011	0.012	0	1	1
PM Peak (17:00-18:00)	0.013	0.005	0.018	1	0	1
Daily (07:00 – 19:00)	0.066	0.069	0.135	3	3	7
Pedestrians						
AM Peak (08:00-09:00)	0.06	0.201	0.261	3	10	13
PM Peak (17:00-18:00)	0.115	0.084	0.199	6	4	10
Daily (07:00 – 19:00)	0.943	0.937	1.88	46	46	92
Public Transport Users						
AM Peak (08:00-09:00)	0	0.022	0.022	0	1	1
PM Peak (17:00-18:00)	0.009	0.002	0.011	0	0	1
Daily (07:00 – 19:00)	0.087	0.075	0.162	4	4	8

Table 7.1 Trip Rates and Estimated Trip Generation

Total Vehicle

- 7.7 The proposed development is forecast to generate 33 two-way trips during the AM peak hour and 32 trips during the PM peak hour. The forecast vehicular trips have been distributed across the local highway network in **Section 8**. Furthermore, the impact of development trips on Upper Marsh Road is provided at **Section 9**.

Active Travel Trips

- 7.8 The proposed development is forecast to generate 13 and 10 two-way journeys on foot during the AM and PM peak hours, respectively. Furthermore, the site is forecast to generate 92 daily trips across a 12-hour profile between 7am-7pm.
- 7.9 The proposed development is forecast to generate a single cycle trip in both the AM and PM peak hours, with an estimated seven daily two-way cycle trips.

Extant Trips

- 7.10 It should be noted that no net trip assessment has been conducted that takes into account of the forecast development trips of the extant approved 17/12348/OUT development for up to 28 dwellings.
- 7.11 The agreed trip generation for the approved 28 dwellings have been extracted from the March 2018 TS, as presented at **Figure 7.1**.

Hour Starting	Arrive	Depart	2-Way
07:00	2	8	10
08:00	4	11	15
09:00	4	5	9
10:00	4	4	8
11:00	4	4	8
12:00	4	4	8
13:00	4	4	8
14:00	4	5	9
15:00	7	5	12
16:00	7	4	11
17:00	9	4	13
18:00	7	4	11
Totals	60	62	122

Table 8: Trip Predictions from TRICS

Figure 7.1 17/12348/OUT Agreed Trip Generation for 28 Dwellings

- 7.12 As presented at **Figure 7.1**, the approved and extant 17/12348/OUT development for 28 dwellings was forecast to generate 15 and 13 two-way trips in the AM and PM peak hours.

Summary

- 7.13 This section has set out the forecast multi-modal trip generation for the proposed residential development for up to 49 dwellings.



7.14 The forecast trip generation assessment is considered to be extremely robust due to the following considerations:

- a) It is based on the maximum number of dwellings the site is expected to be capable of accommodating at this stage (noting that the application is outline and the numbers may reduce in the subsequent RM applications to follow);
- b) The forecast trip generation is based on all houses being private, which typically attracts a higher trip rate than affordable dwellings;
- c) No net trip assessment has been conducted with the extant approved 17/12348/OUT application for up to 28 dwellings;
- d) Does not take into account the increase in working from home and flexible working embedded in travel behaviour since the COVID-19 pandemic; and
- e) Does not take into account the wider travel behaviour changes, such as those identified in Section 5 of TRICS Decide & Provide Guidance (2021).

7.15 Paragraph 115 of the NPPF states that development should only be prevented or refused on highway grounds where there will be an unacceptable impact on highway safety or a severe residual cumulative impact on the road network. It has been demonstrated that the level of development traffic would not have a severe impact.



8 Vehicular Trip Distribution and Assignment

Trip Distribution

- 8.1 The distribution of development trips onto the local highway network has been assessed based on the 2011 Census Journey to Work Travel data.
- 8.2 The car driver method of 'travel to work' from the DataShine Travel to Work (From Here) Flows interactive map have been used to distribute traffic from the proposed site onto the local highway network.
- 8.3 The interactive flow maps on DataShine demonstrate the locations of people that travel from home to work within the Middle Super Output Area (MSOA) Wiltshire 044 which the site is situated within. Within this data, the exact number of those travelling from MSOA Wiltshire 044 from home to work are set out.
- 8.4 Journeys to each surrounding MSOA from MSOA Wiltshire 044 for employment purposes that attract 10 or more vehicle trips have been considered, which provides distribution data for 37 MSOA locations, totalling 2,028 vehicle journeys and is a robust assessment.
- 8.5 It should be noted that vehicle journeys categorised as 'No fixed place' have been excluded from the calculations.
- 8.6 In order to distribute the development trips onto the local highway network from Rebecca Road, which is to serve the site, the quickest route from all 35 MSOAs from MSOA Wiltshire 044 have been reviewed using Google Maps, with the resulting distribution split along the local highway network.
- 8.7 The forecast vehicle trip distribution from the site within the immediate local area of the site is identified at **Table 8.1**.

Junction	Development Traffic Split Distribution
Site Access / Upper Marsh Road	100%
Upper Marsh Road / Deverill Road	88%
Deverill Road / Sambourne Road	70%
B3414 Silver Street / Sambourne Road / B3414 George Street	49%
Weymouth Street / B3414	18%
Upper Marsh Road / Lowe Marsh Road	12%
B3414 / Prestbury Drive	12%

Table 8.1 Development Vehicle Trip Distribution

- 8.8 **Table 8.1** establishes that the forecast turning movements from / to the site access are as follows:



- Northwest towards Deverill Road – 88%
- Southeast towards Smallbrook Road – 12%

Trip Assignment

- 8.9 The forecast vehicle trips during the morning and evening highway peak periods, identified within **Table 7.1**, have been calculated against the distribution split identified in **Table 8.1** to determine the trip assignment at each junction along the local highway network, identified at **Table 8.2**.

Route	Trip Assignment	
	AM Peak Period (08:00 – 09:00)	PM Peak Period (17:00 – 18:00)
Site Access / Upper Marsh Road	33	32
Upper Marsh Road / Deverill Road	29	28
Deverill Road / Sambourne Road	23	22
B3414 Silver Street / Sambourne Road / B3414 George Street	16	15
Weymouth Street / B3414	6	6
Upper Marsh Road / Lowe Marsh Road	4	4
B3414 / Prestbury Drive	4	4

Table 8.2 Development Vehicle Trip Assignment

- 8.10 The full distribution calculations are attached at **Appendix K**.

Summary

- 8.11 The distribution assignment conducted in this Section is based on a worst-case trip generation undertaken in **Section 7**, which has not undertaken a net trip assignment of the extant approved planning permission, nor does it take into account of changes in driver behaviour or working from home arrangements. Thus, the trip generation assessment is considered extremely robust.
- 8.12 Based on the above, no junction capacity modelling assessments will be conducted on any junctions within the study area. However, for the purpose of being robust, capacity modelling assessment have been conducted on Upper Marsh Road within proximity of the proposed site access. Further details are provided at **Section 9**.

9 Capacity Modelling

Introduction

- 9.1 This section of the report sets out the capacity modelling assessment conducted on Upper Marsh Road.
- 9.2 The forecast trip generation of the proposed development across the AM and PM peak hours has been demonstrated at **Section 7** and distributed along the local highway network at **Section 8**.
- 9.3 No junction capacity modelling has been undertaken due to the extremely robust nature of the forecast trip generation assessment. However, to be robust, capacity modelling has been undertaken to assess the impact of development traffic on Upper Marsh Road within vicinity of the proposed site access junction.

Base Traffic Flows

- 9.4 As aforementioned at **Section 4**, ATC survey data was conducted on Upper Marsh Road between Wednesday 7th May – Tuesday 13th May 2025. Full ATC survey is provided at **Appendix E**.

Assessment Hours and Scenarios

- 9.5 The traffic impact of the proposed development will be assessed during the network AM Peak hour (08:00 – 09:00) and the PM Peak hour (17:00 – 18:00).
- 9.6 With reference to the below information, future year traffic flow scenarios have been developed for the high-level modelling assessment.
 - a) **Scenario 1** – 2026 Existing Traffic Flows (TEMPro Growth Factor Applied);
 - b) **Scenario 2** – 2031 Opening Year Reference Case (TEMPro Growth Factor Applied); and
 - c) **Scenario 3** - 2031 Opening Year Test Case (TEMPro Growth Factor + Development Traffic).

Forecast Traffic Growth

- 9.7 To account for forecast traffic growth on the network between the survey dates and the 2031 opening year scenario, traffic growth factors have been calculated utilising TEMPro 8.1 data (NRTP 2022 Core dataset) for the 'Wiltshire 044' area based on 'All Roads'. These growth rates are then applied to the surveyed traffic flows to generate future baseline scenarios. The TEMPro growth period used is presented at **Table 9.1** below:

Growth Period	TEMPro Growth Rate	
	AM Peak	PM Peak
2025 – 2026	1.013	1.0128
2026 – 2031	1.0548	1.0563

Table 9.1 TEMPro Growth Factors

Capacity Modelling Methodology

Baseline Context

- 9.8 As described at **Section 4**, Upper Marsh Road is a two-way single road. However, road widths are narrow in some sections and restricts the two-way movements of vehicles.
- 9.9 Upper Marsh Road is a low-trafficked road which is predominantly used by local residents, with limited through traffic. The low-traffic nature of Upper Marsh Road is demonstrated at **Table 9.2** below.
- 9.10 Based on the ATC survey data conducted in May 2025 (**Appendix E**), the average weekday flows and the corresponding average number of cars per minute & every 10 minutes during the network AM and PM peak hours are presented at **Table 9.2**.

Direction	AM Peak Hour			PM Peak Hour		
	Average Weekday Flows	Average Number of Cars Per Minute	Average Number of Cars Every 10 Minutes	Average Weekday Flows	Average Number of Cars Per Minute	Average Number of Cars Every 10 Minutes
Eastbound	30.8	0.5	5.1	20.8	0.3	3.5
Westbound	13.4	0.2	2.2	10.4	0.2	1.7
Total	44.2	0.7	7.4	31.2	0.5	5.2

Table 9.2 Upper Marsh Road ATC Flows

- 9.11 **Table 9.2** demonstrates that an average of 7.4 and 5.2 two-way vehicle movement occurred every 10 minutes during the AM and PM peak hours, respectively, which is less than one vehicle per minute.
- 9.12 Thus, it can be established that the baseline traffic flows on Upper Marsh Road is low and the likelihood of two-way vehicles occurring the simultaneously is also low.

Impact of Development Flows

- 9.13 As set out at **Table 7.1**, it is forecasted that 33 and 32 two-way development vehicles will be generated by the development site during the AM and PM peak hours, respectively. It should be reminded that these are extremely robust forecasts to assess worst-case scenarios. The actual two-way vehicle movements from the development site will likely be lower.
- 9.14 The forecast distribution assessment conducted at **Section 8** established that the vast majority of development trips will route to / from the northwest of the site, as presented at **Table 8.1**.
- 9.15 To assess the impact of the forecast of development traffic on Upper Marsh Road within vicinity of the proposed site access, further assessments utilising Junctions 11 (J11) has been undertaken via the Lane Simulation mode.

Lane Simulation

- 9.16 To account for the existing road layout on Upper Marsh Road, a section of the road has been subject to a 'Lane Simulation' assessment on J11, which assesses the forecast queues and delays with development traffic on the network against background traffic.
- 9.17 The Lane Simulation mode runs the model assessment 50 times to provide an average result. The approach to modelling does not provide an RFC output and instead provides a Level of Service (LOS) value, alongside Queue and Delay. LOS is a measure of the average delay per arriving vehicle at the junction based on queuing delay. LOS ranges from Level A, 'free flow', through to Level F, 'forced or breakdown flow'. It is considered that an LOS of A - C is acceptable in terms of operational capacity whilst an LOS of D – F represents a concern.

Lane Simulation Results

- 9.18 The results of the capacity modelling are set out in **Table 9.1** below, with the full outputs of the junction modelling are included in **Appendix L**.

	AM Peak			PM Peak		
	Mean Maximum Queue	Average Delay Per Vehicle	LOS	Mean Maximum Queue	Average Delay Per Vehicle	LOS
2026 Base						
Upper Marsh Road (West)	0.1	11.71	B	0.1	11.07	B
Upper Marsh Road (East)	0	1.12	A	0	0.71	A
2031 Base (Opening Year)						
Upper Marsh Road (West)	0.1	11.77	B	0.1	11.35	B
Upper Marsh Road (East)	0	1.44	A	0	0.92	A
2031 Base (Opening Year) + Development Flows						
Upper Marsh Road (West)	0.3	15.6	C	0.2	13.84	B
Upper Marsh Road (East)	0	3.34	A	0	2.17	A

Table 9.1 Summary of Lane Simulation Assessment

- 9.19 The results presented at **Table 9.1** demonstrates that the addition of development traffic on Upper Marsh Road will increase average delays, especially in the AM peak hours, which has decreased the LOS from B to C. Despite the increase in average delays, the increases are considered minimal.
- 9.20 The forecast flows on Upper Marsh Road in the '2031 Base (Opening Year) + Development Flows' (Scenario 3 – Test Case) in the AM and PM peak hours are presented at **Table 9.2**.



Upper Marsh Road	AM Peak Hour Flows	PM Peak Hour Flows
Westbound	35	24
Eastbound	44	41
Total	79	65
Average Car Per Minute	1.6	1.1

Table 9.2 Average Cars Per Minute

9.21 **Table 9.2** demonstrates that the forecast average number of cars per minute on Upper Marsh Road is 1.6 and 1.1 cars during the AM and PM peak hour, respectively. Thus, even with a robust trip generation implemented, the anticipated number of vehicles on Upper Marsh Road is low and the likelihood of two-way vehicles occurring simultaneously is also low.

9.22 It is demonstrated that with the addition of the development traffic, Upper Marsh Road would operate with limited delay. As part of the previous application, a passing bay was proposed to the west of the access on Upper Marsh Road, based on the modelling results it is not demonstrated that this would be required, however, this will be subject to discussions with WC during the determination period for the planning application.

Summary

9.23 Based on the above, the forecast increases in delays and queues are considered insignificant from a highways safety perspective. Paragraph 116 of the NPPF states that:

“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, following mitigation, would be severe, taking into account all reasonable future scenarios”

9.24 Therefore, it can be concluded that Upper Marsh Road can accommodate the increase in traffic associated with the proposed development.

9.25 This assessment has demonstrated that there would be no unacceptable impact on highway safety. Furthermore, due to the significant level of robustness built into the worst-case modelling scenario (excluding realistic future assumptions on the variables flagged above), it is considered that traffic associated with the development proposals will not result in a severe impact on the local highway network, taking into account all reasonable future scenarios.

10 Summary and Conclusion

Summary

- 10.1 This TS has been prepared by Rappor on behalf of Backhouse Housing Ltd to support an outline planning application for a residential development at Land off Upper Marsh Road, Warminster, Wiltshire. The development description is as follows:

“Outline planning permission for residential development of up to 49 dwellings with associated access, parking, internal roads, public open space, landscape planting, ground level re-profiling and associated infrastructure and works. All matters reserved except for access.”

- 10.2 The TS has demonstrated the following:

- a) The site is compliant with the relevant transport planning policy and guidance;
- b) A review of the local highway network and collision data in the vicinity of the site indicates that there are no inherent problems in relation to the current operation or safety of the local highways;
- c) The site is well located in relation to a wide range of local services and amenities within Warminster, which are situated within an acceptable walking and cycling distance from the site.
- d) The site has been shown to score ‘above average’ in sustainability terms, with reference to the DfT Connectivity tool, and in the top 10% of areas within Wiltshire for walking, cycling and public transport;
- e) The proposed site access on Upper Marsh Road, coupled with the proposed pedestrian link to Damask Way is considered to be safe and suitable for all users, which accords with Paragraph 115 in the NPPF;
- f) Pedestrian access to the site is proposed via the Damask Way shared-use facility, which provides a connection to the local pedestrian network;
- g) A robust forecast vehicle trip generation has been conducted, which has been distributed and assigned across the local and wider highway network; and
- h) The impact of the forecast development flows on the local highway network is considered insignificant.

Conclusion

- 10.3 Based on the findings in this TS, it is concluded that:

- a) Safe and suitable access to the development can be provided for all users, with reference to NPPF paragraph 115;
- b) Residents of the development proposals will have the opportunity to travel to nearby services and facilities by sustainable modes, with their promotion encapsulated within the proposals, with reference to NPPF paragraph 109; and
- c) The residual cumulative traffic impact will not result in an unacceptable impact upon safety, nor will it result in a ‘severe’ impact upon the operation of the network in all reasonable future scenarios, with reference to NPPF paragraph 116.



- 10.4 It is therefore concluded that there are no transport related reasons as to why the proposed development should not be permitted, subject to securing the proposed package of measures by way of Condition or s106 agreement.

Appendix A – Site Location Plan

Appendix B – 17/12348/OUT Decision Notice

Town & Country Planning Act 1990

Notification of Outline Planning

Application Reference Number: 17/12348/OUT

Agent Brimblelea & Partners Wessex House 8 High Street Gillingham SP8 4AG	Applicant Greatworth Developments Limited c/o Agent
Particulars of Development: Outline application for up to 28 dwellings on land to the east of Damask Way with all matters reserved except access (with new access proposed off Upper Marsh Road).	
At: Land East of Damask Way and East of Upper Marsh Road and North of Smallbrook Lane, Warminster, BA12 9PP	

In pursuance of its powers under the above Act, the Council hereby grant **PLANNING PERMISSION** for the above development to be carried out in accordance with the application and plans submitted (listed below).

In accordance with paragraph 38 of the National Planning Policy Framework, Wiltshire Council has worked proactively to secure this development to improve the economic, social and environmental conditions of the area.

Subject to the following conditions:

- 1 The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

REASON: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

- 2 No development shall commence on site until details of the following matters (in respect of which approval is expressly reserved) have been submitted to, and approved in writing by, the Local Planning Authority:
 - (a) The scale of the development;
 - (b) The layout of the development;
 - (c) The external appearance of the development;
 - (d) The landscaping of the site;

The development shall be carried out in accordance with the approved details.

REASON: The application was made for outline planning permission and is granted to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 and Article 3(1) of the Town and Country Planning (General Development Procedure) Order 1995.

- 3 An application for the approval of all of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

REASON: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990.

- 4 The development hereby permitted shall be carried out in accordance with the following approved plans:

Site Location Plan scale 1:2500 dwg no. 07179 - 12 rev C
Indicative Site Layout scale 1:500 dwg no. 07179 - 10 rev U
Site Access Arrangement and Preliminary Levels scale 1:200 dwg no. 006 rev D
Off-Site Improvement Works scale 1:250 dwg no. 007 rev A
Proposed Site Access and Off-Site Improvement Works scale 1:500 dwg no. 009

REASON: For the avoidance of doubt and in the interests of proper planning.

- 5 No development shall commence on site until a scheme for the discharge of surface water from the site (including surface water from the access / driveway), incorporating sustainable drainage details together with permeability test results to BRE365, has been submitted to and approved in writing by the Local Planning Authority. The development shall not be first occupied until surface water drainage has been constructed in accordance with the approved scheme.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to ensure that the development can be adequately drained.

- 6 No development shall commence on site until a scheme for the discharge of foul water from the site, including any required offsite capacity improvements to existing sewer system to provide capacity to serve the site, has been submitted to and approved in writing by the Local Planning Authority. The development shall not be first occupied until foul water drainage has been constructed in accordance with the approved scheme.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to ensure that the development can be adequately drained.

- 7 No development shall commence on site until details of the estate roads, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, car parking, cycle parking and street furniture, including the timetable for provision of such works, have been submitted to and approved by the Local Planning Authority. The development shall not be first occupied until the estate roads, footways, footpaths, verges, junctions,

street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, car parking, cycle parking and street furniture have all been constructed and laid out in accordance with the approved details, unless an alternative timetable is agreed in the approved details.

REASON: To ensure that the roads are laid out and constructed in a satisfactory manner.

- 8 No development shall commence on site until full details of the access, including drainage and retaining works, have been submitted to and approved in writing by the local planning authority. The junction shall be completed in accordance with the approved details prior to the occupation of any dwelling within the site.

REASON: To ensure the access is laid out and constructed in a satisfactory manner, in the interests of highway safety.

- 9 No development shall commence on site until full engineering details of the proposed highway works, forming mainly of carriageway widening and retaining works, all as generally identified on drawing No. IMA-17-167-007-A (Off-Site Improvement Works), have been submitted to and approved by the Local Planning Authority. No development shall commence on site until the highway works have been constructed in full accordance with the approved details.

REASON: In the interests of highway safety.

- 10 No development shall commence on site until full details of the tie-in between the existing emergency access link and the proposed access road has been submitted to and approved in writing by the local planning authority. The works shall be completed in accordance with the approved details prior to the occupation of any dwelling within the site.

REASON: To ensure the access is laid out and constructed in a satisfactory manner, in the interests of highway safety.

- 11 No development shall commence on site until full details of the proposed pedestrian/cycle link between the existing emergency access link and the proposed access road has been submitted to and approved in writing by the local planning authority. The works shall be completed in accordance with the approved details prior to the occupation of any dwelling within the site.

REASON: To ensure that an adequate pedestrian/ cycle route is provided, in the interests of highway safety.

- 12 No development shall commence on site until full details of the upgrading of footpath WARM53 has been submitted to and approved in writing by the local planning authority. The works shall be completed in accordance with the approved details prior to the occupation of any dwelling.

REASON: To ensure that an adequate pedestrian/cycle route is provided and in the interests of highway safety.

- 13 No part of the development shall be first occupied, until the visibility splays shown on the approved plans have been provided with no obstruction to visibility at or above a height of 900mm above the nearside carriageway level. The visibility splays shall be maintained free of obstruction at all times thereafter.

REASON: In the interests of highway safety

- 14 The gradient of the access shall not at any point be steeper than 1 in 30 (3.33%) for a distance of 9m metres from its junction with Upper Marsh Road and 1 in 12.5 (8%) throughout the site thereafter.

REASON: In the interests of highway safety.

- 15 No development shall commence on site until a Travel Plan Statement has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include details of implementation and monitoring and shall be implemented in accordance with these agreed details. The results of the implementation and monitoring shall be made available to the Local Planning Authority on request, together with any changes to the plan arising from those results.

REASON: In the interests of road safety and reducing vehicular traffic to the development.

- 16 No development shall commence on site (including any works of demolition), until a Construction Method Statement, which shall include the following:

- Means of access for construction vehicles;
- Number and frequency of construction vehicles;
- The parking of vehicles of site operatives and visitors;
- Loading and unloading of plant and materials;
- Storage of plant and materials used in constructing the development;
- The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- Wheel washing facilities;
- Measures to control the emission of dust and dirt during construction;
- A scheme for recycling/disposing of waste resulting from demolition and construction works;
- Measures for the protection of the natural environment;
- The location and use of generators and temporary site accommodation;
- Pile driving (if it is to be within 200m of residential properties);
- Months and hours of construction, including deliveries.

has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved construction method statement without the prior written permission of the Local Planning Authority.

REASON: To minimise detrimental effects to the neighbouring amenities, the amenities of the area in general, detriment to the natural environment through the risks of pollution and dangers to highway safety, during the construction phase.

- 17 No dwelling shall first be occupied until a Residential Waste Minimisation and Waste Management Plan for that part of the site has been submitted to and approved in writing by the Local Planning Authority. The Residential Waste Minimisation and Waste Management Plan shall include details of the volume and type of waste to be generated; re-use of materials and proposals for on and off site recycling; storage of re-cycling and waste collection facilities; proposals for and implementation of waste reduction; and proposals for the review and updating of the Residential Waste Management Plan.

REASON: In the interests of sustainable development.

- 18 A Landscape and Ecological Management Plan (LEMP) shall be submitted to, and approved in writing by, the Local Planning Authority before commencement of the development. The content of the LEMP shall include, but not necessarily be limited to, the following information:
- a) Full specification of habitats to be created, including locally native species of local provenance and locally characteristic species;
 - b) Description and evaluation of features to be managed; including location(s) shown on a site map;
 - c) Landscape and ecological trends and constraints on site that might influence management and how these will be dealt with;
 - d) Aims and objectives of management;
 - e) Appropriate management options for achieving aims and objectives;
 - f) Prescriptions for management actions;
 - g) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a 5-10-year period) detailing when planting will occur;
 - h) Details of the body(ies) or organisation(s) responsible for implementation of the plan, including a specialist body/organisation/contractor with wildlife-related experience and/or qualifications to specifically manage the County Wildlife Site;
 - i) Ongoing monitoring and remedial measures;
 - j) Timeframe for reviewing the plan;
 - k) Details of how the aims and objectives of the LEMP will be communicated to the occupiers of the development.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that the conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented. The LEMP shall be implemented in full in accordance with the approved details.

- 19 No development shall commence on site (including demolition, ground works, vegetation clearance) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP shall include, but not necessarily be limited to, the following:

- a) Risk assessment of potentially damaging construction activities
- b) Identification of 'biodiversity protection zones'
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements)
- d) The location and timing of sensitive works to avoid harm to biodiversity features
- e) The times during construction when specialists ecologists need to be present on site to oversee works
- f) Responsible persons and lines of communication
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person(s)
- h) Use of protective fences, exclusion barriers and warning signs.
- i) Ongoing monitoring, including compliance checks by a competent person(s) during construction and immediately post-completion of construction works.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

A report prepared by a competent person(s), certifying that the required mitigation and/or compensation measures identified in the CEMP have been completed to their satisfaction, shall be submitted to the Local Planning Authority within 3 months of the date of substantial completion of the development or at the end of the next available

planting season, whichever is the sooner.

REASON: To ensure adequate protection, mitigation and compensation for protected species, priority species and priority habitats.

- 20 The dwellings shall not be occupied until the Building Regulations Optional Requirement of a maximum water use of 110 litres per person per day has been complied with. Within 3 months of each phase being first occupied or brought into use, a post construction stage certificate certifying that this standard has been achieved shall be issued and submitted to the local planning authority for its written approval.

REASON: To ensure that the development does not contribute to the unfavourable condition of the River Avon SAC due to excessive discharge of phosphates from sewage treatment plants.

- 21 No development shall commence within the area indicated (proposed development site) until a written programme of archaeological investigation, which should include on-site work and off-site work such as the analysis, publishing and archiving of the results, has been submitted to and approved by the Local Planning Authority; and the approved programme of archaeological work has been carried out in accordance with the approved details.

REASON: To enable the recording of any matters of archaeological interest.

- 22 No part of the residential development hereby approved shall commence beyond slab level (following approval of the subsequent reserved matters) until detailed plans showing the type of external light appliances, the height and position of the fittings, the illumination levels and light spillage levels in accordance with the appropriate Environmental Zone standards as set out by the Institute of Lighting Engineers in their publication GN01:2011, 'Guidance for the Reduction of Obtrusive Light' (ILP, 2011), have been submitted to and approved in writing by the Local Planning Authority. Where development potentially affects green corridors and wildlife habitat, lux plots shall be submitted for the Council's written approval. Thereafter, all approved lighting shall be installed and be maintained in accordance with the approved details.

REASON: In the interests of the amenities of the area and to minimise unnecessary light spillage above and outside the development site as well as being fully mindful of the proximity to the AONB and special landscape areas.

INFORMATIVE TO APPLICANT:

This permission shall be read in conjunction with an Agreement made under Section 106 of the Town and Country Planning Act, 1990 and dated the 3rd April 2019

INFORMATIVE TO APPLICANT:

The applicant is advised that the development hereby approved may represent chargeable development under the Community Infrastructure Levy Regulations 2010 (as amended) and Wiltshire Council's CIL Charging Schedule. If the development is determined to be liable for CIL, a Liability Notice will be issued notifying you of the amount of CIL payment due. If an Additional Information Form has not already been submitted, please submit it now so that we can determine the CIL liability. In addition, you may be able to claim exemption or relief, in which case, please submit the relevant form so that we can determine your eligibility. The CIL Commencement Notice and Assumption of Liability must be submitted to Wiltshire Council prior to commencement of development. Should development commence prior to the CIL Liability Notice being issued by the local planning authority, any CIL exemption or relief will not apply and full payment will be required in full and with immediate effect.

Should you require further information or to download the CIL forms please refer to the Council's Website
www.wiltshire.gov.uk/planninganddevelopment/planningpolicy/communityinfrastructure/elevy.

INFORMATIVE TO APPLICANT:

The applicant is advised of the need to submit plans, sections and specifications of the proposed retaining wall for the approval of the Highway Authority in accordance with Section 167 of the Highways Act 1980. (For information, this relates to retaining walls which are wholly or partly within 4 yards (3.65metres) of a street and which is at any point of a greater height than 4'6"(1.40 metres) above the level of the ground at the boundary of the street nearest that point.)

The applicant should note that under the terms of 'The New Roads and Street Works Act 1991', any person other than a Statutory Undertaker must obtain a licence to carry out excavation works within a street. Licences may be obtained by application from the relevant Area Co-ordinating Engineer at Wiltshire's Highway Authority; highwaysandstreetscene@wiltshire.gov.uk

The proposal includes alteration to the public highway and the consent hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a license may be required from Wiltshire's Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. Please contact the vehicle access team on telephone 01225 713352 or email vehicleaccess@wiltshire.gov.uk for further details.

It will be necessary for the applicant to enter into a Mini Section 278 / Section 278 Agreement with the Local Highway Authority to ensure that the works within the existing public highway can be completed to the full approval of the Highway Authority. This will include a Bond, Supervision Fee and Commuted sums for these highway works.

INFORMATIVE TO APPLICANT:

Sewerage Infrastructure:

The site is crossed by a 150mm public foul sewer. There must be no building within 3m either side of this sewer, no tree planting within 6m and ground levels along the line of the sewer shall be maintained.

The proposed site layout appears to conflict with the sewer easement. The developer should accurately plot the line of the sewer on site and on deposited plans and ensure that the easement zone for this sewer is observed and does not fall within private enclosed gardens. Soakaways must not be sited within the statutory easement.

The developer should contact the Wessex Water to agree procedures for working in proximity of the public sewers. It may be possible to divert sewers (satisfactory hydraulic conditions and network capacity must be maintained). Diversions of public apparatus are at the developer's cost and applications should be made as early as possible to our local development engineers development.north@wessexwater.co.uk Please refer to our guidance note DEV014G and our website <https://www.wessexwater.co.uk/Developers/Sewerage/Building-near-sewers/> for further guidance and contacts.

Foul Drainage:

The site shall be served by separate systems of drainage constructed to adoptable standards. A connection to the public foul network can be agreed in consultation with Wessex Water.

Where proposed site levels indicate that a gravity connection may not be possible, the applicant shall make provision within the development layout for a foul pumping station (SPS) with appropriate access arrangements and 15m buffer zone to nearest dwelling.

Wessex Water will adopt sewers under a S104 agreement subject to technical review of satisfactory engineering proposals. The developer should contact our local development engineer, development.north@wessexwater.co.uk to agree proposals and submit details for technical review prior to construction. For more information refer to Wessex Water's guidance notes 'DEV011G - Section 104 Sewer Adoption' and 'DEV016G - Sewer Connections'

Surface Water Drainage:

The FRA & Drainage Strategy (IMA March 2018) proposes Surface water discharge to be managed by SuDS with disposal utilising infiltration drainage. This will be subject to approval by the Lead Local Flood Authority with flood risk measures. A robust strategy for surface water disposal will be expected. Surface water connections to the foul sewer will not be permitted. Land drainage run-off shall not be permitted to discharge either directly or indirectly to the public sewerage system.

Phosphate Loading Impacts on The River Wylfe:

We are aware that there are concerns regarding the increase in phosphate loadings from new development and the impact upon the receiving watercourse. We can advise that there are proposals to review sewage treatment consent limits, which will reduce phosphate levels with improvements programmed for 2021/22. Further measures are planned by the Wiltshire Council/Environment Agency/Natural England for Nutrient Management Plans that will address phosphate levels within the catchment.

Water Infrastructure:

A water supply can be made available from the local network with new water mains installed under a requisition arrangement. Point of connection will be reviewed upon receipt of a Section 41 Requisition Application. The applicant should consult the Wessex Water website for further information.

www.wessexwater.co.uk/Developers/Supply/Supply-connections-and-disconnections

Please be advised that nothing in this permission shall authorise the diversion, obstruction, or stopping up of any right of way that crosses the site. You are advised to contact the Council's PROW officer for further information and advice.

INFORMATIVE TO APPLICANT:

In terms of waste collection the applicant is advised the council will only operate on private land where an indemnity is signed by the landowner. The council will also require an indemnity to operate on any roads prior to their adoption.

INFORMATIVE TO APPLICANT:

The applicant is advised that the LPA has considered all the material planning considerations that are relevant for this application on the basis of the site being developed for up to 28 dwellings only. No inference should be taken that in endorsing this development in outline, that any additional housing beyond 28 (should it be proposed under a separate application) would be acceptable.

Signed

Alistair Cunningham

Corporate Director

Growth, Investment & Place

Dated: 5 April 2019

Town and Country Planning Act 1990
PERMISSION FOR DEVELOPMENT
NOTES

1. **Other Necessary Consents.** This document only conveys permission for the proposed development under Part III of the Town and Country Planning Act 1990 and the applicant must also comply with all the byelaws, regulations and statutory provisions in force in the area and secure such other approvals and permissions as may be necessary under other parts of the Town and Country Planning Act 1990 or other legislation.

In particular the applicant is reminded of the following matters:-

- 1.1 the need in appropriate cases to obtain approval under Building Regulations. **(The Building Regulations may be applicable to this proposal. Please contact the Council's Building Control team before considering work on site);**
- 1.2 the need to obtain an appropriate order if the proposal involves the stopping up or diversion of a public right of way or other highway (including highway verge);
- 1.3 the need to obtain a separate "Listed Building Consent" to the demolition, alteration or extension of any listed building of architectural or historic interest;
- 1.4 the need to make any appropriate arrangements under the Highways Act 1980, in respect of any works within the limits of a highway. The address of the Highway Authority is County Hall, Trowbridge, BA14 8JD (It is the responsibility of the applicant to ascertain whether the proposed development affects any listed building or public right of way / other highway, including highway verge).

2. **Appeals.** If the applicant is aggrieved by the decision of the local planning authority to grant permission subject to conditions, he may appeal to the Secretary of State for the Environment in accordance with Section 78(1) of the Town and Country Planning Act 1990 within six months of the date of this decision. (Information and forms relating to the appeals process can be found at the Planning Portal - <http://www.planningportal.gov.uk/planning/appeals>). The Secretary of State has the power to allow a longer period for the giving of a notice of appeal but he will not normally be prepared to exercise this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State is not required to entertain an appeal if it appears to him that permission of the proposed development could not have been so granted otherwise than subject to the conditions imposed by the local planning authority, having regard to the statutory requirements, to the provisions of the development order, and to any directions given under the order. He does not in practice refuse to entertain appeals solely because the decision of the Local Planning Authority was based on a direction given by him.

If the applicant wishes to have any further explanation of the reasons for the conditions imposed on this permission it will be given on request and a meeting arranged if necessary.

Appeals where an enforcement notice has been issued. Article 33 (2) (b) & (c) of the Town and Country Planning (Development Management Procedure) (England) Order 2010, provides that a shorter time limit to appeal to the Secretary of State shall apply where an enforcement notice has been served, as follows:-

'Type A appeal', 28 days from— the date of the notice of the decision or determination giving rise to the appeal; or

expiry of the specified period;

'Type B appeal', 28 days from the date on which the enforcement notice is served;

['Type A appeal' means an appeal in respect of an application relating to land and development which are the same or substantially the same as the land and development in respect of which an enforcement notice—

(a) was served no earlier than 2 years before the application is made;

(b) was served before— (i) the date of the notice of the decision or determination giving rise to the appeal; or (ii) the expiry of the specified period; and

(c) is not withdrawn before the expiry of the period of 28 days from the date specified in sub-paragraph (b);

'Type B appeal' means an appeal in respect of an application relating to land and development which are the same or substantially the same as the land and development in respect of which an enforcement notice—

(a) is served on or after— (i) the date of the notice of the decision or determination giving rise to the

appeal, or (ii) the expiry of the specified period;

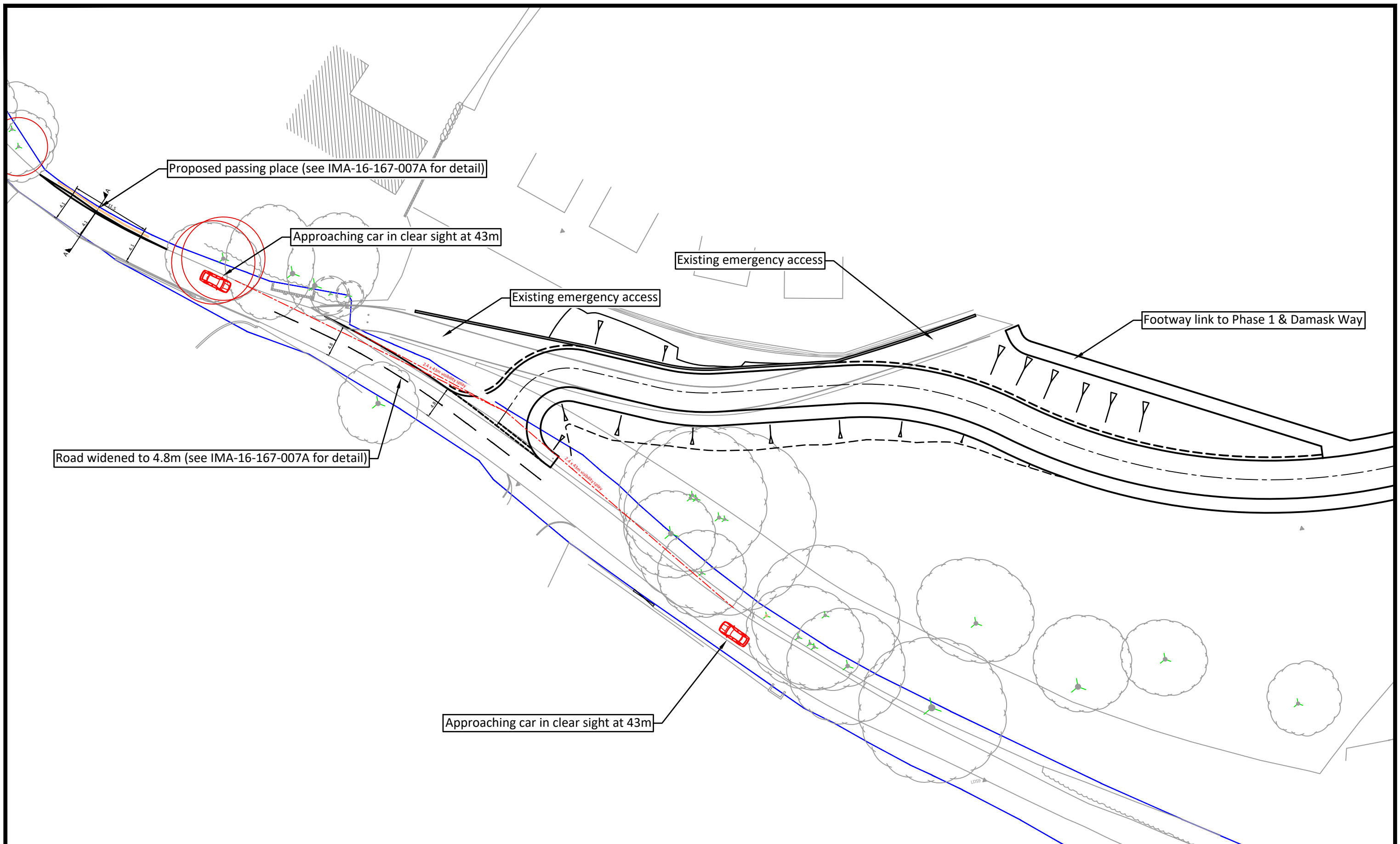
(b) is served earlier than 28 days before the expiry of the time limit specified— (i) in the case of a householder appeal, in paragraph (2)(a) of the Order; or (ii) in any other case, in paragraph (2)(d) of the Order; and

(c) is not withdrawn before the expiry of the period of 28 days from the date on which the enforcement notice is served.]”

3. **Purchase Notices.** If permission to develop land is granted subject to conditions, whether by the local planning authority or by the Secretary of State for Communities and Local Government, and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, he may serve on the Council a purchase notice requiring the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.
4. **Compensation.** In certain circumstances, a claim may be made against the local planning authority for compensation, where permission is refused or granted subject to conditions by the Secretary of State on appeal or on a reference of the application to him. The circumstances in which such compensation is payable are set out in Section 114 of the Town and Country Planning Act 1990.
5. **Discharge of Conditions.** There is now a fee for applications to discharge planning conditions, details of which are set out on the Council’s website. The fee is payable per request and not per condition. The fee must be paid when the request is made, and cannot be received retrospectively. It does not matter when the permission was granted as long as it remains extant. The request, identifying the permission (with reference number) and the conditions concerned, should be made by using the 1 APP forms which are available on the Councils Website or the Planning Portal.

You are advised that the local planning authority has up to 12 weeks to consider the request, that you apply well in advance of when you intend to start work
6. **Street naming and numbering.** If this permission relates to the creation of new dwellings/commercial units or conversion of buildings into dwellings/commercial units, you are required to apply for street naming and numbering to ensure that the new buildings are allocated accurate addresses and registered with the Royal Mail. Relevant application forms, guidance notes and fee sheets are available to download at <http://www.wiltshire.gov.uk/planninganddevelopment/streetnaming> or you can contact the Address Information Team on 01225 770508 or by email at streetnaming@wiltshire.gov.uk
7. **Informative** There is a legal duty of care incumbent on the customer and contractor that all commercial waste generated as a result of the works hereby authorised is safely contained, transported and disposed of lawfully in line with the Environmental Protection Act 1990 and Environmental Permitting Regulations 2016 (as well as any other related legislation). Failing to do so can lead to individuals or organisations being prosecuted for unlawful waste management.

Appendix C – 17/12348/OUT Access Plans



Appendix D – 17/12348/OUT WC Highways Comments

17/12348/OUT – Land East of Damask Way, Smallbrook Lane, Warminster, BA12 9PP
Final Highway Recommendation

This Highway recommendation is made in light of the revised and amended information provided for the above mentioned application and takes in to consideration all submitted documentation from the applicant, as well as local representations, including the following key highway documents;

- Revised Transport Assessment (Post-Application revision March 2018)
- Plan TS-2 Proposed Site Access and Off-Site Improvement Works (IMA-17-167-009)
- Off-Site Improvement Works General Arrangement (IMA-17-167-007A)
- Badingham Highways Statement Inc. dashcam footage (13th March 2018)
- Badingham Letter dated 24th April 2018
- All local representations made

I note that the revised scheme now subject to this application has been reduced from 34 dwellings, to 28 dwellings, with all aspects reserved except for access, which is proposed from Upper Marsh Road.

Trip Generation

The trip generation assessment has been updated for a 28 dwelling scheme and the industry standard TRICS database has been used to determine the likely amount of traffic generated by the proposed development. Greater London, town centre and edge of town centre sites were all excluded from the selection, which I consider to provide a robust TRICS assessment for this site.

The TRICS data has derived peak trip rates of 0.508 (AM) and 0.472 (PM), which is broadly what I would expect for a development in this location and comparable to other development sites within Wiltshire. This therefore equates to 15 two-way movements in the morning peak and 14 in the evening peak and a total of 122 two-way movements per 12 hour day time period to/ from the site.

The baseline traffic data collected suggests that the section of Upper Marsh Road between Damask Way and Smallbrook Road, currently experiences around 59 two-way movements in the morning peak and 52 two-way movements in the evening peak. Smallbrook Road itself currently experiences around 94 two-way movements in the AM peak and 96 two-way movements in the evening peak.

To help assess the likely distribution of these new trips generated by the development, turning count surveys at the Damask Way/ Upper Marsh Road junction and local Census journey to work data has been used. This suggests that the majority of site traffic will head north on Upper Marsh Road and the applicant has assigned 87% of the predicted trips in this

direction. As discussed in the Badingham report, this may be slightly high due to the failure to account for other journey purposes and the variety of house types within the Damask Way estate, however, I do not concur that it would be more appropriate to assign trips based on the overall directional flows on Upper Marsh Road, as my perception is that the large majority of traffic will indeed head northwards.

As a result, I believe that the trip rate and trip assignment work submitted is a reasonable attempt at predicting the likely amount of traffic generated by the development and its direction of travel.

Site Access

The site access is proposed from Upper Marsh Road as a standard priority junction, with a 5.5m carriageway and minimum 6m radii. This includes a 2m wide footway/ service strip and 0.5m rubbing strip, offering a total highway width of 8m on the site access road. This geometry acts effectively as a shared surface road, which would be more than appropriate for a development of this scale. The Badingham report states that I had previously requested a 5.5m carriageway, with two, 2m wide footways at pre-application stage and whilst this was offered as a solution, so was the geometry and design of the proposed shared surface style road submitted.

Visibility splays at the access have been shown at 2.4m x 43m, which meets with the current design guidance in Manual for Streets (MfS) and is considered to be more than adequate in this location, where perceived vehicle speeds are actually significantly lower than 30mph.

There is a sharp level difference between the site and Upper Marsh Road, with the site steeply rising upwards. As per pre-application advice, a near level platform of a maximum gradient of 1 in 30 (3.33%) has been demonstrated as achievable by the applicant through submission of a long-section on drawing 'Site Access Arrangement and Preliminary Levels' (IMA-17-167-006D). Additionally, I am also satisfied that an adequate gradient of a maximum of 1 in 12.5 (8%) is achievable throughout the site, in accordance with county guidance.

The formation of the access and access road will require significant engineering works and likely retaining works, which would need to be approved in full detail by the Local Highway Authority (LHA), however, I am satisfied by that submitted that these proposals are achievable in engineering terms.

The width of Upper Marsh Road is narrow at the proposed access location, however, this will be increased to 4.8m as a result of the access works, which, according to national design guidance in MfS, is adequate for a car to pass a large service vehicle. In addition, I am satisfied that the geometry at this access is adequate to enable a large refuse vehicle to make the necessary turning manoeuvres, as demonstrated on 'Plan TS-3 Large Refuse

Lorry Swept Path at Proposed Site Access' (IMA-17-167-010). I note that the Badingham letter states that there may be conflict if a vehicle is stationary in the site access when a large vehicle wishes to turn in, however, these occurrences will be very few and I believe that adequate road width (4.8m) will be sufficient to avoid undesirable manoeuvres/ conflict. I therefore believe the proposed site access as submitted to be adequate to serve a development on this scale, subject to details. There is thus no highway safety concern with regards to the design and form of this proposed access.

Suitability of Local Roads

As has been acknowledged by the applicant and highlighted by much of the local representations received on this application, the roads to the south of the site are narrow in width and lack dedicated pedestrian facilities. This includes the section of Upper Marsh Road that the proposed site access is located on, with average widths of less than 4m. The roads south of the site that residents or visitors of the proposed development could reasonably be expected to use are namely; Smallbrook Road, Gipsy Lane and Chain Lane. Gipsy Lane is generally of a better standard than Smallbrook Road and Chain Lane, with the latter two roads being of narrow width and without dedicated pedestrian facilities. The concerns raised by local representations, the Badingham report and the dashcam footage provided, can be summarised in to two main points; risk of conflict between vehicles and risk of conflict between vehicles and pedestrians/ cyclists.

As mentioned above, the trip generation and assignment work submitted by the applicant suggests very few additional vehicle movements to the south of the site, using the roads named above. The trip assignment work suggests that 2 vehicles will leave the site/ approach the site to/ from the south in the peak periods and whilst this could be a slight underestimate, as noted above, the actual number of vehicles is not expected to be a great deal more than this. This level of additional traffic is minor and unlikely to be perceivable as a direct result of the development. Therefore, I do not consider the impact of the development on the roads to the south of the site to represent a severe impact or highway safety concern.

The key issue in terms of local infrastructure suitability in my view is the narrow section of Upper Marsh Road, from the site access to the north, as this is where the majority of development traffic will travel. Whilst the scheme and access position has changed since pre-application stage, the applicant had offered some localised road widening to address the narrow width of this section of road, which was supported by this LHA. The proposed access position means that vehicles must travel along a 100m (approx.) section of Upper Marsh Road that is of single width, however, the applicant has offered some localised road widening along this section to mitigate any conflict cause by the development. The proposed

widening shown on the 'Off-Site Improvement Works General Arrangement' plan will (IMA-17-167-007-A) seeks to provide a 4.8m carriageway width, which MfS states as being adequate to allow a large service vehicle and car to pass each other. Where 4.8m is not achievable, 4.1m width has been provided, which MfS states is adequate to allow two cars to pass. This proposed widening would result in a 35m (approx..) section of road that is of single width, however, I am satisfied that forward visibility is adequate so that vehicles will be able to see each other at the wider sections of road, thus mitigating the likelihood of conflict between vehicles. This widening will also provide a benefit to existing vehicles using this route.

As mentioned, concern has also been raised with regards to the conflict of vehicles and pedestrians on Upper Marsh Road, due to the lack of footways/ pedestrian facilities. Whilst existing pedestrians will continue to use this route, the main pedestrian and cycle route from the development will be via the existing emergency access to Damask Way and it is therefore not anticipated that a significant increase in pedestrian activity will occur on Upper Marsh Road, as the gradients on Damask Way are for more attractive. I note that additional traffic will use Upper Marsh Road as a result and that the dashcam footage suggests that conflict with pedestrians is an existing issue, however, I do not consider there to be significant danger to pedestrians in this vicinity, nor do I consider the development to pose a detriment to highway safety in this regard.

As is acknowledged in the Badingham report, there is no record of any accidents in the last 5 years on the roads in the vicinity of the site and whilst it is accepted that this does not necessarily mean there is not a danger, I do not consider this development to present a significant danger compared to the existing situation in this regard, as a result of the relatively modest increase in traffic..

I therefore believe the proposed road widening to be adequate mitigation for the scale of the development proposed in this location.

Existing Emergency Access

The proposed site access is proposed at a point where it will require the removal/ alteration of part of the existing emergency access from Damask Way. Whilst I am satisfied that the proposed access is achievable in engineering terms, full engineering details will need to be submitted for approval to ensure that adequate retaining works, construction formation and drainage etc are proposed.

The amendment of this emergency link has been highlighted as a concern in local representations, as well as in the Badingham letter, on the basis that the planning approval for the previous development off of Damask Way included a condition that this emergency access is provided in perpetuity. The proposed amendments to this emergency access bare

no relevance to its purpose and use and subject to further details being submitted with regards to the tie-in between the link and the new access road, an emergency access will still be maintained for Damask Way in perpetuity.

It has however become apparent that this emergency access is not within the ownership of the applicant and as such, a Certificate B notification has been submitted. Subject to the planning officer being satisfied that the necessary conditions can be imposed on the works required on this land, in accordance with para. 009, ID: 21a-009-20140306 of National Planning Policy Guidance, I do not foresee any highway issues with regards to the proposals in this area.

Parking/ On-Site Provisions

Whilst this application seeks Outline consent with all matters reserved except for access, the submitted documentation confirms that Wiltshire's Car Parking Standards will be met for all dwellings, including unallocated visitor parking.

In addition to this, adequate cycling parking provision must also be provided for all dwellings, in accordance with Wiltshire's Cycle Parking Standards.

The details of this provision will be agreed at subsequent Reserved Matters submissions if permission is gained.

The developer will also be required to submit a Travel Plan Statement with any future submission, to encourage the use of non-motorised modes of travel to and from the site.

As previously agreed with Local Planning Authority, it is also essential that the developer widens and provides a metalled surface to Footpath WARM53 through the entire development site, to accommodate its increased use. As this is currently a footpath, a Cycle Tracks Order will be required to allow cycling, the costs of which will be borne by the applicant.

Conclusions

The traffic characteristics of this site are of key relevance to the consideration of this development in terms of its impact on the surrounding highway network and I believe that the traffic data collected, used and submitted does represent a fairly robust assessment of the likely traffic generation and patterns of movement for the proposal.

As mentioned above, in highway terms, the key factor will be the impact of the development on the narrow section of Upper Marsh Road north of the site access, as this is the direction that the majority of site traffic will travel. It is therefore proposed that the relatively modest increase in traffic numbers generated by the development will be mitigated on this short section of road through some localised widening within existing highway land.

The proposed site access and access road meets with current national guidance and is considered adequate for the proposed development of 28 dwellings, subject to full engineering details.

The National Planning Policy Framework, para 32 states;

32. All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure*
- *safe and suitable access to the site can be achieved for all people*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe*

It is therefore my view that the options for sustainable modes of travel in relation to the context of this site have been considered, safe and suitable access is proposed for all and the proposed improvements within the existing highway network are adequate to limit the impacts of the development. I do not therefore believe that these proposals can be considered to represent a severe cumulative impact in transport terms and there are thus insufficient grounds to warrant a Highway refusal.

As such, I recommend that no Highway objection is raised, subject to the following conditions and informatics being added to any consent granted;

1. **(WD7)** No development shall commence on site until details of the estate roads, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, car parking, cycle parking and street furniture, including the timetable for provision of such works, have been submitted to and approved by the Local Planning Authority. The development shall not be first occupied until the estate roads, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, car parking, cycle parking and street furniture have all been constructed and laid out in accordance with the approved details, unless an alternative timetable is agreed in the approved details.

REASON: To ensure that the roads are laid out and constructed in a satisfactory manner. (NOTE: The planning officer must ensure this condition can be imposed in accordance with NPPG para 009)

2. No development shall commence on site until full details of the access, including drainage and retaining works, have been submitted to and approved in writing by the local planning authority. The junction shall be completed in accordance with the approved details prior to the occupation of any dwelling within the site.

REASON: To ensure the access is laid out and constructed in a satisfactory manner, in the interests of highway safety. (NOTE: The planning officer must ensure this condition can be imposed in accordance with NPPG para 009)

3. No development shall commence on site until full engineering details of the proposed highway works, forming mainly of carriageway widening and retaining works, all as generally identified on drawing No. IMA-17-167-007-A, have been submitted to and approved by the LPA. No development shall commence on site until the highway works have been constructed in full accordance with the approved details.

Note to Applicant: It will be necessary for the applicant to enter into a Mini Section 278 / Section 278 Agreement with the Local Highway Authority to ensure that the works within the existing public highway can be completed to the full approval of the Highway Authority. This will include a Bond, Supervision Fee and Commuted sums for these highway works.

4. No development shall commence on site until full details of the tie-in between the existing emergency access link and the proposed access road has been submitted to and approved in writing by the local planning authority. The works shall be completed in accordance with the approved details prior to the occupation of any dwelling within the site.

REASON: To ensure the access is laid out and constructed in a satisfactory manner, in the interests of highway safety. (NOTE: The planning officer must ensure this condition can be imposed in accordance with NPPG para 009)

5. No development shall commence on site until full details of the proposed pedestrian/ cycle link between the existing emergency access link and the proposed access road has been submitted to and approved in writing by the local planning authority. The works shall be completed in accordance with the approved details prior to the occupation of any dwelling within the site.

REASON: To ensure that an adequate pedestrian/ cycle route is provided, in the interests of highway safety. (NOTE: The planning officer must ensure this condition can be imposed in accordance with NPPG para 009)

6. No development shall commence on site until full details of the widening and surfacing of WARM53 has been submitted to and approved in writing by the local planning authority. The works shall be completed in accordance with the approved details prior to the occupation of any dwelling within the site, including the Cycle Tracks Order, the costs of which will be borne by the applicant.

REASON: To ensure that an adequate pedestrian/ cycle route is provided, in the interests of highway safety.

7. **(WD18)** No part of the development shall be first occupied, until the visibility splays shown on the approved plans have been provided with no obstruction to visibility at or above a height of 900mm above the nearside carriageway level. The visibility splays shall be maintained free of obstruction at all times thereafter.

REASON: In the interests of highway safety

8. **(WD4)** The gradient of the access shall not at any point be steeper than 1 in 30 (3.33%) for a distance of 9m metres from its junction with Upper Marsh Road and 1 in 12.5 (8%) throughout the site thereafter.

REASON: In the interests of highway safety.

9. **(WG2)** No development shall commence on site until a scheme for the discharge of surface water from the site (including surface water from the access), incorporating sustainable drainage details, has been submitted to and approved in writing by the Local Planning Authority. The development shall not be first occupied until surface water drainage has been constructed in accordance with the approved scheme.

REASON: To ensure that the development can be adequately drained.

10. **(WD26)** No development shall commence on site until a Travel Plan Statement has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include details of implementation and monitoring and shall be implemented in accordance with these agreed details. The results of the implementation and monitoring shall be made available to the Local Planning Authority on request, together with any changes to the plan arising from those results.

REASON: In the interests of road safety and reducing vehicular traffic to the development.

11. No development shall commence on site (including any works of demolition), until a Construction Method Statement, which shall include the following:

Means of access for construction vehicles;
Number and frequency of construction vehicles;
The parking of vehicles of site operatives and visitors;
Loading and unloading of plant and materials;
Storage of plant and materials used in constructing the development;
The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
Wheel washing facilities;
Measures to control the emission of dust and dirt during construction;
A scheme for recycling/disposing of waste resulting from demolition and construction works;
Measures for the protection of the natural environment.
Months and hours of construction, including deliveries;

has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved construction method statement without the prior written permission of the Local Planning Authority.

REASON: To minimise detrimental effects to the neighbouring amenities, the amenities of the area in general, detriment to the natural environment through the risks of pollution and dangers to highway safety, during the construction phase.

INFORMATIVES

1. **(WP23)** The applicant is advised of the need to submit plans, sections and specifications of the proposed retaining wall for the approval of the Highway Authority in accordance with Section 167 of the Highways Act 1980.

(For information, this relates to retaining walls which are wholly or partly within 4 yards (3.65metres) of a street and which is at any point of a greater height than 4'6"(1.40 metres) above the level of the ground at the boundary of the street nearest that point.)

2. **(WP22)** The applicant should note that under the terms of 'The New Roads and Street Works Act 1991', any person other than a Statutory Undertaker must obtain a licence to carry out excavation works within a street.

Licences may be obtained by application from the relevant Area Co-ordinating Engineer at Wiltshire's Highway Authority;
highwaysandstreetscene@wiltshire.gov.uk

3. **(WP21)** The proposal includes alteration to the public highway and the consent hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a license may be required from Wiltshire's Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. Please contact the vehicle access team on telephone 01225 713352 or email vehicleaccess@wiltshire.gov.uk for further details.

Submitted Wednesday 9th May 2018

Chris Manns BSc (hons) MSc

Highways DC Engineer (Level 3)

Sustainable Transport Group

Appendix E – ATC Survey Data



Survey Type: Automatic Traffic Counter

Location: Warminster





SITE: ATC - Upper Marsh Road

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.196344, -2.180122

DIRECTION: EASTBOUND

SPEED LIMIT: 30

	Wed 07-May	Thu 08-May	Fri 09-May	Sat 10-May	Sun 11-May	Mon 12-May	Tue 13-May	Averages 1-5.	1-7.
Hour									
0000-0100	1	0	1	2	2	2	0	0.8	1.1
0100-0200	0	0	0	0	0	0	0	0	0
0200-0300	0	0	0	0	0	0	0	0	0
0300-0400	0	0	0	0	2	0	0	0	0.3
0400-0500	0	0	0	1	0	0	0	0	0.1
0500-0600	0	1	0	0	0	0	2	0.6	0.4
0600-0700	3	1	2	2	4	1	3	2	2.3
0700-0800	8	6	10	5	6	10	7	8.2	7.4
0800-0900	30	29	26	10	4	36	33	30.8	24
0900-1000	25	14	20	20	13	15	12	17.2	17
1000-1100	9	21	27	24	16	12	18	17.4	18.1
1100-1200	26	17	25	18	23	11	16	19	19.4
1200-1300	15	16	18	27	24	16	16	16.2	18.9
1300-1400	17	22	12	16	22	16	21	17.6	18
1400-1500	28	15	37	21	19	17	24	24.2	23
1500-1600	18	30	36	27	20	20	28	26.4	25.6
1600-1700	19	18	25	14	16	20	20	20.4	18.9
1700-1800	27	25	21	18	13	15	16	20.8	19.3
1800-1900	12	16	16	16	9	14	12	14	13.6
1900-2000	13	15	11	16	2	11	9	11.8	11
2000-2100	6	9	8	4	7	5	6	6.8	6.4
2100-2200	3	3	8	9	5	3	5	4.4	5.1
2200-2300	2	1	5	1	1	2	3	2.6	2.1
2300-2400	2	0	0	0	0	1	2	1	0.7
Totals									
0700-1900	234	229	273	216	185	202	223	232.2	223.1
0600-2200	259	257	302	247	203	222	246	257.2	248
0600-0000	263	258	307	248	204	225	251	260.8	250.9
0000-0000	264	259	308	251	208	227	253	262.2	252.9
AM Peak	800 30	800 29	1000 27	1000 24	1100 23	800 36	800 33		
PM Peak	1400 28	1500 30	1400 37	1500 27	1200 24	1600 20	1500 28		



SITE: ATC - Upper Marsh Road

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.196344, -2.180122

DIRECTION: WESTBOUND

SPEED LIMIT: 30

	Wed 07-May	Thu 08-May	Fri 09-May	Sat 10-May	Sun 11-May	Mon 12-May	Tue 13-May	Averages 1-5.	1-7.
Hour									
0000-0100	1	0	1	1	0	1	1	0.8	0.7
0100-0200	0	0	0	0	0	0	0	0	0
0200-0300	0	0	0	0	0	1	0	0.2	0.1
0300-0400	0	0	0	0	0	0	0	0	0
0400-0500	0	0	0	0	0	0	0	0	0
0500-0600	0	0	0	0	0	0	0	0	0
0600-0700	2	1	5	0	0	1	1	2	1.4
0700-0800	6	4	8	3	3	5	5	5.6	4.9
0800-0900	16	13	12	2	1	12	14	13.4	10
0900-1000	9	8	7	8	5	10	9	8.6	8
1000-1100	9	5	11	11	18	12	9	9.2	10.7
1100-1200	6	9	11	14	6	4	5	7	7.9
1200-1300	10	7	9	10	6	9	9	8.8	8.6
1300-1400	16	12	12	7	9	6	6	10.4	9.7
1400-1500	11	5	21	10	12	8	14	11.8	11.6
1500-1600	20	25	26	11	12	16	19	21.2	18.4
1600-1700	17	15	13	10	8	14	15	14.8	13.1
1700-1800	8	9	13	12	4	12	10	10.4	9.7
1800-1900	6	5	12	9	4	7	10	8	7.6
1900-2000	12	9	5	5	4	3	6	7	6.3
2000-2100	6	4	0	2	4	5	6	4.2	3.9
2100-2200	2	0	4	4	5	2	3	2.2	2.9
2200-2300	1	0	1	2	0	0	1	0.6	0.7
2300-2400	1	0	2	0	0	0	0	0.6	0.4
Totals									
0700-1900	134	117	155	107	88	115	125	129.2	120.1
0600-2200	156	131	169	118	101	126	141	144.6	134.6
0600-0000	158	131	172	120	101	126	142	145.8	135.7
0000-0000	159	131	173	121	101	128	143	146.8	136.6
AM Peak	800 16	800 13	800 12	1100 14	1000 18	1000 12	800 14		
PM Peak	1500 20	1500 25	1500 26	1700 12	1500 12	1500 16	1500 19		

Class		Axes	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	$d(1) \geq 1.7m, d(1) \leq 3.2m$ & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, $d(1) \geq 2.1m, d(1) \leq 3.2m, d(2) \geq 2.1m$ & axles=3,4,5		
3	TB2	2	2	Two axle truck or Bus	$d(1) > 3.2m$ & axles=2		Medium
4	TB3	3	2	Three axle truck or Bus	axles=3 & groups=2		
5	T4	>3	2	Four axle truck	axles>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	$d(1) > 3.2m$, axles=3 & groups=3		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m$ or $d(1) < 2.1m$ or $d(1) > 3.2m$ axles = 4 & groups>2		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m$ or $d(1) < 2.1m$ or $d(1) > 3.2m$ axles = 5 & groups>2		
9	ART6	≥ 6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axles=6 & groups>2 or axles>6 & groups=3		
10	BD	>6	4	B-Double or Heavy truck and trailer	groups=4 & axles>6		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axles>6		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axles>6		
14	M/C	2	1 OR 2	Motorcycle	$d(1) \geq 1.18m, d(1) \leq 1.7m$ & axles=2		Light
15	CYCLE	2	1 OR 2	Cycle	$d(1) < 1.18$ & axles=2		

	Eastbound	Westbound
Total	1770	956
Mean Speed	22.8	22
85%	27	26.8



SITE: ATC - Upper Marsh Road

LOCATION: Attached to bridge/pole

GRID REFERENCE: 51.18634, -2.180122

DIRECTION: WESTBOUND

SPEED LIMIT: 30

07 May 2025

Time [s]	Total	Vel 6	Vel 12	Vel 18	Vel 24	Vel 30	Vel 36	Vel 42	Vel 48	Vel 54	Vel 60	Vel 66	Vel 72	Vel 78	Vel 84	Vel 90	Mean	Vel 95
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.1
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0600	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	26.1
0700	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1
0800	16	0	0	1	7	1	0	0	0	0	0	0	0	0	0	0	0	21.1
0900	12	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	22.1
1000	9	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	21.1
1100	9	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	22.1
1200	10	2	4	5	5	0	0	0	0	0	0	0	0	0	0	0	0	20.1
1300	20	1	2	12	5	0	0	0	0	0	0	0	0	0	0	0	0	27.1
1400	17	0	1	3	7	0	0	0	0	0	0	0	0	0	0	0	0	22.1
1500	8	0	1	1	3	7	0	0	0	0	0	0	0	0	0	0	0	21.1
1600	6	0	0	1	3	7	0	0	0	0	0	0	0	0	0	0	0	21.1
1700	6	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	24.1
1800	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	20.1
1900	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	12.1
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.1
2100	154	7	16	74	24	3	8	0	0	8	0	0	0	0	0	0	0	20.1
2200	156	8	16	80	24	2	8	0	0	8	0	0	0	0	0	0	0	20.1
2300	159	8	24	80	42	3	8	0	0	8	0	0	0	0	0	0	0	22.1

08 May 2025

Time [s]	Total	Vel 6	Vel 12	Vel 18	Vel 24	Vel 30	Vel 36	Vel 42	Vel 48	Vel 54	Vel 60	Vel 66	Vel 72	Vel 78	Vel 84	Vel 90	Mean	Vel 95
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2300	117	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2400	154	7	16	74	24	3	8	0	0	8	0	0	0	0	0	0	0	20.1
2500	156	8	16	80	24	2	8	0	0	8	0	0	0	0	0	0	0	20.1
2600	159	8	24	80	42	3	8	0	0	8	0	0	0	0	0	0	0	22.1
2700	161	9	24	84	42	3	8	0	0	8	0	0	0	0	0	0	0	22.1

09 May 2025

Time [s]	Total	Vel 6	Vel 12	Vel 18	Vel 24	Vel 30	Vel 36	Vel 42	Vel 48	Vel 54	Vel 60	Vel 66	Vel 72	Vel 78	Vel 84	Vel 90	Mean	Vel 95
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.1
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2300	157	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2400	154	7	16	74	24	3	8	0	0	8	0	0	0	0	0	0	0	20.1
2500	156	8	16	80	24	2	8	0	0	8	0	0	0	0	0	0	0	20.1
2600	159	8	24	80	42	3	8	0	0	8	0	0	0	0	0	0	0	22.1
2700	161	9	24	84	42	3	8	0	0	8	0	0	0	0	0	0	0	22.1

10 May 2025

Time [s]	Total	Vel 6	Vel 12	Vel 18	Vel 24	Vel 30	Vel 36	Vel 42	Vel 48	Vel 54	Vel 60	Vel 66	Vel 72	Vel 78	Vel 84	Vel 90	Mean	Vel 95
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.1
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1200	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6
1300	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6
1400	11	1	2	3	3	1	0	0	0	0	0	0	0	0	0	0	0	21.6
1500	16	1	2	3	3	1	0	0	0	0	0	0	0	0	0	0	0	21.6
1600	17	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	20.7
1700	17	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	20.7
1800	11	0	2	4	4	1	0	0	0	0	0	0	0	0	0	0	0	24.2
1900	12	0	2	4	4	0	0	0	0	0	0	0	0	0	0	0	0	24.2
2000	11	0	3	4	2	2	0	1	0	0	0	0	0	0	0	0	0	24.2
2100	10	0	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	23.7
2200	10	0	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	23.7
2300	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	23.7
0000	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7
0100	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7
0200	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7
0300	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7
0400	16	8	16	31	24	4	0	1	0	0	0	0	0	0	0	0	0	26.1
0500	17	8	16	31	24	4	0	1	0	0	0	0	0	0	0	0	0	26.1
0600	17	8	16	31	24	4	0	1	0	0	0	0	0	0	0	0	0	26.1
0700	15	8	16	31	24	4	0	1	0	0	0	0	0	0	0	0	0	26.1

09 May 2025															
Time [...]	Total	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Var
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	153	-
0005	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0010	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0020	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0025	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0035	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0040	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0050	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0055	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0105	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0110	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0120	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0125	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0135	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0140	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0150	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0155	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0205	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0210	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0220	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0225	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0235	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0240	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0250	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0255	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0305	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0310	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0320	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0325	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0335	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0340	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0350	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0355	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0405	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0410	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0420	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0425	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0435	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0440	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0450	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0455	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0505	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0510	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0520	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0525	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0535	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0540	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0550	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0555	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0605	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0610	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0615	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0620	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0625	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0630	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0635	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0640	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0645	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0650	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0655	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0705	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0710	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0715	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0720	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0725	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0730	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0735	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0740	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0745	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0750	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0755	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0805	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0810	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0815	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0820	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0825	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0830	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0835	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0840	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0845	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0850	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0855	0	0	0	0	0	0	0	0	0	0	0</				

[illegible][illegible]

12 May 2025																	
Time	Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	95% CI
0000		1	1	0	0	0	0	0	0	0	0	0	0	0	0	158.8	-
0002		0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0004		1	1	0	0	0	0	0	0	0	0	0	0	0	0	31.7	-
0006		0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0008		0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0010		0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0012		1	1	0	0	0	0	0	0	0	0	0	0	0	0	22.7	-
0014		3	3	0	0	0	0	0	0	0	0	0	0	0	0	20.1	-
0016		12	9	3	0	0	0	0	0	0	0	0	0	0	0	26.3	28.4
0018		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0020		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0022		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0024		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0026		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0028		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0030		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0032		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0034		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0036		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0038		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0040		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0042		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0044		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0046		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0048		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0050		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0052		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0054		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0056		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0058		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0060		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0062		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0064		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0066		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0068		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0070		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0072		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0074		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0076		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0078		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0080		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0082		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0084		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0086		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0088		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0090		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0092		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0094		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0096		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0098		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1
0100		1000	32	9	3	2	0	0	0	0	0	0	0	0	0	18.8	27.1

[illegible]



SITE: ATC - Upper Marsh Road

LOCATION: Allocated to linegraph plot

GRID REFERENCE: 51 1824 - 2 18012

DIRECTION: EASTBOUND

SPEED LIMIT: 30

Time [s]	Total	Vel 6	Vel 12	Vel 18	Vel 24	Vel 30	Vel 36	Vel 42	Vel 48	Vel 54	Vel 60	Vel 66	Vel 72	Vel 78	Vel 84	Vel 90	Vel 96	Mean	Var
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0600	2	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	23.4	-
0700	4	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	23.1	-
0800	25	0	2	15	9	0	0	0	0	0	0	0	0	0	0	0	0	24.4	26.4
0900	26	2	4	13	5	0	0	0	0	0	0	0	0	0	0	0	0	26.4	26.1
1000	15	0	2	7	6	0	0	0	0	0	0	0	0	0	0	0	0	23.1	26.6
1100	17	0	4	8	5	0	0	0	0	0	0	0	0	0	0	0	0	23.4	26.1
1200	25	1	0	21	6	1	0	0	0	0	0	0	0	0	0	0	0	23.1	26.5
1300	18	0	3	8	5	1	0	0	0	0	0	0	0	0	0	0	0	23.4	27.6
1400	19	1	2	10	2	1	0	0	0	0	0	0	0	0	0	0	0	23.1	27.7
1500	12	0	0	7	3	1	0	0	0	0	0	0	0	0	0	0	0	23.1	28.3
1600	13	0	0	7	3	1	0	0	0	0	0	0	0	0	0	0	0	23.1	28.2
1700	6	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-
1800	3	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	26.1	-
1900	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	27.4	-
2000	3	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	23.1	-
2100	234	5	22	158	73	5	8	8	8	8	8	8	8	8	8	8	8	23.1	28.3
2200	245	5	22	158	79	5	8	1	8	8	8	8	8	8	8	8	8	23.1	28.3
2300	245	5	22	158	79	7	8	1	8	8	8	8	8	8	8	8	8	23.1	28.3

08 May 2025

Time [s]	Total	Vel 6	Vel 12	Vel 18	Vel 24	Vel 30	Vel 36	Vel 42	Vel 48	Vel 54	Vel 60	Vel 66	Vel 72	Vel 78	Vel 84	Vel 90	Vel 96	Mean	Var
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	-
0600	26	0	2	7	2	0	0	0	0	0	0	0	0	0	0	0	0	23.4	26.5
0700	26	1	2	11	14	2	0	0	0	0	0	0	0	0	0	0	0	24.1	26.5
0800	21	1	3	12	5	0	0	0	0	0	0	0	0	0	0	0	0	22	26.6
0900	16	1	2	10	2	0	0	0	0	0	0	0	0	0	0	0	0	23.1	26.1
1000	16	1	2	10	2	0	0	0	0	0	0	0	0	0	0	0	0	23.1	26.3
1100	15	0	4	8	4	0	0	0	0	0	0	0	0	0	0	0	0	21.4	26
1200	15	1	1	10	3	0	0	0	0	0	0	0	0	0	0	0	0	23.1	26.7
1300	26	4	4	14	1	0	0	0	0	0	0	0	0	0	0	0	0	23.1	26.5
1400	18	1	5	8	5	1	0	0	0	0	0	0	0	0	0	0	0	21.4	27.3
1500	23	1	5	14	5	0	0	0	0	0	0	0	0	0	0	0	0	21.4	27.7
1600	16	0	5	8	3	0	0	0	0	0	0	0	0	0	0	0	0	22.6	26.7
1700	15	0	5	5	3	0	0	1	0	0	0	0	0	0	0	0	0	22.8	26.7
1800	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-
1900	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	26.1	-
2000	234	5	22	158	79	5	8	8	8	8	8	8	8	8	8	8	8	23.1	28.3
2100	245	5	22	158	79	5	8	1	8	8	8	8	8	8	8	8	8	23.1	28.3
2200	245	5	22	158	79	7	8	1	8	8	8	8	8	8	8	8	8	23.1	28.3

09 May 2025

Time [s]	Total	Vel 6	Vel 12	Vel 18	Vel 24	Vel 30	Vel 36	Vel 42	Vel 48	Vel 54	Vel 60	Vel 66	Vel 72	Vel 78	Vel 84	Vel 90	Vel 96	Mean	Var
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	23.4	-
0600	26	0	0	13	10	1	0	0	0	0	0	0	0	0	0	0	0	24.1	26.2
0700	26	0	0	13	10	1	0	0	0	0	0	0	0	0	0	0	0	24.1	26.2
0800	23	0	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	23.1	27
0900	25	0	4	10	6	0	0	0	0	0	0	0	0	0	0	0	0	21.4	26.7
1000	25	0	4	10	6	0	0	0	0	0	0	0	0	0	0	0	0	21.4	26.7
1100	15	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	26.6
1200	27	3	7	22	3	1	0	0	0	0	0	0	0	0	0	0	0	23.1	26.5
1300	26	0	4	16	15	1	0	0	0	0	0	0	0	0	0	0	0	24	26.2
1400	25	1	3	14	3	0	0	0	0	0	0	0	0	0	0	0	0	23.1	26.4
1500	21	3	3	14	3	0	1	0	0	0	0	0	0	0	0	0	0	21.4	26
1600	16	0	1	8	4	0	0	0	0	0	0	0	0	0	0	0	0	26	26.1
1700	6	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	23.1	-
1800	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	22.1	-
1900	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	25.1	-
2000	234	5	22	158	79	5	8	8	8	8	8	8	8	8	8	8	8	23.1	28.3
2100	245	5	22	158	79	5	8	1	8	8	8	8	8	8	8	8	8	23.1	28.3
2200	245	5	22	158	79	7	8	1	8	8	8	8	8	8	8	8	8	23.1	28.3

10 May 2025

Time [s]	Total	Vel 6	Vel 12	Vel 18	Vel 24	Vel 30	Vel 36	Vel 42	Vel 48	Vel 54	Vel 60	Vel 66	Vel 72	Vel 78	Vel 84	Vel 90	Vel 96	Mean	Var
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0600	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	36	-
0700	5	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	23.1	-
0800	26	1	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	23.1	27.6
0900	26	1	3	12	6	0	0	0	0	0	0	0	0	0	0	0	0	21.4	26.4
1000	26	1	3	12	6	0	0	0	0	0	0	0	0	0	0	0	0	21.4	26.4
1100	27	0	4	10	4	0	0	0	0	0	0	0	0	0	0	0	0	21.4	26.9
1200	16	1	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	32	26.5
1300	21	0	6	11	4	0	0	0	0	0	0	0	0	0	0	0	0	23.1	26.3
1400	27	4	6	16	3	1	0	0	0	0	0	0	0	0	0	0	0	21.4	26.8
1500	27	0	7	14	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	26.8
1600	18	0	4	9	4	1	0	0	0	0	0	0	0	0	0	0	0	23.1	26.2
1700	18	0	7	10	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	26.8
1800	9	0	0	11	4	0	1	0	0	0	0	0	0	0	0	0	0	24.6	24.6
1900	23	0	2	10	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	26.1
2000	9	0	0	5	2	2	0	0	0	0	0	0	0	0	0	0	0	24.6	24.6
2100	23	0	2	10	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	26.1
2200	9	0	0	5	2	2	0	0	0	0	0	0	0	0	0	0	0	24.6	24.6
2300	23	0	2	10	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	26.1
0000	241	2	44	116	60	3	1	1	0	0	0	0	0	0	0	0	0	26.1	26.1
0100	241	2	44	116	60	3	1	1	0	0	0	0	0	0	0	0	0	26.1	26.1
0200	241	2	44	116	60	3	1	1	0	0	0	0	0	0	0	0	0	26.1	26.1
0300	241	2	44	116	60	3	1	1	0	0	0	0	0	0	0	0	0	26.1	26.1
0400	241	2	44	116	60	3	1	1	0	0	0	0	0	0	0	0	0	26.1	26.1
0500	241	2	44	116	60	3	1	1	0	0	0	0	0	0	0	0	0	26.1	26.1
0600	241	2	44	116	60	3	1	1	0	0	0	0	0	0	0	0	0	26.1	26.1
0700	241	2	44	116	60	3	1	1	0	0	0	0	0	0	0	0	0	26.1	26.1
0800	241	2	44	116	60	3	1	1	0	0	0	0	0	0	0	0	0	26.1	26.1
0900	241	2	44	116	60	3	1	1	0	0	0	0	0	0	0	0	0	26.1	26.1
1000	241	2	44	116	60	3	1	1	0	0	0	0	0	0	0	0	0	26.1	26.1
1100	241	2	44	116	60	3	1	1	0	0	0	0	0	0	0	0	0	26.1	26.1
1200	241	2	44	116	60	3	1	1	0	0	0	0	0	0	0	0	0	26.1	26.1
1300	241	2	44	116	60	3	1	1	0	0	0	0	0	0	0	0	0	26.1	26.1
1400	241	2	44	116	60	3	1	1	0	0	0	0	0	0	0	0	0	26.1	26.1
1500	241	2	44	116	60	3	1	1	0	0	0	0	0	0	0	0	0	26.1	26.1
1600	241	2	44	116	60	3	1	1	0	0	0	0	0	0	0	0	0	26.1	26.1
1700	241	2	44	116	60	3	1	1	0	0	0	0	0	0	0	0	0	26.1	26.1
1800	241	2	44	116	60	3	1	1	0	0	0	0	0	0	0	0	0	26.1	26.1
1900	241	2	44	116	60	3	1	1	0	0	0	0	0	0	0	0	0	26.1	26.1
2000	241	2	44	116	60	3	1	1	0	0	0	0	0	0	0	0	0	26.1	26.1
2100	241	2	44	116	60	3	1	1	0	0	0	0	0	0	0	0	0	26.1	26.1
2200	241	2	44	116	60	3	1	1	0	0	0	0	0	0	0	0	0	26.1	26.1
2300	241	2	44	116	60	3	1	1	0	0	0	0	0	0	0	0	0	26.1	26.1

07 May 2025

[illegible]

08 May 2025

Time	Total	C1	2	C3	C4	C5	C6	C7	C8	C9	10	11	12	14	15	Mean	Std	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	214	4	
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	236	6	
0700	6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	226	8	
0800	29	24	0	1	0	0	0	0	0	0	0	0	0	0	0	249	20	
0900	6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	213	6	
1000	21	19	0	2	0	0	0	0	0	0	0	0	0	0	0	222	26	
1100	17	16	0	0	0	0	0	0	0	0	0	0	0	0	0	232	12	
1200	16	12	0	3	1	0	0	0	0	0	0	0	0	0	0	207	263	
1300	22	18	0	0	0	0	0	0	0	0	0	0	0	0	0	214	16	
1400	15	10	0	0	0	0	0	0	0	0	0	0	0	0	0	221	27	
1500	30	29	0	0	0	0	0	0	0	0	0	0	0	0	0	231	18	
1600	16	16	0	1	0	0	0	0	0	0	0	0	0	0	0	213	27	
1700	29	24	0	0	0	0	0	0	0	0	0	0	0	0	0	213	27	
1800	16	14	0	1	0	0	0	0	0	0	0	0	0	0	0	228	30	
1900	15	12	0	0	0	0	0	0	0	0	0	0	0	0	0	228	28	
2000	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	242	2	
2100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	253	0	
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	268	0	
2300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	268	0	
00-09	220	205	0	20	1	1	0	0	0	0	0	0	0	0	0	22	224	27
10-19	642	628	0	208	6	6	0	0	0	0	0	0	0	0	0	22	224	27
20-29	266	255	0	20	1	1	0	0	0	0	0	0	0	0	0	2	224	27
30-39	266	255	0	20	1	1	0	0	0	0	0	0	0	0	0	2	224	27

02 May 2025

Time	Total	Cls 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Mean	Top 50
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	252	-
0005	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0010	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0020	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0025	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	219	-
0030	16	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	253	27
0035	26	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	242	293
0040	29	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	256	25
0045	27	23	0	1	0	0	0	1	0	0	0	0	0	0	0	0	242	285
0050	25	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	217	-
0055	18	15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	233	268
0100	12	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	230	267
0105	37	34	0	3	0	0	0	0	0	0	0	0	0	0	0	0	219	248
0110	35	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	248	243
0115	25	24	0	1	0	0	0	0	0	0	0	0	0	0	0	0	226	264
0120	21	19	0	2	0	0	0	0	0	0	0	0	0	0	0	0	244	-
0125	16	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	251	260
0130	11	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	244	-
0135	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	232	-
0140	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	227	311
0200	5	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	257	-
0205	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0210	273	243	24	8	21	8	8	1	1	0	8	8	8	2	3	8	274	274
0215	261	231	27	8	22	8	8	1	1	0	8	8	8	2	3	8	274	274
0220	307	276	28	21	8	8	1	1	0	8	8	8	8	3	3	251	274	274
0225	361	326	34	27	27	8	8	1	1	0	8	8	8	3	3	251	274	274

10 May 2025

[illegible]

11 May 2025

[illegible]

12 May 2025

[illegible]

13 May 2025

[illegible]



Survey Type: Automatic Traffic Counter

Location: Warminster



Charge Surveys Ltd

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Class		Axes	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	$d(1) \geq 1.7m, d(1) \leq 3.2m$ & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, $d(1) \geq 2.1m, d(1) \leq 3.2m, d(2) \geq 2.1m$ & axles=3,4,5		
3	TB2	2	2	Two axle truck or Bus	$d(1) > 3.2m$ & axles=2		Medium
4	TB3	3	2	Three axle truck or Bus	axles=3 & groups=2		
5	T4	>3	2	Four axle truck	axles>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	$d(1) > 3.2m$, axles=3 & groups=3		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m$ or $d(1) < 2.1m$ or $d(1) > 3.2m$ axles = 4 & groups>2		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m$ or $d(1) < 2.1m$ or $d(1) > 3.2m$ axles = 5 & groups>2		
9	ART6	≥ 6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axles=6 & groups>2 or axles>6 & groups=3		
10	BD	>6	4	B-Double or Heavy truck and trailer	groups=4 & axles>6		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axles>6		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axles>6		
14	M/C	2	1 OR 2	Motorcycle	$d(1) \geq 1.18m, d(1) \leq 1.7m$ & axles=2		Light
15	CYCLE	2	1 OR 2	Cycle	$d(1) < 1.18$ & axles=2		

	Eastbound	Westbound
Total	2766	1788
Mean Speed	26.3	24.5
85%	32	30.1

Grand Total																	
Time [-]	Total	Win 6	Win 12	Win 19	Win 25	Win 21	Win 27	Win 43	Win 59	Win 66	Win 62	Win 68	Win 75	Win 81	Win 87	Win 93	Win 99
17:00	1788	99	177	601	788	174	204	4	3	2	3	5	1	0	0	0	24
18:00	1788	99	177	601	788	174	204	4	3	2	3	5	1	0	0	0	24

Time	Total	Vbin 6	Vbin 12	Vbin 19	Vbin 25	Vbin 31	Vbin 37	Vbin 43	Vbin 50	Vbin 56	Vbin 62	Vbin 68	Vbin 75	Vbin 81	Vbin 87	Vbin 93	Mean	Vgp 85
12	1788	98	177	603	764	174	24	43	56	62	68	75	81	87	93	98	24.3	30

SPEED LIMIT: 30

Time (s)	Total	C 0	C 1	C 2	C 3	C 4	C 5	C 6	C 7	C 8	C 9	C 10	C 11	C 12	C 13	C 14	C 15	Mean	Wp	Err
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0005	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8		
0010	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0020	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0025	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0030	17	14	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	28.4	
0035	26	21	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	29.5	
0040	15	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	28.9	
0045	17	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	29.0	
0050	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	28.9	
0055	22	19	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	29.0	
0100	26	20	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.0	30.1	
0105	26	20	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.0	30.1	
0110	22	17	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	28.5	
0115	23	20	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	28.5	
0120	14	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	26.1	
0125	18	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	26.5	
0130	8	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	25.2	
0135	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	25.1	
0140	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.5		
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0150	209	223	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	12	24.7	24.8
0155	209	224	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	12	24.8	24.8
0200	209	224	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	12	24.8	24.8
0205	209	224	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	12	24.8	24.8

Time [s]	Total	Ch 1	Ch 2	Ch 3	Ch 4	Ch 5	Ch 6	Ch 7	Ch 8	Ch 9	Ch 10	Ch 11	Ch 12	Ch 13	Ch 14	Mean	Var
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	359
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	26.5	316
0700	24	21	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	271
0800	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	319
0900	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	239
1000	17	15	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	271
1100	20	17	0	2	0	0	0	0	0	0	0	0	0	0	0	25.5	330
1200	18	16	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	281
1300	18	16	0	1	0	0	0	0	0	0	0	0	0	0	0	23	277
1400	16	14	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	270
1500	20	20	0	1	0	0	0	0	0	0	0	0	0	0	0	25.2	303
1600	21	16	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	261
1700	17	14	0	1	0	0	0	0	0	0	0	0	0	0	0	24.3	303
1800	16	13	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	264
1900	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	25.4	264
2000	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	21.0	261
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	261
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:09	264	224	0	20	0	0	0	0	0	0	0	0	0	0	0	24.8	249
01:09	264	224	0	20	0	0	0	0	0	0	0	0	0	0	0	24.8	249
02:09	264	224	0	20	0	0	0	0	0	0	0	0	0	0	0	24.8	249
03:09	264	224	0	20	0	0	0	0	0	0	0	0	0	0	0	24.8	249
04:09	264	224	0	20	0	0	0	0	0	0	0	0	0	0	0	24.8	249
05:09	264	224	0	20	0	0	0	0	0	0	0	0	0	0	0	24.8	249
06:09	264	224	0	20	0	0	0	0	0	0	0	0	0	0	0	24.8	249
07:09	264	224	0	20	0	0	0	0	0	0	0	0	0	0	0	24.8	249
08:09	264	224	0	20	0	0	0	0	0	0	0	0	0	0	0	24.8	249
09:09	264	224	0	20	0	0	0	0	0	0	0	0	0	0	0	24.8	249
10:09	264	224	0	20	0	0	0	0	0	0	0	0	0	0	0	24.8	249
11:09	264	224	0	20	0	0	0	0	0	0	0	0	0	0	0	24.8	249
12:09	264	224	0	20	0	0	0	0	0	0	0	0	0	0	0	24.8	249
13:09	264	224	0	20	0	0	0	0	0	0	0	0	0	0	0	24.8	249
14:09	264	224	0	20	0	0	0	0	0	0	0	0	0	0	0	24.8	249
15:09	264	224	0	20	0	0	0	0	0	0	0	0	0	0	0	24.8	249
16:09	264	224	0	20	0	0	0	0	0	0	0	0	0	0	0	24.8	249
17:09	264	224	0	20	0	0	0	0	0	0	0	0	0	0	0	24.8	249
18:09	264	224	0	20	0	0	0	0	0	0	0	0	0	0	0	24.8	249
19:09	264	224	0	20	0	0	0	0	0	0	0	0	0	0	0	24.8	249
20:09	264	224	0	20	0	0	0	0	0	0	0	0	0	0	0	24.8	249
21:09	264	224	0	20	0	0	0	0	0	0	0	0	0	0	0	24.8	249
22:09	264	224	0	20	0	0	0	0	0	0	0	0	0	0	0	24.8	249
23:09	264	224	0	20	0	0	0	0	0	0	0	0	0	0	0	24.8	249

[illegible][illegible]

Year [-]	Total	Ch 1	Ch 2	Ch 3	Ch 4	Ch 5	Ch 6	Ch 7	Ch 8	Ch 9	Ch 10	Ch 11	Ch 12	Ch 13	Ch 14	Mean	Var
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	214	0
0800	9	8	4	0	0	0	0	0	0	0	0	0	0	0	0	18.9	0
0900	8	8	0	1	0	0	0	0	0	0	0	0	0	0	1	21.9	0
1000	20	17	17	0	0	0	0	0	0	0	0	0	0	0	0	201	0
1100	15	12	0	0	0	0	0	0	0	0	0	0	0	3	222	207	0
1200	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	31.3
1300	13	9	0	0	0	0	0	0	0	0	0	0	0	3	233	34.0	0
1400	18	15	0	2	0	0	0	0	0	0	1	1	2	0	0	32.5	32.0
1500	10	10	10	0	0	0	0	0	0	0	0	0	0	0	24.1	24.0	0
1600	15	14	0	0	0	0	0	0	0	0	0	0	0	2	159	15.0	0
1700	13	11	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	0
1800	5	7	0	1	0	0	0	0	0	0	0	0	0	0	0	20.5	0
1900	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	0
2000	8	7	0	0	0	0	0	0	0	0	0	0	0	0	0	20.5	0
2100	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	163	124	9	4	1	2	0	0	0	0	0	0	0	1	21	253.3	36.0
2400	162	124	9	4	1	2	0	0	0	0	0	0	0	0	0	253.3	36.0
2500	160	124	9	5	1	3	0	0	0	0	0	0	0	1	23	244.0	36.0
2600	160	124	9	5	1	3	0	0	0	0	0	0	0	1	23	244.0	36.0

[illegible]

Time [s]	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	C14	Mean	Wp [s]	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	13	11	0	1	0	0	0	0	0	0	0	0	0	0	0	23.3	28.1	
0800	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	30.5	
0900	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	29.9	
1000	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	30.5	
1100	19	15	0	2	0	0	0	0	0	0	0	0	0	0	0	22	26.6	
1200	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	27.1	
1300	22	15	0	2	0	0	0	0	0	0	0	0	0	0	0	23.7	31.3	
1400	23	20	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	32.2	
1500	28	23	0	3	0	0	0	0	0	0	0	0	0	0	0	24.2	34.6	
1600	38	34	0	0	0	0	0	0	0	0	0	0	0	0	0	26.6	37.7	
1700	18	17	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	28.5	
1800	20	18	0	1	0	0	0	0	0	0	0	0	0	0	0	26.3	30.5	
1900	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	27	33.5	
2000	9	8	0	0	0	0	0	0	0	0	0	0	0	0	0	21	27	
2100	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	32.3	
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	29.4	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00:00	260	205	0	10	0	1	0	0	0	0	0	0	0	0	0	3	13	24.8
01:00	267	227	0	16	0	0	0	0	0	0	0	0	0	0	0	3	14	24.8
02:00	267	225	0	20	0	0	0	0	0	0	0	0	0	0	0	3	14	24.8
03:00	267	228	0	18	0	0	0	0	0	0	0	0	0	0	0	3	14	24.8

[illegible]

08 May 2025

[illegible]

09 May 2025

[illegible]

10 May 2025

[illegible]

11 May 2025

[illegible]

12 May 2025

[illegible]

13 May 2025

[illegible]

Grand Total

[illegible]



SITE: ATC - Sirembek Road

LOCATION: Attached to tree

GRID REFERENCE: S1 150803, -2.174768

DIRECTION: EASTBOUND

SPEED LIMIT: 30

07 May 2025

Time [s]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp SS
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.6	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	-
0700	18	16	0	1	0	0	0	0	0	0	0	0	0	0	1	24.2	30.2
0800	71	65	1	1	0	0	0	0	0	0	0	0	0	0	3	29	34
0900	29	27	0	2	0	0	0	0	0	0	0	0	0	0	0	26.9	30.5
1000	26	24	0	2	0	0	0	0	0	0	0	0	0	0	1	23.9	31.5
1100	30	27	0	2	0	0	0	0	0	0	0	0	0	0	0	26.5	31.2
1200	32	27	0	2	0	0	0	0	0	0	0	0	0	0	0	23.8	31.8
1300	29	23	0	3	1	0	0	0	0	0	0	0	0	0	1	23.5	29.6
1400	47	42	0	2	0	0	0	0	0	0	0	0	0	0	2	24.4	30.4
1500	32	26	0	1	0	0	0	0	0	0	0	0	0	0	0	26.5	30
1600	31	26	0	2	0	0	0	0	0	0	0	0	0	0	1	26.1	33.6
1700	22	20	0	1	0	0	0	0	0	0	0	0	0	0	1	25.8	31.9
1800	18	15	0	2	0	0	0	0	0	0	0	0	0	0	1	27.3	33.6
1900	19	15	0	2	0	0	0	0	0	0	0	0	0	0	1	27.7	33.2
2000	19	7	0	0	0	0	0	0	0	0	0	0	0	1	2	22.4	-
2100	15	3	0	1	0	0	0	0	0	0	0	0	0	0	0	33.1	-
2200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	31	-
2300	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	-
07-09	387	352	1	28	1	0	1	0	0	0	0	0	0	0	12	28.7	32.6
08-09	436	393	1	28	1	0	1	0	0	0	0	0	0	0	16	28.7	32.6
09-09	442	387	1	28	1	0	1	0	0	0	0	0	0	0	16	28.8	32.6
09-09	442	386	1	28	1	0	1	0	0	0	0	0	0	0	16	28.8	32.6

08 May 2025

Time [s]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp SS	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	-	
0700	19	17	0	2	0	0	0	0	0	0	0	0	0	0	0	27.2	31.6	
0800	64	58	0	4	0	0	0	0	0	0	0	0	0	0	2	28.3	33.3	
0900	69	55	0	1	0	0	0	0	0	0	0	0	0	0	2	23.3	29.7	
1000	27	27	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	29	
1100	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	32.2	
1200	26	22	0	3	0	0	0	0	0	0	0	0	0	0	1	25.6	33.4	
1300	31	30	0	0	0	0	0	0	0	0	0	0	0	1	1	26.6	33	
1400	32	28	0	2	0	0	0	0	0	0	0	0	0	1	1	26.5	33.2	
1500	36	34	0	1	0	0	0	0	0	0	0	0	0	1	1	27.3	32.8	
1600	24	20	0	1	0	0	0	0	0	0	0	0	0	0	3	24.9	30.5	
1700	39	26	0	1	0	0	0	0	0	0	0	0	0	0	0	27.3	31.7	
1800	27	25	0	1	0	0	0	0	0	0	0	0	0	1	0	30.8	37.9	
1900	29	24	0	0	0	0	0	0	0	0	0	0	0	1	0	26.7	31.7	
2000	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	28.4	30.9	
2100	5	4	0	0	0	0	0	0	0	0	0	0	0	0	1	24.4	-	
2200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	-	
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-	
07-09	366	327	0	23	0	0	0	0	0	0	0	0	0	0	5	12	26.6	32.1
08-09	411	366	0	23	0	0	0	0	0	0	0	0	0	0	5	14	26.6	32.1
09-09	417	374	0	23	0	0	0	0	0	0	0	0	0	0	6	14	26.6	32.2
09-09	417	374	0	23	0	0	0	0	0	0	0	0	0	0	6	14	26.6	32.2

09 May 2025

	Time [s]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp SS	
0000		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0100		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	-	
0300		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0600		4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	-	
0700		19	17	0	2	0	0	0	0	0	0	0	0	0	0	0	28.7	34.6	
0800		59	55	0	1	0	0	0	0	0	0	0	0	0	0	3	28.7	32.5	
0900		39	34	0	4	0	0	0	0	0	0	0	0	0	1	0	26.3	32.2	
1000		38	35	0	1	0	0	1	0	0	0	0	0	0	0	1	27.4	33.3	
1100		39	29	0	0	0	0	0	0	0	0	0	0	0	0	1	28	30.3	
1200		33	32	0	1	0	0	0	0	0	0	0	0	0	0	0	27.6	32.7	
1300		17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	26.3	33.5	
1400		49	44	0	2	0	0	0	0	0	0	0	0	0	1	2	26.3	31.7	
1500		63	51	0	2	0	0	0	0	0	0	0	0	0	1	0	25.4	31.7	
1600		28	26	0	1	0	0	0	0	0	0	0	0	0	0	0	26.3	31.7	
1700		28	26	0	1	0	0	0	0	0	0	0	0	0	0	0	30.5	33.7	
1800		22	21	0	0	0	0	0	0	0	0	0	0	0	0	0	26.5	43.3	
1900		18	17	0	0	0	0	0	0	0	0	0	0	0	1	0	26.3	30	
2000		19	10	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	-	
2100		6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	-	
2200		1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10.3	-	
07-09		433	393	0	18	0	0	0	0	0	0	0	0	0	0	10	18.6	31.6	
08-09		487	433	0	18	0	0	1	0	0	0	0	0	0	0	5	11	28.6	31.6
09-09		473	438	0	18	0	0	0	0	0	0	0	0	0	0	11	28.6	31.6	
09-09		474	439	0	19	0	0	0	1	0	0	0	0	0	0	4	11	28.6	32

10 May 2025

Time [s]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp SS
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	30.2
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	30.2
0400	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	30.2
0700	18	17	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	30.2
0800	19	17	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	30.2
0900	30	29	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	-
1000	31	29	0	1	0	0	0	0	0	0	0	0	0	0	0	24.8	30.4
1100	32	31	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	30.4
1200	31	29	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	30.4
1300	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	30.4
1400	29	29	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	30.4
1500	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	30.4
1600	24	22	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	30.4
1700	28	28	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	30.4
1800	24	22	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	30.4
1900	22	19	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	30.4
2000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	30.4
2100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	30.4
2200	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	30.4
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	30.4
2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	30.4
2500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	30.4
2600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	30.4
2700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	30.4
2800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	30.4
2900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	30.4
3000	366	373	1	13	8	8	8	8	8	1	8	8	8	4	16	26.7	31.1
3100	362	361	1	13	8	8	8	8	8	1	8	8	8	4	16	26.7	31.1
3200	366	373	1	13	8	8	8	8	8	1	8	8	8	4	16	26.7	31.1
3300	366	373	1	13	8	8	8	8	8	1	8	8	8	4	16	26.7	31.1
3400	366	373	1	13	8	8	8	8	8	1	8	8	8	4	16	26.7	31.1



SITE: ATC - Smallbrook Road

LOCATION: Attached to tree

GRID REFERENCE: 51.195803, -2.174768

DIRECTION: EASTBOUND

SPEED LIMIT: 30

	Wed 07-May	Thu 08-May	Fri 09-May	Sat 10-May	Sun 11-May	Mon 12-May	Tue 13-May	Averages 1-5.	1-7.
Hour									
0000-0100	0	0	0	1	2	1	1	0.4	0.7
0100-0200	1	0	0	0	0	0	0	0.2	0.1
0200-0300	0	0	1	0	1	2	0	0.6	0.6
0300-0400	0	0	0	0	1	1	0	0.2	0.3
0400-0500	0	0	0	2	0	0	0	0	0.3
0500-0600	0	0	0	0	0	0	1	0.2	0.1
0600-0700	5	2	4	1	1	1	2	2.8	2.3
0700-0800	18	15	19	8	7	21	15	17.6	14.7
0800-0900	71	64	59	17	14	69	57	64	50.1
0900-1000	29	26	39	30	24	19	26	27.8	27.6
1000-1100	28	27	38	31	26	16	32	28.2	28.3
1100-1200	30	28	30	34	28	21	26	27	28.1
1200-1300	32	26	33	31	34	26	25	28.4	29.6
1300-1400	28	31	17	24	31	26	27	25.8	26.3
1400-1500	47	32	49	29	32	33	44	41	38
1500-1600	33	36	55	27	24	37	29	38	34.4
1600-1700	31	24	36	24	17	32	35	31.6	28.4
1700-1800	32	30	28	31	20	28	25	28.6	27.7
1800-1900	18	27	22	22	13	21	20	21.6	20.4
1900-2000	19	26	18	14	9	14	13	18	16.1
2000-2100	10	12	10	6	11	10	12	10.8	10.1
2100-2200	5	5	10	7	6	4	6	6	6.1
2200-2300	5	5	5	2	2	3	2	4	3.4
2300-2400	1	1	1	1	1	1	2	1.2	1.1
Totals									
0700-1900	397	366	425	308	270	349	361	379.6	353.7
0600-2200	436	411	467	336	297	378	394	417.2	388.4
0600-0000	442	417	473	339	300	382	398	422.4	393
0000-0000	443	417	474	342	304	386	400	424	395.1
AM Peak	800 71	800 64	800 59	1100 34	1100 28	800 69	800 57		
PM Peak	1400 47	1500 36	1500 55	1700 31	1200 34	1500 37	1400 44		



SITE: ATC - Smallbrook Road

LOCATION: Attached to tree

GRID REFERENCE: 51.195803, -2.174768

DIRECTION: WESTBOUND

SPEED LIMIT: 30

	Wed 07-May	Thu 08-May	Fri 09-May	Sat 10-May	Sun 11-May	Mon 12-May	Tue 13-May	Averages 1-5.	1-7.
Hour									
0000-0100	0	1	0	0	0	0	0	0.2	0.1
0100-0200	1	0	0	0	0	1	0	0.4	0.3
0200-0300	0	0	0	0	0	2	0	0.4	0.3
0300-0400	0	0	0	0	1	0	0	0	0.1
0400-0500	0	0	0	0	0	0	0	0	0
0500-0600	0	0	0	0	0	0	0	0	0
0600-0700	0	3	4	0	0	0	0	1.4	1
0700-0800	17	11	12	4	8	12	13	13	11
0800-0900	26	24	30	7	9	35	24	27.8	22.1
0900-1000	15	14	14	11	8	24	12	15.8	14
1000-1100	16	13	21	19	21	10	16	15.2	16.6
1100-1200	17	17	20	23	15	9	19	16.4	17.1
1200-1300	24	20	13	19	10	13	12	16.4	15.9
1300-1400	22	25	16	15	21	22	22	21.4	20.4
1400-1500	24	18	24	14	13	13	23	20.4	18.4
1500-1600	39	45	52	18	18	34	38	41.6	34.9
1600-1700	22	29	31	13	14	28	35	29	24.6
1700-1800	23	21	19	21	10	25	18	21.2	19.6
1800-1900	14	17	17	12	6	10	8	13.2	12
1900-2000	25	16	11	7	13	12	11	15	13.6
2000-2100	8	9	5	2	8	10	9	8.2	7.3
2100-2200	4	2	4	1	5	6	5	4.2	3.9
2200-2300	3	1	3	4	1	0	2	1.8	2
2300-2400	0	0	2	0	0	0	0	0.4	0.3
Totals									
0700-1900	259	254	269	176	153	235	240	251.4	226.6
0600-2200	296	284	293	186	179	263	265	280.2	252.3
0600-0000	299	285	298	190	180	263	267	282.4	254.6
0000-0000	300	286	298	190	181	266	267	283.4	255.4
AM Peak	800 26	800 24	800 30	1100 23	1000 21	800 35	800 24		
PM Peak	1500 39	1500 45	1500 52	1700 21	1300 21	1500 34	1500 38		

Appendix F – Crashmap Reports



Validated Data

Crash Date: Sunday, July 4, 2021

Time of Crash: 18:29:00

Crash Reference: 2021546451921

Highest Injury Severity: Serious

Road Number: U

Casualties: 1

Highway Authority: Wiltshire

Vehicles: 2

Local Authority: Wiltshire

OS Grid Reference: 387691 144016

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

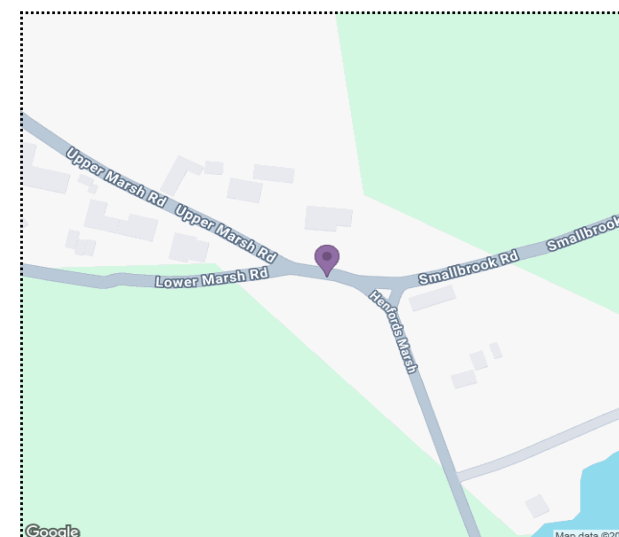
Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Sunday, July 4, 2021

Time of Crash: 18:29:00

Crash Reference: 2021546451921

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Other vehicle, whether motorised or not (2011 onwards)	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	5	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

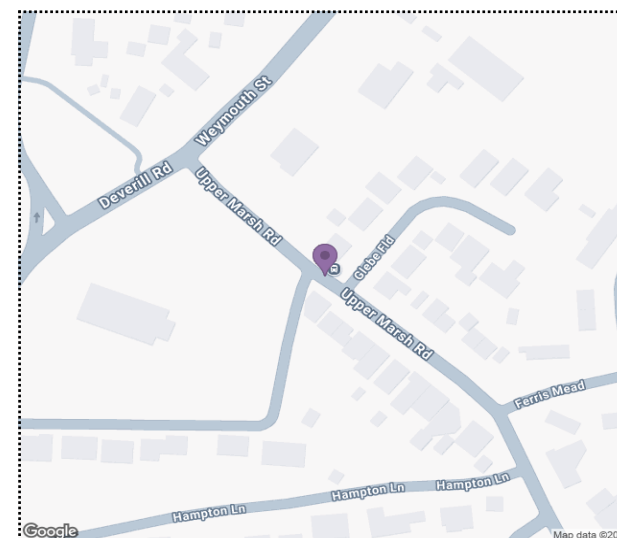
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Wednesday, August 31, 2022	Time of Crash:	17:29:00	Crash Reference:	2022549211022
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	2
Highway Authority:	Wiltshire			Vehicles:	3
Local Authority:	Wiltshire			OS Grid Reference:	387157 144559
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Wednesday, August 31, 2022

Time of Crash: 17:29:00

Crash Reference: 2022549211022

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	13	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Journey as part of work	None	None
2	Car (excluding private hire cars 2005 onwards)	12	Female	56 - 65	Vehicle is moving off	Front	Unknown	None	None
3	Car (excluding private hire cars 2005 onwards)	5	Male	36 - 45	Vehicle is parked in the carriageway	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faqTo subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

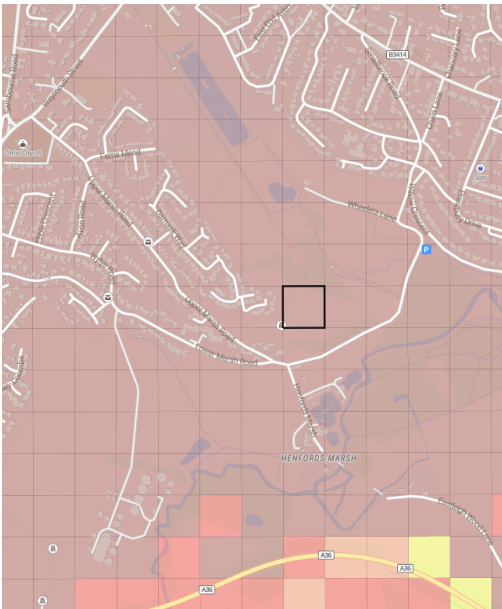
Appendix G – DfT Connectivity Tool Report

Connectivity Tool Lite

Guidance

Explore the score

Square ID	387750_144150
Local authorities	Wiltshire
Latitude	51.196434
Longitude	-2.176694



Overall

Type	National score	National distribution	Wiltshire
Overall (except driving)	57	Slightly above average (50-60%)	A
Public transport	56	Slightly above average (50-60%)	A
Walking	57	Slightly above average (50-60%)	A
Cycling	57	Slightly above average (50-60%)	A
Driving	75	High (70-80%)	A

Education

Type	National score	National distribution	Wiltshire
Overall (except driving)	51	Slightly above average (50-60%)	A
Public transport	58	Slightly above average (50-60%)	A

Type	National score	National distribution	Wiltshire
Walking	45	Slightly below average (40-50%)	A
Cycling	65	Above average (60-70%)	A
Driving	68	Above average (60-70%)	A

Leisure

Type	National score	National distribution	Wiltshire
Overall (except driving)	52	Slightly above average (50-60%)	A
Public transport	51	Slightly above average (50-60%)	A
Walking	52	Slightly above average (50-60%)	A
Cycling	58	Slightly above average (50-60%)	A
Driving	73	High (70-80%)	A

Health

Type	National score	National distribution	Wiltshire
Overall (except driving)	50	Slightly above average (50-60%)	A
Public transport	51	Slightly above average (50-60%)	A
Walking	46	Slightly below average (40-50%)	A
Cycling	50	Slightly above average (50-60%)	A
Driving	70	High (70-80%)	A

Shopping

Type	National score	National distribution	Wiltshire
Overall (except driving)	72	High (70-80%)	A
Public transport	72	High (70-80%)	A

Type	National score	National distribution	Wiltshire
Walking	71	High (70-80%)	A
Cycling	69	Above average (60-70%)	A
Driving	81	Very high (80-90%)	A

Residential

Type	National score	National distribution	Wiltshire
Overall (except driving)	55	Slightly above average (50-60%)	A
Public transport	48	Slightly below average (40-50%)	A
Walking	60	Above average (60-70%)	A
Cycling	57	Slightly above average (50-60%)	A
Driving	74	High (70-80%)	A

Workplaces

Type	National score	National distribution	Wiltshire
Overall (except driving)	45	Slightly below average (40-50%)	A
Public transport	45	Slightly below average (40-50%)	A
Walking	44	Slightly below average (40-50%)	A
Cycling	48	Slightly below average (40-50%)	A
Driving	67	Above average (60-70%)	A

Appendix H – Site Layout Plans



- NOTES:
- Application boundary
 - Affordable units
 - 15m Existing building offset
 - 20m Existing building offset
 - Acidic grassland
 - 20m Badger sett offset

Accommodation schedule

Affordable Mix (30%)

Unit Type	no.
TA1.1	4
FOG	1
TA2.2	6
TA3.2	4

TOTAL AFFORDABLE: 15 units

Open Market Mix (70%)

Unit Type	no.
FOG	1
Bramford	6
Lock	13
Cary	4
Mead	5
Gables	4
Stanton	1

TOTAL OPEN MARKET: 34 units

TOTAL HOUSES: 49 units

REV	NOTES	DATE
	Damask Way, Warminster Proposed Site Layout	B JH/DC
240707 L 02 01	1:500@A1	Feb 26

CliftonEmerydesign

Hems House 84 Longbrook Street Exeter, Devon, EX4 6AP
T: 01392 368866 W: www.cliftonemerydesign.co.uk M: mail@cliftonemerydesign.co.uk

DRAWING-STATUS: DRAFT for comment

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Legend

- Application boundary
- 1 Access from Upper Marsh Road
- 2 Arrival green space
- 3 Terraced housing addressing primary street
- 4 Periphery dwellings
- 5 Shared surface space
- 6 Parking court
- 7 Vegetated boundary to existing dwellings
- 8 Local Area of Play (LAP)
- 9 Retained trees
- 10 Retained and realigned PRoW between Smallbrook Road and Smallbrook Meadows Reserve
- 11 Retained ecological habitat area
- 12 Orchard
- 13 Existing pipe and associated offset

Rerouted Public Right of Way

Indicative amphibian route



Damask Way, Warminster		C
Illustrative Layout		CW / JH
240707 L 02 02	NTS @ A3	Feb 2026

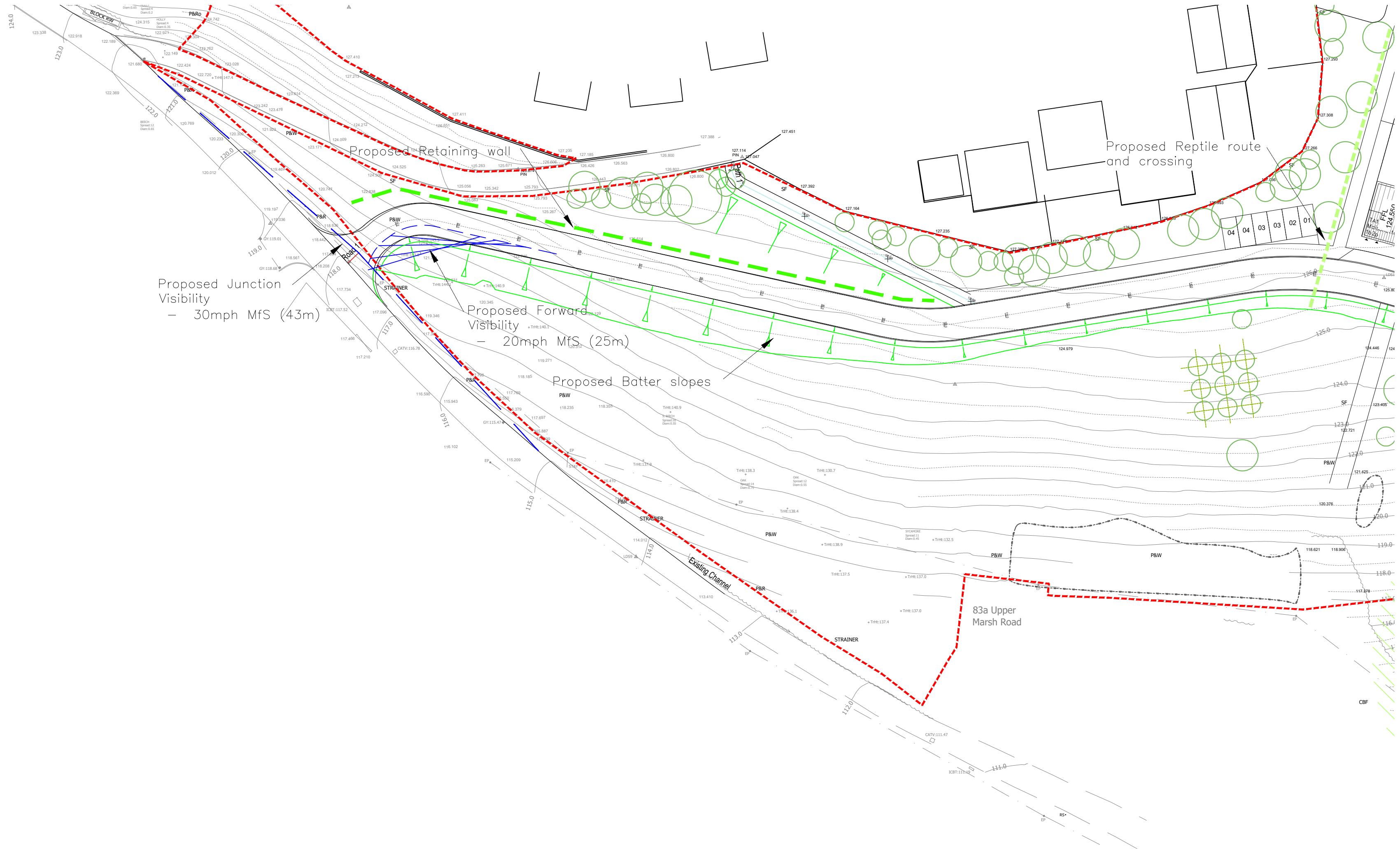
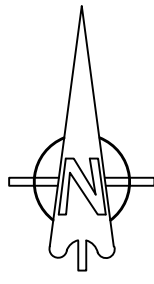
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Drawing Status FOR INFORMATION

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Appendix I – Access Drawing



REV. No.	DATE	DESCRIPTION	DRAWN	CHECKED		
Client Backhouse Housing			MJA CONSULTING CIVIL & STRUCTURAL ENGINEERS Ipsum Court, 24 The Quadrant, Abingdon Science Park, Abingdon Oxon, OX14 3YS Tel: 01235 555173 Email: mail@mjaconsulting.co.uk			
					Project Damask Way Warminster	
Title Proposed Access into Development			Scale: 1:500 @ A2		Status: PRELIMINARY	
			Drawn: JS	Project Engineer AD	MJA Project No: 6088	Date: 31.03.26
			Drawing Number: 6088—MJA—SW—XX—DR—C—055			Rev: —

Appendix J – TRICS Output

Audit Code: 701c2d5c-6d50-441b-90d6-3e4ab5fd1ff4

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	HC	HAMPSHIRE	2 days
03	SOUTH WEST		
	DC	DORSET	2 days
	GS	GLOUCESTERSHIRE	1 day
	SM	SOMERSET	1 day
04	EAST ANGLIA		
	NF	NORFOLK	3 days
06	WEST MIDLANDS		
	TE	TELFORD & WREKIN	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	3 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 day
09	NORTH		
	CU	CUMBERLAND	1 day
	IM	ISLE OF MAN	1 day
10	WALES		
	CP	CAERPHILLY	1 day
	PS	POWYS	1 day
11	SCOTLAND		
	FI	FIFE	1 day
	HI	HIGHLAND	1 day
	PK	PERTH & KINROSS	1 day
12	CONNAUGHT		
	CS	SLIGO	1 day
	GA	GALWAY	1 day
	RO	ROSCOMMON	3 days
14	LEINSTER		
	ME	MEATH	1 day
	WC	WICKLOW	1 day
	WX	WEXFORD	1 day
16	ULSTER (REPUBLIC OF IRELAND)		
	CV	CAVAN	1 day
	DN	DONEGAL	1 day
	MG	MONAGHAN	1 day
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	1 day
	DE	DERRY	2 days

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

Audit Code: 701c2d5c-6d50-441b-90d6-3e4ab5fd1ff4

Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	20 to 58 (units:DWELLS)
Range Selected by User:	20 to 60 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/05/87 to 30/06/25

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:

Friday	4 days
Monday	9 days
Thursday	11 days
Tuesday	6 days
Wednesday	7 days

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

Selected survey types:

Manual count	37
Direction ATC Count	0

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:

Edge of Town	20 days
Suburban Area	17 days

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:

Built-Up Zone	1 days
Industrial Zone	1 days
No Sub Category	7 days
Residential Zone	28 days

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.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	2 days
Servicing vehicles Included	4 days
Servicing vehicles Unknown	31 days

Audit Code: 701c2d5c-6d50-441b-90d6-3e4ab5fd1ff4

Secondary Filtering Selection:

Use Class:

C3	37 surveys
----	------------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

213 - 7600

Population within 1 mile:

1,001 to 5,000	10 surveys
10,001 to 15,000	11 surveys
15,001 to 20,000	3 surveys
20,001 to 25,000	1 surveys
5,001 to 10,000	12 surveys

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

Population within 5 miles:

25,001 to 50,000	12 surveys
5,000 or Less	2 surveys
5,001 to 25,000	14 surveys
50,001 to 75,000	9 surveys

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	9 surveys
1.1 to 1.5	27 surveys
1.6 to 2.0	1 surveys

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.



Audit Code: 701c2d5c-6d50-441b-90d6-3e4ab5fd1ff4

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	30 surveys
Yes	7 surveys

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	37 surveys
-----------------	------------

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

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

Audit Code: 701c2d5c-6d50-441b-90d6-3e4ab5fd1ff4

1	AC-03-A-04	TOWN HOUSES	CHESHIRE WEST & CHESTER
LONDON ROAD NORTHWICH LEFTWICH Suburban Area Residential Zone Site area: 0.5 hect Survey date: Thursday 06/06/2019			
			Survey Type: Manual
2	AN-03-A-07	SEMI DETACHED/TERRACED HOUSING	ANTRIM
CASTLE WAY ANTRIM Suburban Area Residential Zone Site area: 2.759999990463257 hect Survey date: Tuesday 20/12/2011			
			Survey Type: Manual
3	CP-03-A-02	SEMI DETACHED	CAERPHILLY
THE RISE PENGAM Suburban Area No Sub Category Site area: 0.625 hect Survey date:			
			Survey Type: Manual
4	CS-03-A-02	DETACHED	SLIGO
CHURCH HILL SLIGO Suburban Area No Sub Category Site area: 1.850000023841858 hect Survey date: Thursday 14/06/2007			
			Survey Type: Manual
5	CU-03-A-01	SEMI DETACHED	CUMBERLAND
HAWKSHEAD AVENUE WORKINGTON Edge of Town Residential Zone Site area: 1.7999999523162842 hect Survey date:			
			Survey Type: Manual
6	CV-03-A-03	DETACHED HOUSES	CAVAN
R212 DUBLIN ROAD CAVAN PULLAMORE NEAR Edge of Town No Sub Category Site area: 2.59999999046325684 hect Survey date:			
			Survey Type: Manual
7	DC-03-A-09	MIXED HOUSES	DORSET
A350 SHAFTESBURY Edge of Town No Sub Category Site area: 1.649999976158142 hect Survey date: Friday 19/11/2021			
			Survey Type: Manual
8	DC-03-A-10	MIXED HOUSES	DORSET
ADDISON CLOSE GILLINGHAM Edge of Town			

Audit Code: 701c2d5c-6d50-441b-90d6-3e4ab5fd1ff4

Residential Zone

Site area: 1.399999976158142 hect

Survey date: Wednesday 09/11/2022

Survey Type: Manual

9 GREENHALL HIGHWAY COLERAINE Edge of Town Residential Zone Site area: 1.600000023841858 hect Survey date: Thursday 19/05/2022	DE-03-A-04	SEMI-DETACHED & TERRACED	DERRY	Survey Type: Manual
10 CLOYFIN ROAD COLERAINE LOGUESTOWN IND. ESTATE Edge of Town Industrial Zone Site area: 1.9256999492645264 hect Survey date: Friday 20/05/2022	DE-03-A-05	SEMI-DETACHED & TERRACED	DERRY	Survey Type: Manual
11 THE GRANGE LETTERKENNY GLENCAR IRISH Edge of Town Residential Zone Site area: 3.200000047683716 hect Survey date:	DN-03-A-03	DETACHED/SEMI-DETACHED	DONEGAL	Survey Type: Manual
12 THE FAIRWAY NEWHAVEN Edge of Town Residential Zone Site area: 1.5 hect Survey date:	ES-03-A-09	DETACHED & SEMI-DETACHED	EAST SUSSEX	Survey Type: Manual
13 A265 HEATHFIELD Edge of Town Residential Zone Site area: 1.7000000476837158 hect Survey date:	ES-03-A-13	DETACHED HOUSES	EAST SUSSEX	Survey Type: Manual
14 WAROUT ROAD GLENROTHES Suburban Area Residential Zone Site area: 3.5 hect Survey date:	FI-03-A-02	SEMI DETACHED	FIFE	Survey Type: Manual
15 MONEENEGEISHA ROAD GALWAY WELLPARK Suburban Area Built-Up Zone Site area: 0.8999999761581421 hect Survey date: Wednesday 20/09/2006	GA-03-A-03	SEMI DET./TERRACED	GALWAY	Survey Type: Manual



Audit Code: 701c2d5c-6d50-441b-90d6-3e4ab5fd1ff4

16 GREEN LANE TEWKESBURY Suburban Area Residential Zone Site area: 1 hect Survey date: Thursday 10/10/2024	GS-03-A-03	PRIVATLEY OWNED HOUSES	GLOUCESTERSHIRE	Survey Type: Manual
17 CANADA WAY LIPHOOK Suburban Area Residential Zone Site area: 0.800000011920929 hect Survey date: Thursday 12/11/2015	HC-03-A-17	HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
18 KILN ROAD LIPHOOK Edge of Town Residential Zone Site area: 2.1700000762939453 hect Survey date: Friday 07/10/2022	HC-03-A-31	MIXED HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
19 KING BRUDE ROAD INVERNESS SCORGUIE Suburban Area Residential Zone Site area: 1.4800000190734863 hect Survey date: Wednesday 23/03/2016	HI-03-A-14	SEMI-DETACHED & TERRACED	HIGHLAND	Survey Type: Manual
20 SCARLETT ROAD CASTLETOWN Edge of Town Residential Zone Site area: 2.190000057220459 hect Survey date: Tuesday 21/05/2024	IM-03-A-05	MIXED HOUSES	ISLE OF MAN	Survey Type: Manual
21 R155 RATOATH Edge of Town Residential Zone Site area: 2.4 hect Survey date: Wednesday 30/10/2024	ME-03-A-01	PRIVATELY OWNED HOUSES	MEATH	Survey Type: Manual
22 ORIEL WAY MONAGHAN Suburban Area Residential Zone Site area: 3.299999952316284 hect Survey date: Tuesday 12/10/2021	MG-03-A-01	SEMI-DETACHED HOUSES	MONAGHAN	Survey Type: Manual
23 YARMOUTH ROAD CAISTER-ON-SEA Suburban Area Residential Zone Site area: 1.4900000095367432 hect	NF-03-A-01	SEMI DET. & BUNGALOWS	NORFOLK	

Audit Code: 701c2d5c-6d50-441b-90d6-3e4ab5fd1ff4

Survey date: Tuesday 16/10/2012

Survey Type: Manual

24 HEATH DRIVE HOLT Edge of Town Residential Zone Site area: 1.5700000524520874 hect Survey date: Thursday 19/09/2019	NF-03-A-05	MIXED HOUSES	NORFOLK	Survey Type: Manual
25 GREENFIELDS ROAD DEREHAM Edge of Town Residential Zone Site area: 1.6399999856948853 hect Survey date: Tuesday 27/09/2022	NF-03-A-37	MIXED HOUSES	NORFOLK	Survey Type: Manual
26 GRAMMAR SCHOOL LANE NORTHALLERTON Suburban Area Residential Zone Site area: 3.299999952316284 hect Survey date: Tuesday 25/09/2007	NY-03-A-01	MIXED HOUSES	NORTH YORKSHIRE	Survey Type: Manual
27 HORSEFAIR BOROUGHBRIDGE Edge of Town Residential Zone Site area: 1.7899999618530273 hect Survey date: Wednesday 18/09/2013	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE	Survey Type: Manual
28 PALACE ROAD RIPON Edge of Town Residential Zone Site area: 2.9000000953674316 hect Survey date: Wednesday 18/05/2022	NY-03-A-14	DETACHED & BUNGALOWS	NORTH YORKSHIRE	Survey Type: Manual
29 TULLYLUMB TERRACE PERTH CORNHILL Suburban Area Residential Zone Site area: 3.1500000953674316 hect Survey date: Wednesday 11/05/2011	PK-03-A-01	DETAC. & BUNGALOWS	PERTH & KINROSS	Survey Type: Manual
30 GUNROG ROAD WELSHPOOL Suburban Area Residential Zone Site area: 0.8100000023841858 hect Survey date:	PS-03-A-02	DETACHED/SEMI-DETACHED	POWYS	Survey Type: Manual
31 SLIGO ROAD BALLAGHADERREEN Suburban Area	RO-03-A-02	SEMI DET. & BUNGALOWS	ROSCOMMON	

Audit Code: 701c2d5c-6d50-441b-90d6-3e4ab5fd1ff4

Residential Zone

Site area: 1.5499999523162842 hect

Survey date: Thursday 14/07/2011

Survey Type: Manual

32	RO-03-A-03	DETACHED HOUSES	ROSCOMMON
N61			
BOYLE			
GREATMEADOW			
Edge of Town			
No Sub Category			
Site area: 4.079999923706055 hect			
Survey date: Thursday 25/09/2014			
Survey Type: Manual			

33	RO-03-A-04	SEMI DET. & BUNGALOWS	ROSCOMMON
EAGLE COURT			
ROSCOMMON			
ARDNANAGH			
Suburban Area			
Residential Zone			
Site area: 1.9199999570846558 hect			
Survey date: Friday 26/09/2014			
Survey Type: Manual			

34	SM-03-A-01	DETACHED & SEMI	SOMERSET
WEMBDON ROAD			
BRIDGWATER			
NORTHFIELD			
Edge of Town			
Residential Zone			
Site area: 1.399999976158142 hect			
Survey date: Thursday 24/09/2015			
Survey Type: Manual			

35	TE-03-A-03	SEMI-DETACHED/TERRACED	TELFORD & WREKIN
SANDCROFT			
TELFORD			
SUTTON HILL			
Edge of Town			
Residential Zone			
Site area: 1.3200000524520874 hect			
Survey date: Thursday 24/10/2013			
Survey Type: Manual			

36	WC-03-A-01	DETACHED HOUSES	WICKLOW
STATION ROAD			
WICKLOW			
CORPORATION MURRAGH			
Edge of Town			
No Sub Category			
Site area: 2.443000078201294 hect			
Survey date:			
Survey Type: Manual			

37	WX-03-A-01	SEMI-DETACHED	WEXFORD
CLONARD ROAD			
WEXFORD			
Suburban Area			
No Sub Category			
Site area: 1.440000057220459 hect			
Survey date: Thursday 25/09/2014			
Survey Type: Manual			

Audit Code: 701c2d5c-6d50-441b-90d6-3e4ab5fd1ff4

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	37	39	0.083	0.251	0.334
08:00-09:00	37	39	0.204	0.463	0.667
09:00-10:00	37	39	0.197	0.238	0.435
10:00-11:00	37	39	0.172	0.196	0.368
11:00-12:00	37	39	0.197	0.205	0.402
12:00-13:00	37	39	0.226	0.194	0.420
13:00-14:00	37	39	0.227	0.229	0.456
14:00-15:00	37	39	0.236	0.269	0.505
15:00-16:00	37	39	0.324	0.229	0.553
16:00-17:00	37	39	0.369	0.238	0.607
17:00-18:00	37	39	0.399	0.252	0.651
18:00-19:00	37	39	0.306	0.222	0.528
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.940	2.986	5.926

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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Audit Code: 701c2d5c-6d50-441b-90d6-3e4ab5fd1ff4

Parameter Summary:

Trip rate parameter range selected:	20 - 60 (units: DWELLS)
Survey date date range:	16/05/2005 - 30/10/2024
Number of weekdays (Monday-Friday):	37
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: 701c2d5c-6d50-441b-90d6-3e4ab5fd1ff4

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

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	37	39	0.125	0.405	0.530
08:00-09:00	37	39	0.306	0.961	1.267
09:00-10:00	37	39	0.305	0.396	0.701
10:00-11:00	37	39	0.265	0.334	0.599
11:00-12:00	37	39	0.323	0.325	0.648
12:00-13:00	37	39	0.365	0.312	0.677
13:00-14:00	37	39	0.376	0.381	0.757
14:00-15:00	37	39	0.389	0.416	0.805
15:00-16:00	37	39	0.706	0.394	1.100
16:00-17:00	37	39	0.691	0.427	1.118
17:00-18:00	37	39	0.707	0.446	1.153
18:00-19:00	37	39	0.524	0.377	0.901
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			5.082	5.174	10.256

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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Audit Code: 701c2d5c-6d50-441b-90d6-3e4ab5fd1ff4

Parameter Summary:

Trip rate parameter range selected:	20 - 60 (units: DWELLS)
Survey date date range:	16/05/2005 - 30/10/2024
Number of weekdays (Monday-Friday):	37
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: 701c2d5c-6d50-441b-90d6-3e4ab5fd1ff4

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

Cyclists

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	37	39	0.004	0.011	0.015
08:00-09:00	37	39	0.001	0.011	0.012
09:00-10:00	37	39	0.002	0.004	0.006
10:00-11:00	37	39	0.006	0.008	0.014
11:00-12:00	37	39	0.003	0.002	0.005
12:00-13:00	37	39	0.003	0.004	0.007
13:00-14:00	37	39	0.004	0.005	0.009
14:00-15:00	37	39	0.003	0.003	0.006
15:00-16:00	37	39	0.009	0.004	0.013
16:00-17:00	37	39	0.012	0.006	0.018
17:00-18:00	37	39	0.013	0.005	0.018
18:00-19:00	37	39	0.006	0.006	0.012
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.066	0.069	0.135

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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Audit Code: 701c2d5c-6d50-441b-90d6-3e4ab5fd1ff4

Parameter Summary:

Trip rate parameter range selected:	20 - 60 (units: DWELLS)
Survey date date range:	20/06/2005 - 30/10/2024
Number of weekdays (Monday-Friday):	29
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: 701c2d5c-6d50-441b-90d6-3e4ab5fd1ff4

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

PSVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	37	39	0.001	0.001	0.002
08:00-09:00	37	39	0.003	0.003	0.006
09:00-10:00	37	39	0.002	0.001	0.003
10:00-11:00	37	39	0.000	0.001	0.001
11:00-12:00	37	39	0.001	0.001	0.002
12:00-13:00	37	39	0.001	0.000	0.001
13:00-14:00	37	39	0.000	0.001	0.001
14:00-15:00	37	39	0.003	0.003	0.006
15:00-16:00	37	39	0.002	0.001	0.003
16:00-17:00	37	39	0.002	0.002	0.004
17:00-18:00	37	39	0.001	0.001	0.002
18:00-19:00	37	39	0.001	0.001	0.002
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.017	0.016	0.033

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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Audit Code: 701c2d5c-6d50-441b-90d6-3e4ab5fd1ff4

Parameter Summary:

Trip rate parameter range selected:	20 - 60 (units: DWELLS)
Survey date date range:	14/06/2007 - 12/10/2021
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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Audit Code: 701c2d5c-6d50-441b-90d6-3e4ab5fd1ff4

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

OGVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	37	39	0.001	0.002	0.003
08:00-09:00	37	39	0.003	0.002	0.005
09:00-10:00	37	39	0.005	0.004	0.009
10:00-11:00	37	39	0.001	0.002	0.003
11:00-12:00	37	39	0.002	0.003	0.005
12:00-13:00	37	39	0.001	0.000	0.001
13:00-14:00	37	39	0.003	0.001	0.004
14:00-15:00	37	39	0.001	0.003	0.004
15:00-16:00	37	39	0.002	0.003	0.005
16:00-17:00	37	39	0.001	0.001	0.002
17:00-18:00	37	39	0.002	0.001	0.003
18:00-19:00	37	39	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.022	0.022	0.044

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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Audit Code: 701c2d5c-6d50-441b-90d6-3e4ab5fd1ff4

Parameter Summary:

Trip rate parameter range selected:	20 - 60 (units: DWELLS)
Survey date date range:	16/05/2005 - 30/10/2024
Number of weekdays (Monday-Friday):	20
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: 701c2d5c-6d50-441b-90d6-3e4ab5fd1ff4

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

Vehicle Occupants

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	37	39	0.095	0.324	0.419
08:00-09:00	37	39	0.245	0.727	0.972
09:00-10:00	37	39	0.243	0.317	0.560
10:00-11:00	37	39	0.210	0.262	0.472
11:00-12:00	37	39	0.263	0.266	0.529
12:00-13:00	37	39	0.293	0.254	0.547
13:00-14:00	37	39	0.287	0.307	0.594
14:00-15:00	37	39	0.304	0.347	0.651
15:00-16:00	37	39	0.517	0.305	0.822
16:00-17:00	37	39	0.541	0.334	0.875
17:00-18:00	37	39	0.569	0.355	0.924
18:00-19:00	37	39	0.416	0.294	0.710
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.983	4.092	8.075

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

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

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Audit Code: 701c2d5c-6d50-441b-90d6-3e4ab5fd1ff4

Parameter Summary:

Trip rate parameter range selected:	20 - 60 (units: DWELLS)
Survey date date range:	16/05/2005 - 30/10/2024
Number of weekdays (Monday-Friday):	37
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: 701c2d5c-6d50-441b-90d6-3e4ab5fd1ff4

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

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	37	39	0.026	0.055	0.081
08:00-09:00	37	39	0.060	0.201	0.261
09:00-10:00	37	39	0.056	0.070	0.126
10:00-11:00	37	39	0.046	0.057	0.103
11:00-12:00	37	39	0.053	0.054	0.107
12:00-13:00	37	39	0.061	0.050	0.111
13:00-14:00	37	39	0.079	0.065	0.144
14:00-15:00	37	39	0.074	0.062	0.136
15:00-16:00	37	39	0.156	0.080	0.236
16:00-17:00	37	39	0.123	0.083	0.206
17:00-18:00	37	39	0.115	0.084	0.199
18:00-19:00	37	39	0.094	0.076	0.170
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.943	0.937	1.880

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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Audit Code: 701c2d5c-6d50-441b-90d6-3e4ab5fd1ff4

Parameter Summary:

Trip rate parameter range selected:	20 - 60 (units: DWELLS)
Survey date date range:	16/05/2005 - 30/10/2024
Number of weekdays (Monday-Friday):	37
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: 701c2d5c-6d50-441b-90d6-3e4ab5fd1ff4

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

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	37	39	0.000	0.014	0.014
08:00-09:00	37	39	0.000	0.022	0.022
09:00-10:00	37	39	0.004	0.006	0.010
10:00-11:00	37	39	0.003	0.007	0.010
11:00-12:00	37	39	0.003	0.003	0.006
12:00-13:00	37	39	0.009	0.004	0.013
13:00-14:00	37	39	0.005	0.004	0.009
14:00-15:00	37	39	0.008	0.004	0.012
15:00-16:00	37	39	0.023	0.003	0.026
16:00-17:00	37	39	0.015	0.005	0.020
17:00-18:00	37	39	0.009	0.002	0.011
18:00-19:00	37	39	0.008	0.001	0.009
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.087	0.075	0.162

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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Audit Code: 701c2d5c-6d50-441b-90d6-3e4ab5fd1ff4

Parameter Summary:

Trip rate parameter range selected:	20 - 60 (units: DWELLS)
Survey date date range:	16/05/2005 - 30/10/2024
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

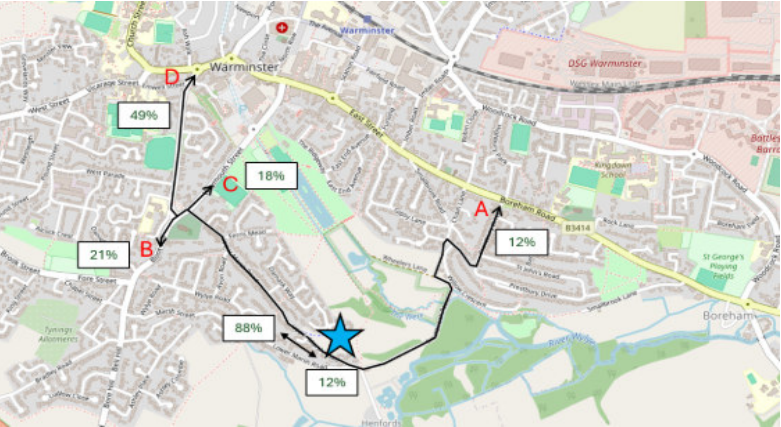
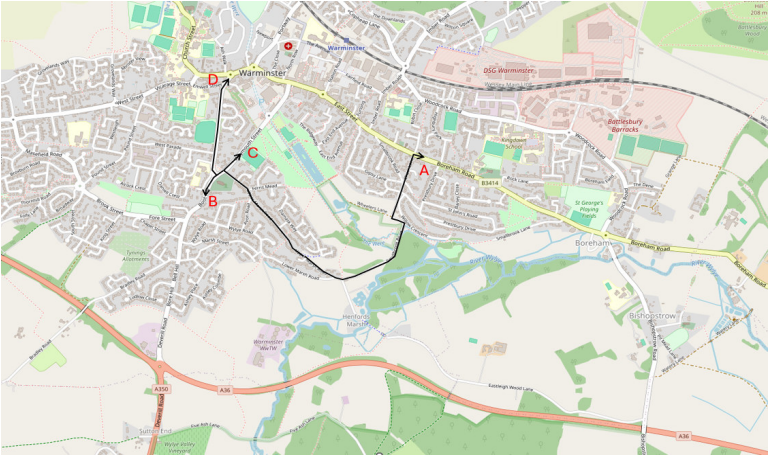
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Appendix K – Distribution Calculations

Work	Number	Route
Wiltshire 044	590	C/D
Wiltshire 044	324	
Wiltshire 044	293	A + C/D
Wiltshire 044	267	B
Wiltshire 044	214	
Wiltshire 043	99	D
Wiltshire 044	86	D
Wiltshire 040	67	D
Wiltshire 039	59	D
Bath and North East Somerset 007	45	D
Wiltshire 044	43	A/B
Wiltshire 037	40	D
Wiltshire 055	30	A/B
Wiltshire 048	28	A/B
Wiltshire 001	26	B/D
Wiltshire 056	22	A/B
Wiltshire 057	22	A/B
Bath and North East Somerset 012	21	D
Wiltshire 044	21	B/D
Wiltshire 049	20	A/B
Wiltshire 050	19	B
Wiltshire 035	18	D
Wiltshire 044	16	D
Wiltshire 004	15	B/D
Wiltshire 058	14	A/B
Wiltshire 026	14	D
Wiltshire 036	14	D
Bath and North East Somerset 008	13	D
Wiltshire 044	13	D
Wiltshire 011	13	D
Wiltshire 032	12	D
Wiltshire 027	12	D
Wiltshire 054	11	D
Wiltshire 044	11	B
Wiltshire 025	11	D
Wiltshire 028	11	D
Wiltshire 034	11	D
Wiltshire 041	11	A/B
Wiltshire 044	10	B
Wiltshire 044	2028	

Routes:			AM	PM	Daily
A	241.5	12%	4	4	35
B	433.00	21%	7	7	62
C	368.25	18%	6	6	53
D	985.25	49%	16	15	141

Junctions	Distribution	AM	PM
Upper Marsh Road / Deverill Road	88%	29	28
Deverill Road / Sambourne Road	70%	23	22
B3414 Silver Street / Sambourne Road / B3414 George Street	49%	16	15
Weymouth Street / B3414	18%	6	6
Upper Marsh Road / Lowe Marsh Road	12%	4	4
B3414 / Prestbury Drive	12%	4	4



Appendix L – Capacity Modelling Results

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
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Filename: Lane Simulation.j11
Path: C:\Users\LloydHughes\Cotswold Transport Planning Ltd\Project 2024 - 240935 - Land off Upper Marsh Road, Warminster\06 Calculations\Junction Modelling\March 2026
Report generation date: 19/03/2026 14:02:18

- »D1 - 2026 | Base | AM
- »D2 - 2026 | Base | PM
- »D3 - 2031 | Base | AM
- »D4 - 2031 | Base | PM
- »D5 - 2031 | + Proposed Development | AM
- »D6 - 2031 | + Proposed Development | PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	LOS	Queue (PCU)	Delay (s)	LOS
[Lane Simulation] - 2026 - Base						
A - Upper Marsh Road (West)	0.1	11.71	B	0.1	11.07	B
B - untitled	0.0	0.00	A	0.0	0.00	A
C - Upper Marsh Road (East)	0.0	1.12	A	0.0	0.71	A
[Lane Simulation] - 2031 - Base						
A - Upper Marsh Road (West)	0.1	11.77	B	0.1	11.35	B
B - untitled	0.0	0.00	A	0.0	0.00	A
C - Upper Marsh Road (East)	0.0	1.44	A	0.0	0.92	A
[Lane Simulation] - 2031 - + Proposed Development						
A - Upper Marsh Road (West)	0.2	15.60	C	0.2	13.84	B
B - untitled	0.0	0.00	A	0.0	0.00	A
C - Upper Marsh Road (East)	0.0	3.34	A	0.0	2.17	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Arm and junction delays are averages for all movements, including movements with zero delay.

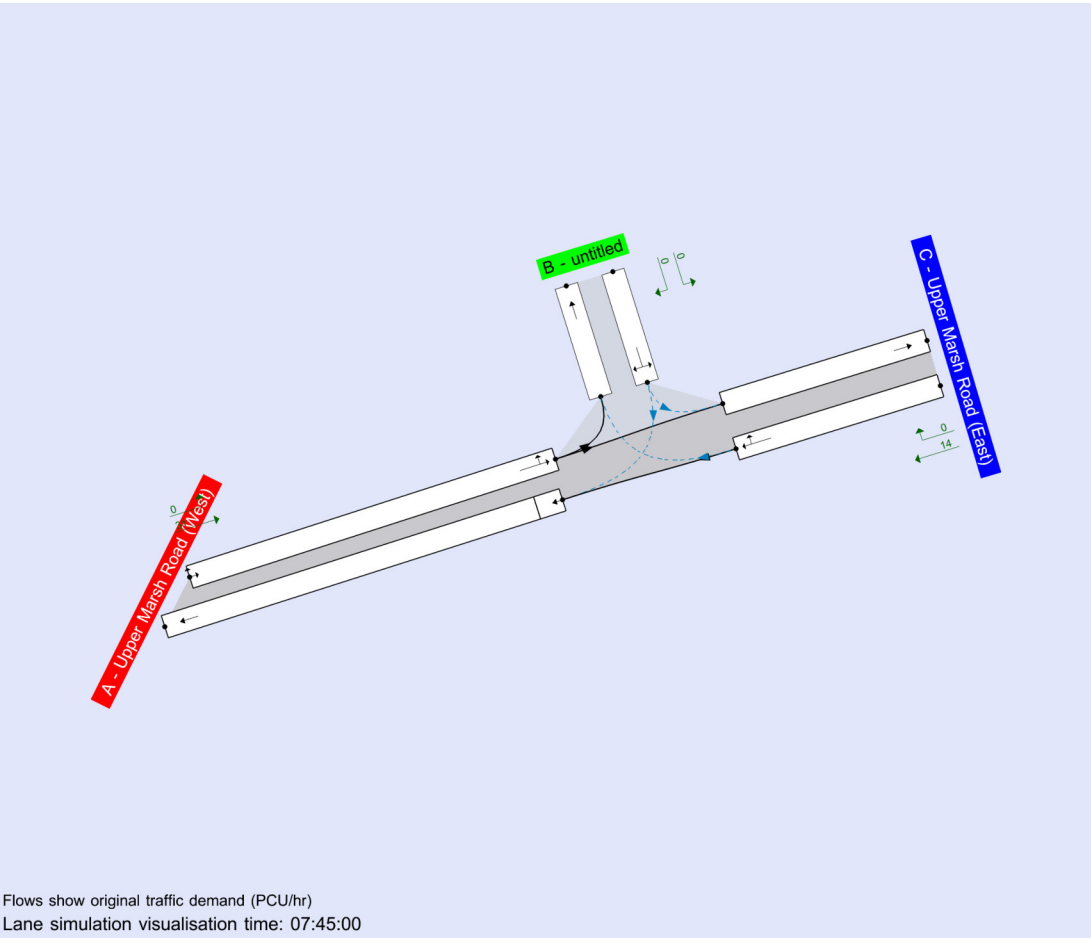
File summary

File Description

Title	
Location	
Site number	
Date	12/09/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\JackHarris
Description	

Units

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



Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75	✓					0.85	36.00	20.00		

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Calculate RFCs	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	100000	100000	Do not calculate	-1	3	1	60	✓		✓	471759079	101	0.26

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2026	Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2031	Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031	Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2031	+ Proposed Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2031	+ Proposed Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

D1 - 2026 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Upper Marsh Road (East) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		8.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.24	A

Arms

Arms

Arm	Name	Description	Arm type
A	Upper Marsh Road (West)		Major
B	untitled		Minor
C	Upper Marsh Road (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)	Vehicles causing blocking (%)
C - Upper Marsh Road (East)	4.50			100.0	✓	0.00	100

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - untitled	One lane	2.20	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	440	0.085	0.216	0.136	0.308
B-C	574	0.094	0.237	-	-
C-B	632	0.261	0.261	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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.

Lane Simulation: Arm options

Arm	Traffic considering secondary lanes (%)
A - Upper Marsh Road (West)	10.00
B - untitled	10.00
C - Upper Marsh Road (East)	10.00

Lanes

Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Has obstruction	Obstruction traversal time (s)	Obstruction other lane	Obstruction has priority	Obstruction saturation flow (PCU/hr)	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Signalised
A - Upper Marsh Road (West)	Entry	1	1	B, C		Infinity							0	99999	
		2	1	(B, C)		Infinity		✓	25.00	A/Exit/1/1		500	0	99999	
	Exit	1	1		✓	1.00		✓	25.00	A/Entry/2/1		500	0	99999	
		2	1			Infinity							0	99999	
B - untitled	Entry	1	1	A, C		Infinity							0	99999	
	Exit	1	1			Infinity							0	99999	
C - Upper Marsh Road (East)	Entry	1	1	A, B		Infinity							0	99999	
	Exit	1	1			Infinity							0	99999	

Summary of Entry Lane allowed movements

Arm	Lane Level	Lane	Destination arm		
			Upper Marsh Road (West)	untitled	Upper Marsh Road (East)
A - Upper Marsh Road (West)	1	1		✓	✓
	2	1		✓	✓
B - untitled	1	1	✓		✓
C - Upper Marsh Road (East)	1	1	✓	✓	

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Upper Marsh Road (West)		ONE HOUR	✓	31	100.000
B - untitled		ONE HOUR	✓	0	100.000
C - Upper Marsh Road (East)		ONE HOUR	✓	14	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Upper Marsh Road (West)	B - untitled	C - Upper Marsh Road (East)
	A - Upper Marsh Road (West)	0	0	31
	B - untitled	0	0	0
	C - Upper Marsh Road (East)	14	0	0

Proportions

From	To			
		A - Upper Marsh Road (West)	B - untitled	C - Upper Marsh Road (East)
	A - Upper Marsh Road (West)	0.00	0.00	1.00
	B - untitled	0.33	0.33	0.33
	C - Upper Marsh Road (East)	1.00	0.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

From	To			
		A - Upper Marsh Road (West)	B - untitled	C - Upper Marsh Road (East)
	A - Upper Marsh Road (West)	0	0	0
	B - untitled	0	0	0
	C - Upper Marsh Road (East)	0	0	0

Cyclist %

From	To			
		A - Upper Marsh Road (West)	B - untitled	C - Upper Marsh Road (East)
	A - Upper Marsh Road (West)	0	0	0
	B - untitled	0	0	0
	C - Upper Marsh Road (East)	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Upper Marsh Road (West)	23	23
	B - untitled	0	0
	C - Upper Marsh Road (East)	11	11
08:00-08:15	A - Upper Marsh Road (West)	28	28
	B - untitled	0	0
	C - Upper Marsh Road (East)	13	13
08:15-08:30	A - Upper Marsh Road (West)	34	34
	B - untitled	0	0
	C - Upper Marsh Road (East)	15	15
08:30-08:45	A - Upper Marsh Road (West)	34	34
	B - untitled	0	0
	C - Upper Marsh Road (East)	15	15
08:45-09:00	A - Upper Marsh Road (West)	28	28
	B - untitled	0	0
	C - Upper Marsh Road (East)	13	13
09:00-09:15	A - Upper Marsh Road (West)	23	23
	B - untitled	0	0
	C - Upper Marsh Road (East)	11	11

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Upper Marsh Road (West)	11.71	0.1	1.0	B	28	43
B - untitled	0.00	0.0	~1	A	0	0
C - Upper Marsh Road (East)	1.12	0.0	~1	A	14	21

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	22	5	22	24	11	0.0	0.0	9.537	A
B - untitled	0	0	0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	11	3	11	14	22	0.0	0.0	0.533	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	26	7	26	33	15	0.0	0.1	10.610	B
B - untitled	0	0	0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	15	4	15	18	26	0.0	0.0	0.503	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	33	8	32	41	15	0.1	0.1	11.706	B
B - untitled	0	0	0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	16	4	16	21	32	0.0	0.0	0.850	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	33	8	34	39	16	0.1	0.0	11.153	B
B - untitled	0	0	0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	16	4	16	21	34	0.0	0.0	1.117	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	29	7	29	34	15	0.0	0.1	10.960	B
B - untitled	0	0	0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	15	4	15	19	29	0.0	0.0	0.682	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	28	7	29	31	10	0.1	0.0	9.810	A
B - untitled	0	0	0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	10	3	10	16	29	0.0	0.0	0.968	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	0.05	0.00	0.00	0.00	1.00
B - untitled	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	0.00	0.00	0.00	0.00	0.00

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	0.07	0.00	0.00	0.00	0.19
B - untitled	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	0.00	0.00	0.00	0.00	0.00

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	0.12	0.00	0.00	-0.01	0.62
B - untitled	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	0.00	0.00	0.00	0.00	0.00

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	0.04	0.00	0.00	0.00	0.00
B - untitled	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	0.00	0.00	0.00	0.00	0.00

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	0.07	0.00	0.00	0.00	1.00
B - untitled	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	0.00	0.00	0.00	0.00	0.00

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	0.03	0.00	0.00	0.00	0.00
B - untitled	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	0.00	0.00	0.00	0.00	0.00

Lane Results

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

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	B, C	22	22	24	0.0	0.0	0.000	A
		2	1	(B, C)	22	22	24	0.0	0.0	9.537	A
	Exit	1	1		11	11	14	0.0	0.0	11.544	B
		2	1		11	11	14	0.0	0.0	0.000	A
B - untitled	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A, B	11	11	14	0.0	0.0	0.533	A
	Exit	1	1		22	22	24	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	B, C	26	26	33	0.0	0.0	0.000	A
		2	1	(B, C)	26	26	33	0.0	0.1	10.610	B
	Exit	1	1		15	15	18	0.0	0.0	12.146	B
		2	1		15	15	18	0.0	0.0	0.000	A
B - untitled	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A, B	15	15	18	0.0	0.0	0.503	A
	Exit	1	1		26	26	33	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	B, C	32	32	41	0.0	0.0	0.000	A
		2	1	(B, C)	33	32	41	0.1	0.1	11.706	B
	Exit	1	1		16	15	21	0.0	0.1	12.816	B
		2	1		15	15	21	0.0	0.0	0.000	A
B - untitled	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A, B	16	16	21	0.0	0.0	0.850	A
	Exit	1	1		32	32	41	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	B, C	34	34	39	0.0	0.0	0.000	A
		2	1	(B, C)	33	34	39	0.1	0.0	11.153	B
	Exit	1	1		16	16	21	0.1	0.1	12.359	B
		2	1		16	16	21	0.0	0.0	0.000	A
B - untitled	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A, B	16	16	21	0.0	0.0	1.117	A
	Exit	1	1		34	34	39	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	B, C	29	29	34	0.0	0.0	0.000	A
		2	1	(B, C)	29	29	34	0.0	0.1	10.960	B
	Exit	1	1		15	15	19	0.1	0.0	12.321	B
		2	1		15	15	19	0.0	0.0	0.000	A
B - untitled	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A, B	15	15	19	0.0	0.0	0.682	A
	Exit	1	1		29	29	34	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	B, C	29	29	31	0.0	0.0	0.000	A
		2	1	(B, C)	28	29	31	0.1	0.0	9.810	A
	Exit	1	1		10	10	16	0.0	0.0	12.079	B
		2	1		10	10	16	0.0	0.0	0.000	A
B - untitled	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A, B	10	10	16	0.0	0.0	0.968	A
	Exit	1	1		29	29	31	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.05	0.00	0.00	0.00	1.00
	Exit	1	1	0.02	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - untitled	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:00 - 08:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.07	0.00	0.00	0.00	0.19
	Exit	1	1	0.03	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - untitled	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:15 - 08:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.12	0.00	0.00	-0.01	0.62
	Exit	1	1	0.09	0.00	0.00	0.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - untitled	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:30 - 08:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.06	0.00	0.00	0.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - untitled	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:45 - 09:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.07	0.00	0.00	0.00	1.00
	Exit	1	1	0.02	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - untitled	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

09:00 - 09:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.04	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - untitled	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	22	6	-	-	-	22	24	0.0	0.0	0.000	A
	Exit	2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	22	5	495	495	0.044	22	24	0.0	0.0	9.537	A
B - untitled	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A	11	3	-	-	-	11	14	0.0	0.0	0.533	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	26	7	-	-	-	26	33	0.0	0.0	0.000	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	26	7	500	500	0.052	26	33	0.0	0.1	10.610	B
B - untitled	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A	15	4	-	-	-	15	18	0.0	0.0	0.503	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	32	8	-	-	-	32	41	0.0	0.0	0.000	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	33	8	500	500	0.066	32	41	0.1	0.1	11.706	B
B - untitled	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A	16	4	-	-	-	16	21	0.0	0.0	0.850	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	34	8	-	-	-	34	39	0.0	0.0	0.000	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	33	8	500	500	0.065	34	39	0.1	0.0	11.153	B
B - untitled	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A	16	4	-	-	-	16	21	0.0	0.0	1.117	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	29	7	-	-	-	29	34	0.0	0.0	0.000	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	29	7	500	500	0.057	29	34	0.0	0.1	10.960	B
B - untitled	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A	15	4	-	-	-	15	19	0.0	0.0	0.682	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	29	7	-	-	-	29	31	0.0	0.0	0.000	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	28	7	500	500	0.056	29	31	0.1	0.0	9.810	A
B - untitled	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A	10	3	-	-	-	10	16	0.0	0.0	0.968	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

D2 - 2026 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Upper Marsh Road (East) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		7.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.30	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Upper Marsh Road (West)		ONE HOUR	✓	21	100.000
B - untitled		ONE HOUR	✓	0	100.000
C - Upper Marsh Road (East)		ONE HOUR	✓	11	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Upper Marsh Road (West)	B - untitled	C - Upper Marsh Road (East)
	A - Upper Marsh Road (West)	0	0	21
	B - untitled	0	0	0
	C - Upper Marsh Road (East)	11	0	0

Proportions

	To			
From		A - Upper Marsh Road (West)	B - untitled	C - Upper Marsh Road (East)
	A - Upper Marsh Road (West)	0.00	0.00	1.00
	B - untitled	0.33	0.33	0.33
	C - Upper Marsh Road (East)	1.00	0.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
From		A - Upper Marsh Road (West)	B - untitled	C - Upper Marsh Road (East)
	A - Upper Marsh Road (West)	0	0	0
	B - untitled	0	0	0
	C - Upper Marsh Road (East)	0	0	0

Cyclist %

From	To		
	A - Upper Marsh Road (West)	B - untitled	C - Upper Marsh Road (East)
	A - Upper Marsh Road (West)	0	0
	B - untitled	0	0
	C - Upper Marsh Road (East)	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Upper Marsh Road (West)	16	16
	B - untitled	0	0
	C - Upper Marsh Road (East)	8	8
17:00-17:15	A - Upper Marsh Road (West)	19	19
	B - untitled	0	0
	C - Upper Marsh Road (East)	10	10
17:15-17:30	A - Upper Marsh Road (West)	23	23
	B - untitled	0	0
	C - Upper Marsh Road (East)	12	12
17:30-17:45	A - Upper Marsh Road (West)	23	23
	B - untitled	0	0
	C - Upper Marsh Road (East)	12	12
17:45-18:00	A - Upper Marsh Road (West)	19	19
	B - untitled	0	0
	C - Upper Marsh Road (East)	10	10
18:00-18:15	A - Upper Marsh Road (West)	16	16
	B - untitled	0	0
	C - Upper Marsh Road (East)	8	8

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Upper Marsh Road (West)	11.07	0.1	1.0	B	19	29
B - untitled	0.00	0.0	~1	A	0	0
C - Upper Marsh Road (East)	0.71	0.0	~1	A	11	16

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	14	4	15	16	9	0.0	0.0	8.464	A
B - untitled	0	0	0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	9	2	9	11	15	0.0	0.0	0.126	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	20	5	20	24	12	0.0	0.0	10.007	B
B - untitled	0	0	0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	12	3	12	16	20	0.0	0.0	0.344	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	24	6	25	31	11	0.0	0.0	11.069	B
B - untitled	0	0	0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	11	3	11	17	25	0.0	0.0	0.338	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	19	5	19	27	13	0.0	0.0	10.636	B
B - untitled	0	0	0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	14	3	14	19	19	0.0	0.0	0.712	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	19	5	19	26	12	0.0	0.1	10.272	B
B - untitled	0	0	0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	11	3	11	16	19	0.0	0.0	0.232	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	17	4	17	22	9	0.1	0.0	9.648	A
B - untitled	0	0	0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	9	2	9	13	17	0.0	0.0	0.166	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	0.02	0.00	0.00	0.00	0.00
B - untitled	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	0.00	0.00	0.00	0.00	0.00

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	0.03	0.00	0.00	0.00	0.00
B - untitled	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	0.00	0.00	0.00	0.00	0.00

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	0.04	0.00	0.00	0.00	0.00
B - untitled	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	0.01	0.00	0.00	0.00	0.00

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	0.03	0.00	0.00	0.00	0.00
B - untitled	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	0.00	0.00	0.00	0.00	0.00

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	0.07	0.00	0.00	0.00	1.00
B - untitled	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	0.00	0.00	0.00	0.00	0.00

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	0.02	0.00	0.00	0.00	0.00
B - untitled	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	0.00	0.00	0.00	0.00	0.00

Lane Results

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

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	B, C	15	15	16	0.0	0.0	0.000	A
		2	1	(B, C)	14	15	16	0.0	0.0	8.464	A
	Exit	1	1		9	9	11	0.0	0.0	9.941	A
		2	1		9	9	11	0.0	0.0	0.000	A
B - untitled	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A, B	9	9	11	0.0	0.0	0.126	A
	Exit	1	1		15	15	16	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	B, C	20	20	24	0.0	0.0	0.000	A
		2	1	(B, C)	20	20	24	0.0	0.0	10.007	B
	Exit	1	1		12	12	16	0.0	0.0	10.704	B
		2	1		12	12	16	0.0	0.0	0.000	A
B - untitled	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A, B	12	12	16	0.0	0.0	0.344	A
	Exit	1	1		20	20	24	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	B, C	25	25	31	0.0	0.0	0.000	A
		2	1	(B, C)	24	25	31	0.0	0.0	11.069	B
	Exit	1	1		11	11	17	0.0	0.0	11.118	B
		2	1		11	11	17	0.0	0.0	0.000	A
B - untitled	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A, B	11	11	17	0.0	0.0	0.338	A
	Exit	1	1		25	25	31	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	B, C	19	19	27	0.0	0.0	0.000	A
		2	1	(B, C)	19	19	27	0.0	0.0	10.636	B
	Exit	1	1		14	13	19	0.0	0.1	11.527	B
		2	1		13	13	19	0.0	0.0	0.000	A
B - untitled	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A, B	14	14	19	0.0	0.0	0.712	A
	Exit	1	1		19	19	27	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	B, C	19	19	26	0.0	0.0	0.000	A
		2	1	(B, C)	19	19	26	0.0	0.1	10.272	B
	Exit	1	1		11	12	16	0.1	0.0	11.095	B
		2	1		12	12	16	0.0	0.0	0.000	A
B - untitled	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A, B	11	11	16	0.0	0.0	0.232	A
	Exit	1	1		19	19	26	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	B, C	17	17	22	0.0	0.0	0.000	A
		2	1	(B, C)	17	17	22	0.1	0.0	9.648	A
	Exit	1	1		9	9	13	0.0	0.0	10.801	B
		2	1		9	9	13	0.0	0.0	0.000	A
B - untitled	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A, B	9	9	13	0.0	0.0	0.166	A
	Exit	1	1		17	17	22	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.02	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - untitled	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:00 - 17:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.02	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - untitled	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:15 - 17:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.03	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - untitled	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	Entry	1	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:30 - 17:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.06	0.00	0.00	0.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - untitled	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:45 - 18:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.07	0.00	0.00	0.00	1.00
	Exit	1	1	0.01	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - untitled	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

18:00 - 18:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.01	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - untitled	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	15	4	-	-	-	15	16	0.0	0.0	0.000	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	14	4	495	495	0.029	15	16	0.0	0.0	8.464	A
B - untitled	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A	9	2	-	-	-	9	11	0.0	0.0	0.126	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	20	5	-	-	-	20	24	0.0	0.0	0.000	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	20	5	500	500	0.040	20	24	0.0	0.0	10.007	B
B - untitled	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A	12	3	-	-	-	12	16	0.0	0.0	0.344	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	25	6	-	-	-	25	31	0.0	0.0	0.000	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	24	6	500	500	0.049	25	31	0.0	0.0	11.069	B
B - untitled	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A	11	3	-	-	-	11	17	0.0	0.0	0.338	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	19	5	-	-	-	19	27	0.0	0.0	0.000	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	19	5	500	500	0.039	19	27	0.0	0.0	10.636	B
B - untitled	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A	14	3	-	-	-	14	19	0.0	0.0	0.712	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	19	5	-	-	-	19	26	0.0	0.0	0.000	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	19	5	500	500	0.038	19	26	0.0	0.1	10.272	B
B - untitled	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A	11	3	-	-	-	11	16	0.0	0.0	0.232	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	17	4	-	-	-	17	22	0.0	0.0	0.000	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	17	4	500	500	0.035	17	22	0.1	0.0	9.648	A
B - untitled	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A	9	2	-	-	-	9	13	0.0	0.0	0.166	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

D3 - 2031 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Upper Marsh Road (East) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		8.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.45	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Upper Marsh Road (West)		ONE HOUR	✓	33	100.000
B - untitled		ONE HOUR	✓	0	100.000
C - Upper Marsh Road (East)		ONE HOUR	✓	14	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Upper Marsh Road (West)	B - untitled	C - Upper Marsh Road (East)
	A - Upper Marsh Road (West)	0	0	33
	B - untitled	0	0	0
	C - Upper Marsh Road (East)	14	0	0

Proportions

	To			
From		A - Upper Marsh Road (West)	B - untitled	C - Upper Marsh Road (East)
	A - Upper Marsh Road (West)	0.00	0.00	1.00
	B - untitled	0.33	0.33	0.33
	C - Upper Marsh Road (East)	1.00	0.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
From		A - Upper Marsh Road (West)	B - untitled	C - Upper Marsh Road (East)
	A - Upper Marsh Road (West)	0	0	0
	B - untitled	0	0	0
	C - Upper Marsh Road (East)	0	0	0

Cyclist %

From	To		
	A - Upper Marsh Road (West)	B - untitled	C - Upper Marsh Road (East)
	A - Upper Marsh Road (West)	0	0
	B - untitled	0	0
	C - Upper Marsh Road (East)	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Upper Marsh Road (West)	25	25
	B - untitled	0	0
	C - Upper Marsh Road (East)	11	11
08:00-08:15	A - Upper Marsh Road (West)	30	30
	B - untitled	0	0
	C - Upper Marsh Road (East)	13	13
08:15-08:30	A - Upper Marsh Road (West)	36	36
	B - untitled	0	0
	C - Upper Marsh Road (East)	15	15
08:30-08:45	A - Upper Marsh Road (West)	36	36
	B - untitled	0	0
	C - Upper Marsh Road (East)	15	15
08:45-09:00	A - Upper Marsh Road (West)	30	30
	B - untitled	0	0
	C - Upper Marsh Road (East)	13	13
09:00-09:15	A - Upper Marsh Road (West)	25	25
	B - untitled	0	0
	C - Upper Marsh Road (East)	11	11

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Upper Marsh Road (West)	11.77	0.1	1.0	B	31	47
B - untitled	0.00	0.0	~1	A	0	0
C - Upper Marsh Road (East)	1.44	0.0	~1	A	15	22

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	27	7	27	29	11	0.0	0.0	9.634	A
B - untitled	0	0	0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	11	3	11	13	27	0.0	0.0	0.172	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	30	8	31	36	16	0.0	0.0	10.738	B
B - untitled	0	0	0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	15	4	15	18	31	0.0	0.0	1.372	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	35	9	36	41	19	0.0	0.1	11.771	B
B - untitled	0	0	0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	19	5	19	22	36	0.0	0.0	0.910	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	38	10	38	42	17	0.1	0.1	11.613	B
B - untitled	0	0	0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	17	4	17	22	38	0.0	0.0	1.442	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	32	8	32	39	15	0.1	0.0	10.920	B
B - untitled	0	0	0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	15	4	15	20	32	0.0	0.0	1.348	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	24	6	23	31	11	0.0	0.1	10.431	B
B - untitled	0	0	0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	11	3	11	16	23	0.0	0.0	0.395	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	0.05	0.00	0.00	0.00	1.00
B - untitled	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	0.00	0.00	0.00	0.00	0.00

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	0.05	0.00	0.00	0.00	1.00
B - untitled	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	0.00	0.00	0.00	0.00	0.00

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	0.12	0.00	0.00	0.09	0.60
B - untitled	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	0.00	0.00	0.00	0.00	0.00

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	0.07	0.00	0.00	0.00	-0.01
B - untitled	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	0.00	0.00	0.00	0.00	0.00

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	0.04	0.00	0.00	0.00	0.00
B - untitled	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	0.00	0.00	0.00	0.00	0.00

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	0.08	0.00	0.00	0.00	1.00
B - untitled	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	0.01	0.00	0.00	0.00	0.00

Lane Results

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

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	B, C	27	27	29	0.0	0.0	0.000	A
		2	1	(B, C)	27	27	29	0.0	0.0	9.634	A
	Exit	1	1		11	11	13	0.0	0.0	12.073	B
		2	1		11	11	13	0.0	0.0	0.000	A
B - untitled	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A, B	11	11	13	0.0	0.0	0.172	A
	Exit	1	1		27	27	29	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	B, C	31	31	36	0.0	0.0	0.000	A
		2	1	(B, C)	30	31	36	0.0	0.0	10.738	B
	Exit	1	1		15	16	18	0.0	0.0	13.414	B
		2	1		16	16	18	0.0	0.0	0.000	A
B - untitled	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A, B	15	15	18	0.0	0.0	1.372	A
	Exit	1	1		31	31	36	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	B, C	36	36	41	0.0	0.0	0.000	A
		2	1	(B, C)	35	36	41	0.0	0.1	11.771	B
	Exit	1	1		19	19	22	0.0	0.1	12.945	B
		2	1		19	19	22	0.0	0.0	0.000	A
B - untitled	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A, B	19	19	22	0.0	0.0	0.910	A
	Exit	1	1		36	36	41	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	B, C	38	38	42	0.0	0.0	0.000	A
		2	1	(B, C)	38	38	42	0.1	0.1	11.613	B
	Exit	1	1		17	17	22	0.1	0.1	14.102	B
		2	1		17	17	22	0.0	0.0	0.000	A
B - untitled	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A, B	17	17	22	0.0	0.0	1.442	A
	Exit	1	1		38	38	42	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	B, C	32	32	39	0.0	0.0	0.000	A
		2	1	(B, C)	32	32	39	0.1	0.0	10.920	B
	Exit	1	1		15	15	20	0.1	0.0	13.770	B
		2	1		15	15	20	0.0	0.0	0.000	A
B - untitled	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A, B	15	15	20	0.0	0.0	1.348	A
	Exit	1	1		32	32	39	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	B, C	23	23	31	0.0	0.0	0.000	A
		2	1	(B, C)	24	23	31	0.0	0.1	10.431	B
	Exit	1	1		11	11	16	0.0	0.0	12.636	B
		2	1		11	11	16	0.0	0.0	0.000	A
B - untitled	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A, B	11	11	16	0.0	0.0	0.395	A
	Exit	1	1		23	23	31	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.05	0.00	0.00	0.00	1.00
	Exit	1	1	0.03	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - untitled	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:00 - 08:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.05	0.00	0.00	0.00	1.00
	Exit	1	1	0.01	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - untitled	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:15 - 08:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.12	0.00	0.00	0.09	0.60
	Exit	1	1	0.06	0.00	0.00	0.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - untitled	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:30 - 08:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.07	0.00	0.00	0.00	-0.01
	Exit	1	1	0.06	0.00	0.00	0.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - untitled	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:45 - 09:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.04	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - untitled	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

09:00 - 09:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.08	0.00	0.00	0.00	1.00
	Exit	1	1	0.02	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - untitled	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	Entry	1	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	27	7	-	-	-	27	29	0.0	0.0	0.000	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	27	7	500	500	0.054	27	29	0.0	0.0	9.634	A
B - untitled	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A	11	3	-	-	-	11	13	0.0	0.0	0.172	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	31	8	-	-	-	31	36	0.0	0.0	0.000	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	30	8	500	500	0.060	31	36	0.0	0.0	10.738	B
B - untitled	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A	15	4	-	-	-	15	18	0.0	0.0	1.372	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	36	9	-	-	-	36	41	0.0	0.0	0.000	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	35	9	500	500	0.071	36	41	0.0	0.1	11.771	B
B - untitled	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A	19	5	-	-	-	19	22	0.0	0.0	0.910	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	38	10	-	-	-	38	42	0.0	0.0	0.000	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	38	10	500	500	0.076	38	42	0.1	0.1	11.613	B
B - untitled	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A	17	4	-	-	-	17	22	0.0	0.0	1.442	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	32	8	-	-	-	32	39	0.0	0.0	0.000	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	32	8	500	500	0.064	32	39	0.1	0.0	10.920	B
B - untitled	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A	15	4	-	-	-	15	20	0.0	0.0	1.348	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	23	6	-	-	-	23	31	0.0	0.0	0.000	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	24	6	500	500	0.048	23	31	0.0	0.1	10.431	B
B - untitled	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A	11	3	-	-	-	11	16	0.0	0.0	0.395	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

D4 - 2031 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Upper Marsh Road (East) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		7.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.56	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Upper Marsh Road (West)		ONE HOUR	✓	22	100.000
B - untitled		ONE HOUR	✓	0	100.000
C - Upper Marsh Road (East)		ONE HOUR	✓	11	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Upper Marsh Road (West)	B - untitled	C - Upper Marsh Road (East)
	A - Upper Marsh Road (West)	0	0	22
	B - untitled	0	0	0
	C - Upper Marsh Road (East)	11	0	0

Proportions

	To			
From		A - Upper Marsh Road (West)	B - untitled	C - Upper Marsh Road (East)
	A - Upper Marsh Road (West)	0.00	0.00	1.00
	B - untitled	0.33	0.33	0.33
	C - Upper Marsh Road (East)	1.00	0.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
From		A - Upper Marsh Road (West)	B - untitled	C - Upper Marsh Road (East)
	A - Upper Marsh Road (West)	0	0	0
	B - untitled	0	0	0
	C - Upper Marsh Road (East)	0	0	0

Cyclist %

From	To			
		A - Upper Marsh Road (West)	B - untitled	C - Upper Marsh Road (East)
	A - Upper Marsh Road (West)	0	0	0
	B - untitled	0	0	0
	C - Upper Marsh Road (East)	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Upper Marsh Road (West)	17	17
	B - untitled	0	0
	C - Upper Marsh Road (East)	8	8
17:00-17:15	A - Upper Marsh Road (West)	20	20
	B - untitled	0	0
	C - Upper Marsh Road (East)	10	10
17:15-17:30	A - Upper Marsh Road (West)	24	24
	B - untitled	0	0
	C - Upper Marsh Road (East)	12	12
17:30-17:45	A - Upper Marsh Road (West)	24	24
	B - untitled	0	0
	C - Upper Marsh Road (East)	12	12
17:45-18:00	A - Upper Marsh Road (West)	20	20
	B - untitled	0	0
	C - Upper Marsh Road (East)	10	10
18:00-18:15	A - Upper Marsh Road (West)	17	17
	B - untitled	0	0
	C - Upper Marsh Road (East)	8	8

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Upper Marsh Road (West)	11.35	0.1	1.0	B	21	32
B - untitled	0.00	0.0	~1	A	0	0
C - Upper Marsh Road (East)	0.92	0.0	~1	A	12	18

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	19	5	19	19	9	0.0	0.1	8.650	A
B - untitled	0	0	0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	9	2	9	10	19	0.0	0.0	0.159	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	20	5	20	26	11	0.1	0.0	10.070	B
B - untitled	0	0	0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	10	3	10	15	20	0.0	0.0	0.369	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	26	7	26	31	16	0.0	0.1	10.442	B
B - untitled	0	0	0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	16	4	16	18	26	0.0	0.0	0.625	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	22	6	23	30	13	0.1	0.0	11.346	B
B - untitled	0	0	0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	13	3	13	18	23	0.0	0.0	0.921	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	23	6	23	27	14	0.0	0.0	10.904	B
B - untitled	0	0	0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	13	3	13	17	23	0.0	0.0	0.687	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	16	4	16	22	10	0.0	0.0	9.146	A
B - untitled	0	0	0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	10	3	10	14	16	0.0	0.0	0.645	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	0.07	0.00	0.00	0.00	1.00
B - untitled	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	0.00	0.00	0.00	0.00	0.00

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	0.05	0.00	0.00	0.00	1.00
B - untitled	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	0.00	0.00	0.00	0.00	0.00

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	0.07	0.00	0.00	0.00	1.00
B - untitled	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	0.00	0.00	0.00	0.00	0.00

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	0.04	0.00	0.00	0.00	0.00
B - untitled	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	0.00	0.00	0.00	0.00	0.00

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	0.03	0.00	0.00	0.00	0.00
B - untitled	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	0.00	0.00	0.00	0.00	0.00

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	0.04	0.00	0.00	0.00	0.00
B - untitled	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	0.00	0.00	0.00	0.00	0.00

Lane Results

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

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	B, C	19	19	19	0.0	0.0	0.000	A
		2	1	(B, C)	19	19	19	0.0	0.1	8.650	A
	Exit	1	1		9	9	10	0.0	0.0	10.264	B
		2	1		9	9	10	0.0	0.0	0.000	A
B - untitled	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A, B	9	9	10	0.0	0.0	0.159	A
	Exit	1	1		19	19	19	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	B, C	20	20	26	0.0	0.0	0.000	A
		2	1	(B, C)	20	20	26	0.1	0.0	10.070	B
	Exit	1	1		10	11	15	0.0	0.0	11.618	B
		2	1		11	11	15	0.0	0.0	0.000	A
B - untitled	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A, B	10	10	15	0.0	0.0	0.369	A
	Exit	1	1		20	20	26	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	B, C	26	26	31	0.0	0.0	0.000	A
		2	1	(B, C)	26	26	31	0.0	0.1	10.442	B
	Exit	1	1		16	16	18	0.0	0.0	11.350	B
		2	1		16	16	18	0.0	0.0	0.000	A
B - untitled	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A, B	16	16	18	0.0	0.0	0.625	A
	Exit	1	1		26	26	31	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	B, C	23	23	30	0.0	0.0	0.000	A
		2	1	(B, C)	22	23	30	0.1	0.0	11.346	B
	Exit	1	1		13	13	17	0.0	0.0	12.340	B
		2	1		13	13	17	0.0	0.0	0.000	A
B - untitled	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A, B	13	13	18	0.0	0.0	0.921	A
	Exit	1	1		23	23	30	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	B, C	23	23	27	0.0	0.0	0.000	A
		2	1	(B, C)	23	23	27	0.0	0.0	10.904	B
	Exit	1	1		13	14	17	0.0	0.0	11.298	B
		2	1		14	14	17	0.0	0.0	0.000	A
B - untitled	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A, B	13	13	17	0.0	0.0	0.687	A
	Exit	1	1		23	23	27	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	B, C	16	16	22	0.0	0.0	0.000	A
		2	1	(B, C)	16	16	22	0.0	0.0	9.146	A
	Exit	1	1		10	10	14	0.0	0.0	10.881	B
		2	1		10	10	14	0.0	0.0	0.000	A
B - untitled	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A, B	10	10	14	0.0	0.0	0.645	A
	Exit	1	1		16	16	22	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.07	0.00	0.00	0.00	1.00
	Exit	1	1	0.03	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - untitled	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:00 - 17:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.05	0.00	0.00	0.00	1.00
	Exit	1	1	0.02	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - untitled	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:15 - 17:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.07	0.00	0.00	0.00	1.00
	Exit	1	1	0.03	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - untitled	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:30 - 17:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.05	0.00	0.00	0.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - untitled	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:45 - 18:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - untitled	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

18:00 - 18:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.03	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - untitled	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	19	5	-	-	-	19	19	0.0	0.0	0.000	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	19	5	500	500	0.039	19	19	0.0	0.1	8.650	A
B - untitled	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A	9	2	-	-	-	9	10	0.0	0.0	0.159	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	20	5	-	-	-	20	26	0.0	0.0	0.000	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	20	5	500	500	0.039	20	26	0.1	0.0	10.070	B
B - untitled	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A	10	3	-	-	-	10	15	0.0	0.0	0.369	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	26	6	-	-	-	26	31	0.0	0.0	0.000	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	26	7	500	500	0.053	26	31	0.0	0.1	10.442	B
B - untitled	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A	16	4	-	-	-	16	18	0.0	0.0	0.625	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	23	6	-	-	-	23	30	0.0	0.0	0.000	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	22	6	500	500	0.044	23	30	0.1	0.0	11.346	B
B - untitled	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A	13	3	-	-	-	13	18	0.0	0.0	0.921	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	23	6	-	-	-	23	27	0.0	0.0	0.000	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	23	6	500	500	0.045	23	27	0.0	0.0	10.904	B
B - untitled	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A	13	3	-	-	-	13	17	0.0	0.0	0.687	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	16	4	-	-	-	16	22	0.0	0.0	0.000	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	16	4	500	500	0.033	16	22	0.0	0.0	9.146	A
B - untitled	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A	10	3	-	-	-	10	14	0.0	0.0	0.645	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

D5 - 2031 | + Proposed Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Upper Marsh Road (East) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		10.25	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.25	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031	+ Proposed Development	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Upper Marsh Road (West)		ONE HOUR	✓	44	100.000
B - untitled		ONE HOUR	✓	0	100.000
C - Upper Marsh Road (East)		ONE HOUR	✓	35	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Upper Marsh Road (West)	B - untitled	C - Upper Marsh Road (East)
	A - Upper Marsh Road (West)	0	0	44
	B - untitled	0	0	0
	C - Upper Marsh Road (East)	35	0	0

Proportions

	To			
From		A - Upper Marsh Road (West)	B - untitled	C - Upper Marsh Road (East)
	A - Upper Marsh Road (West)	0.00	0.00	1.00
	B - untitled	0.33	0.33	0.33
	C - Upper Marsh Road (East)	1.00	0.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
From		A - Upper Marsh Road (West)	B - untitled	C - Upper Marsh Road (East)
	A - Upper Marsh Road (West)	0	0	0
	B - untitled	0	0	0
	C - Upper Marsh Road (East)	0	0	0

Cyclist %

From	To		
	A - Upper Marsh Road (West)	B - untitled	C - Upper Marsh Road (East)
	A - Upper Marsh Road (West)	0	0
	B - untitled	0	0
	C - Upper Marsh Road (East)	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Upper Marsh Road (West)	33	33
	B - untitled	0	0
	C - Upper Marsh Road (East)	26	26
08:00-08:15	A - Upper Marsh Road (West)	40	40
	B - untitled	0	0
	C - Upper Marsh Road (East)	31	31
08:15-08:30	A - Upper Marsh Road (West)	48	48
	B - untitled	0	0
	C - Upper Marsh Road (East)	39	39
08:30-08:45	A - Upper Marsh Road (West)	48	48
	B - untitled	0	0
	C - Upper Marsh Road (East)	39	39
08:45-09:00	A - Upper Marsh Road (West)	40	40
	B - untitled	0	0
	C - Upper Marsh Road (East)	31	31
09:00-09:15	A - Upper Marsh Road (West)	33	33
	B - untitled	0	0
	C - Upper Marsh Road (East)	26	26

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Upper Marsh Road (West)	15.60	0.2	1.0	C	40	60
B - untitled	0.00	0.0	~1	A	0	0
C - Upper Marsh Road (East)	3.34	0.0	~1	A	31	47

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	35	9	35	35	28	0.0	0.1	12.703	B
B - untitled	0	0	0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	27	7	27	29	35	0.0	0.0	0.953	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	38	10	39	45	33	0.1	0.1	15.088	C
B - untitled	0	0	0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	32	8	32	38	39	0.0	0.0	2.064	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	46	11	46	55	38	0.1	0.2	15.598	C
B - untitled	0	0	0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	37	9	37	43	46	0.0	0.0	2.725	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	48	12	48	54	37	0.2	0.2	15.319	C
B - untitled	0	0	0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	36	9	36	45	48	0.0	0.0	3.339	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	40	10	40	44	31	0.2	0.1	14.373	B
B - untitled	0	0	0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	31	8	32	36	40	0.0	0.0	2.469	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	34	9	33	41	24	0.1	0.1	13.530	B
B - untitled	0	0	0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	23	6	23	31	33	0.0	0.0	2.373	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	0.08	0.00	0.00	0.00	1.00
B - untitled	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	0.00	0.00	0.00	0.00	0.00

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	0.09	0.00	0.00	0.00	1.00
B - untitled	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	0.00	0.00	0.00	0.00	0.00

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	0.24	0.00	0.00	0.53	0.86
B - untitled	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	0.00	0.00	0.00	0.00	0.00

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	0.17	0.00	0.00	0.32	0.88
B - untitled	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	0.01	0.00	0.00	0.00	0.00

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	0.14	0.00	0.00	1.00	1.00
B - untitled	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	0.02	0.00	0.00	0.00	0.00

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	0.14	0.00	0.00	0.17	0.63
B - untitled	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	0.01	0.00	0.00	0.00	0.00

Lane Results

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

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	B, C	35	35	35	0.0	0.0	0.000	A
		2	1	(B, C)	35	35	35	0.0	0.1	12.703	B
	Exit	1	1		27	28	29	0.0	0.1	11.466	B
		2	1		28	28	29	0.0	0.0	0.000	A
B - untitled	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A, B	27	27	29	0.0	0.0	0.953	A
	Exit	1	1		35	35	35	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	B, C	39	39	45	0.0	0.0	0.000	A
		2	1	(B, C)	38	39	45	0.1	0.1	15.088	C
	Exit	1	1		32	33	38	0.1	0.1	12.547	B
		2	1		33	33	38	0.0	0.0	0.000	A
B - untitled	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A, B	32	32	38	0.0	0.0	2.064	A
	Exit	1	1		39	39	45	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	B, C	46	46	55	0.0	0.0	0.000	A
		2	1	(B, C)	46	46	55	0.1	0.2	15.598	C
	Exit	1	1		37	38	43	0.1	0.1	14.168	B
		2	1		38	38	43	0.0	0.0	0.000	A
B - untitled	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A, B	37	37	43	0.0	0.0	2.725	A
	Exit	1	1		46	46	55	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	B, C	48	48	54	0.0	0.0	0.000	A
		2	1	(B, C)	48	48	54	0.2	0.2	15.319	C
	Exit	1	1		36	37	45	0.1	0.1	14.227	B
		2	1		37	37	45	0.0	0.0	0.000	A
B - untitled	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A, B	36	36	45	0.0	0.0	3.339	A
	Exit	1	1		48	48	54	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	B, C	40	40	44	0.0	0.0	0.000	A
		2	1	(B, C)	40	40	44	0.2	0.1	14.373	B
	Exit	1	1		32	31	36	0.1	0.1	13.306	B
		2	1		31	31	36	0.0	0.0	0.000	A
B - untitled	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A, B	31	32	36	0.0	0.0	2.469	A
	Exit	1	1		40	40	44	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	B, C	33	33	41	0.0	0.0	0.000	A
		2	1	(B, C)	34	33	41	0.1	0.1	13.530	B
	Exit	1	1		23	24	32	0.1	0.1	13.694	B
		2	1		24	24	32	0.0	0.0	0.000	A
B - untitled	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A, B	23	23	31	0.0	0.0	2.373	A
	Exit	1	1		33	33	41	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.08	0.00	0.00	0.00	1.00
	Exit	1	1	0.10	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - untitled	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:00 - 08:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.09	0.00	0.00	0.00	1.00
	Exit	1	1	0.07	0.00	0.00	0.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - untitled	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:15 - 08:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.24	0.00	0.00	0.53	0.86
	Exit	1	1	0.11	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - untitled	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:30 - 08:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.17	0.00	0.00	0.32	0.88
	Exit	1	1	0.09	0.00	0.00	0.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - untitled	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	Entry	1	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:45 - 09:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.14	0.00	0.00	1.00	1.00
	Exit	1	1	0.14	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - untitled	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	Entry	1	1	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

09:00 - 09:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.14	0.00	0.00	0.17	0.63
	Exit	1	1	0.07	0.00	0.00	0.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - untitled	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	Entry	1	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	35	9	-	-	-	35	35	0.0	0.0	0.000	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	35	9	500	500	0.070	35	35	0.0	0.1	12.703	B
B - untitled	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A	27	7	-	-	-	27	29	0.0	0.0	0.953	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	39	10	-	-	-	39	45	0.0	0.0	0.000	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	38	10	500	500	0.076	39	45	0.1	0.1	15.088	C
B - untitled	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A	32	8	-	-	-	32	38	0.0	0.0	2.064	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	46	12	-	-	-	46	55	0.0	0.0	0.000	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	46	11	500	500	0.091	46	55	0.1	0.2	15.598	C
B - untitled	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A	37	9	-	-	-	37	43	0.0	0.0	2.725	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	48	12	-	-	-	48	54	0.0	0.0	0.000	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	48	12	500	500	0.096	48	54	0.2	0.2	15.319	C
B - untitled	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A	36	9	-	-	-	36	45	0.0	0.0	3.339	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	40	10	-	-	-	40	44	0.0	0.0	0.000	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	40	10	500	500	0.079	40	44	0.2	0.1	14.373	B
B - untitled	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A	31	8	-	-	-	32	36	0.0	0.0	2.469	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	33	8	-	-	-	33	41	0.0	0.0	0.000	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	34	9	500	500	0.069	33	41	0.1	0.1	13.530	B
B - untitled	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A	23	6	-	-	-	23	31	0.0	0.0	2.373	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

D6 - 2031 | + Proposed Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Upper Marsh Road (East) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		9.50	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.50	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031	+ Proposed Development	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Upper Marsh Road (West)		ONE HOUR	✓	41	100.000
B - untitled		ONE HOUR	✓	0	100.000
C - Upper Marsh Road (East)		ONE HOUR	✓	24	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Upper Marsh Road (West)	B - untitled	C - Upper Marsh Road (East)
	A - Upper Marsh Road (West)	0	0	41
	B - untitled	0	0	0
	C - Upper Marsh Road (East)	24	0	0

Proportions

	To			
From		A - Upper Marsh Road (West)	B - untitled	C - Upper Marsh Road (East)
	A - Upper Marsh Road (West)	0.00	0.00	1.00
	B - untitled	0.33	0.33	0.33
	C - Upper Marsh Road (East)	1.00	0.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
From		A - Upper Marsh Road (West)	B - untitled	C - Upper Marsh Road (East)
	A - Upper Marsh Road (West)	0	0	0
	B - untitled	0	0	0
	C - Upper Marsh Road (East)	0	0	0

Cyclist %

From	To		
	A - Upper Marsh Road (West)	B - untitled	C - Upper Marsh Road (East)
	A - Upper Marsh Road (West)	0	0
	B - untitled	0	0
	C - Upper Marsh Road (East)	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Upper Marsh Road (West)	31	31
	B - untitled	0	0
	C - Upper Marsh Road (East)	18	18
17:00-17:15	A - Upper Marsh Road (West)	37	37
	B - untitled	0	0
	C - Upper Marsh Road (East)	22	22
17:15-17:30	A - Upper Marsh Road (West)	45	45
	B - untitled	0	0
	C - Upper Marsh Road (East)	26	26
17:30-17:45	A - Upper Marsh Road (West)	45	45
	B - untitled	0	0
	C - Upper Marsh Road (East)	26	26
17:45-18:00	A - Upper Marsh Road (West)	37	37
	B - untitled	0	0
	C - Upper Marsh Road (East)	22	22
18:00-18:15	A - Upper Marsh Road (West)	31	31
	B - untitled	0	0
	C - Upper Marsh Road (East)	18	18

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Upper Marsh Road (West)	13.84	0.2	1.0	B	38	57
B - untitled	0.00	0.0	~1	A	0	0
C - Upper Marsh Road (East)	2.17	0.0	~1	A	23	34

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	32	8	32	33	19	0.0	0.1	11.165	B
B - untitled	0	0	0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	19	5	19	21	32	0.0	0.0	0.748	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	36	9	36	42	22	0.1	0.1	12.392	B
B - untitled	0	0	0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	21	5	21	26	36	0.0	0.0	1.899	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	50	13	51	53	24	0.1	0.1	13.235	B
B - untitled	0	0	0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	24	6	24	33	51	0.0	0.0	1.696	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	43	11	43	49	28	0.1	0.1	13.841	B
B - untitled	0	0	0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	27	7	27	33	43	0.0	0.0	2.172	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	39	10	38	41	22	0.1	0.2	12.598	B
B - untitled	0	0	0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	23	6	22	28	38	0.0	0.0	1.276	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	29	7	29	38	21	0.2	0.1	12.083	B
B - untitled	0	0	0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	21	5	21	25	29	0.0	0.0	1.317	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	0.08	0.00	0.00	0.00	1.00
B - untitled	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	0.00	0.00	0.00	0.00	0.00

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	0.12	0.00	0.00	0.09	0.60
B - untitled	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	0.00	0.00	0.00	0.00	0.00

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	0.15	0.00	0.00	0.30	0.69
B - untitled	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	0.01	0.00	0.00	0.00	0.00

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	0.12	0.00	0.00	0.09	0.60
B - untitled	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	0.01	0.00	0.00	0.00	0.00

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	0.20	0.00	0.00	0.49	0.81
B - untitled	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	0.02	0.00	0.00	0.00	0.00

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	0.11	0.00	0.00	-0.01	0.55
B - untitled	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	0.00	0.00	0.00	0.00	0.00

Lane Results

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

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	B, C	32	32	33	0.0	0.0	0.000	A
		2	1	(B, C)	32	32	33	0.0	0.1	11.165	B
	Exit	1	1		19	19	20	0.0	0.1	12.061	B
		2	1		19	19	20	0.0	0.0	0.000	A
B - untitled	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A, B	19	19	21	0.0	0.0	0.748	A
	Exit	1	1		32	32	33	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	B, C	36	36	42	0.0	0.0	0.000	A
		2	1	(B, C)	36	36	42	0.1	0.1	12.392	B
	Exit	1	1		21	22	26	0.1	0.0	13.460	B
		2	1		22	22	26	0.0	0.0	0.000	A
B - untitled	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A, B	21	21	26	0.0	0.0	1.899	A
	Exit	1	1		36	36	42	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	B, C	51	51	53	0.0	0.0	0.000	A
		2	1	(B, C)	50	51	53	0.1	0.1	13.235	B
	Exit	1	1		24	24	32	0.0	0.1	14.856	B
		2	1		24	24	32	0.0	0.0	0.000	A
B - untitled	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A, B	24	24	33	0.0	0.0	1.696	A
	Exit	1	1		51	51	53	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	B, C	43	43	49	0.0	0.0	0.000	A
		2	1	(B, C)	43	43	49	0.1	0.1	13.841	B
	Exit	1	1		27	28	33	0.1	0.1	14.668	B
		2	1		28	28	33	0.0	0.0	0.000	A
B - untitled	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A, B	27	27	33	0.0	0.0	2.172	A
	Exit	1	1		43	43	49	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	B, C	38	38	41	0.0	0.0	0.000	A
		2	1	(B, C)	39	38	41	0.1	0.2	12.598	B
	Exit	1	1		22	22	28	0.1	0.1	13.121	B
		2	1		22	22	28	0.0	0.0	0.000	A
B - untitled	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A, B	23	22	28	0.0	0.0	1.276	A
	Exit	1	1		38	38	41	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	B, C	29	29	38	0.0	0.0	0.000	A
		2	1	(B, C)	29	29	38	0.2	0.1	12.083	B
	Exit	1	1		21	21	25	0.1	0.1	12.843	B
		2	1		21	21	25	0.0	0.0	0.000	A
B - untitled	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A, B	21	21	25	0.0	0.0	1.317	A
	Exit	1	1		29	29	38	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.08	0.00	0.00	0.00	1.00
	Exit	1	1	0.06	0.00	0.00	0.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - untitled	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:00 - 17:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.12	0.00	0.00	0.09	0.60
	Exit	1	1	0.04	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - untitled	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:15 - 17:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.15	0.00	0.00	0.30	0.69
	Exit	1	1	0.12	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - untitled	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	Entry	1	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:30 - 17:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.12	0.00	0.00	0.09	0.60
	Exit	1	1	0.06	0.00	0.00	0.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - untitled	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	Entry	1	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:45 - 18:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.20	0.00	0.00	0.49	0.81
	Exit	1	1	0.09	0.00	0.00	0.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - untitled	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	Entry	1	1	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

18:00 - 18:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Upper Marsh Road (West)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.11	0.00	0.00	-0.01	0.55
	Exit	1	1	0.08	0.00	0.00	0.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - untitled	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Upper Marsh Road (East)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	32	8	-	-	-	32	33	0.0	0.0	0.000	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	32	8	500	500	0.063	32	33	0.0	0.1	11.165	B
B - untitled	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A	19	5	-	-	-	19	21	0.0	0.0	0.748	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	36	9	-	-	-	36	42	0.0	0.0	0.000	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	36	9	500	500	0.072	36	42	0.1	0.1	12.392	B
B - untitled	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A	21	5	-	-	-	21	26	0.0	0.0	1.899	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	51	13	-	-	-	51	53	0.0	0.0	0.000	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	50	13	500	500	0.100	51	53	0.1	0.1	13.235	B
B - untitled	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A	24	6	-	-	-	24	33	0.0	0.0	1.696	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	43	11	-	-	-	43	49	0.0	0.0	0.000	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	43	11	500	500	0.085	43	49	0.1	0.1	13.841	B
B - untitled	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A	27	7	-	-	-	27	33	0.0	0.0	2.172	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	38	9	-	-	-	38	41	0.0	0.0	0.000	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	39	10	500	500	0.079	38	41	0.1	0.2	12.598	B
B - untitled	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A	23	6	-	-	-	22	28	0.0	0.0	1.276	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Upper Marsh Road (West)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	29	7	-	-	-	29	38	0.0	0.0	0.000	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	29	7	500	500	0.057	29	38	0.2	0.1	12.083	B
B - untitled	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
C - Upper Marsh Road (East)	Entry	1	1	A	21	5	-	-	-	21	25	0.0	0.0	1.317	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

rappor



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