



SDP

Transport Assessment

Land West of Herne Bay Road,
Sturry

December 2025

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1 Introduction

1.1 Overview

- 1.1.1 Land West of Herne Bay Road, Sturry comprises a site of approximately 9.7 hectares. The site has an existing agricultural use. The proposals are for a residential development of up to 127 homes, landscaping, open space, SuDs, and associated works with access from Herne Bay Road and retained pedestrian access from Sweechgate.
- 1.1.2 A pre-application consultation with Kent Highways took place in September 2025. The response can be found in Appendix A of this report. As noted in the response, significant developments in the Broad Oak and Sturry areas are dependent, to varying degrees, on the planned Sturry Link Road which aims to reduce the existing congestion caused by the Sturry level crossing on the A28.

1.2 Report Structure

- 1.2.1 This report comprises the following sections:
- Section 1: Introduction
 - Section 2: Sets out the approach to the Transport Assessment
 - Section 3: Identifies the relevant planning policies
 - Section 4: Provides a description of the location and existing conditions
 - Section 5: Sets out the development proposals
 - Section 6: Describes trip generation and trip distribution
 - Section 7: Presents an analysis of the transport network
 - Section 8: Provides details on sustainability
 - Section 9: Conclusions

2 Approach to the Transport Assessment

2.1 Overview

2.1.1 Transport assessments are required to consider the proposed development in relation to all transport modes and its ability to reduce the reliance on the private car and offer a choice in transport. The Transport Assessment will be written with reference to best practice and the current Planning Practice Guidance. In preparing the Transport Assessment the following considerations are relevant:

- Reducing the need to travel, especially by car
- The accessibility of the location
- Environmental impact of travel
- Measures that may assist in influencing travel behaviour
- Managing access to the highway network

2.1.2 With these considerations in mind the Transport Assessment will consider each of the key modes of transport that will be used by people travelling to and from the proposed development. The key elements of the approach to the assessment of each mode are briefly described below.

2.2 Modes of Travel to be Assessed

Walking and Cycling

2.2.1 A qualitative assessment will be undertaken of the walking and cycling facilities available in the vicinity of the proposed development and the impact, if any, the development will have on these facilities.

Public Transport

2.2.2 The accessibility to and the availability of public transport to site users of the development will be reviewed.

Vehicles

2.2.3 The number of vehicle trips generated by the development will be estimated using the TRICS database to assess whether there will be any significant impacts on the local road network at key local junctions.

3 Policy Context

3.1 National Policy and Guidance

National Planning Policy Framework

- 3.1.1 The 'National Planning Policy Framework' is the current planning guidance document for England. The December 2024 version published by the Ministry of Housing, Communities & Local Government is the current version. It provides a framework within which locally prepared plans for housing and other development can be produced in a sustainable manner. It aims to encourage a sustainable approach to development that reduces the negative environmental impacts associated with the private car and to balance the transport system in favour of sustainable transport modes, giving people a choice about how they travel.

- 3.1.2 Chapter 9 of the Framework explains how planning decisions should promote sustainable transport. Paragraph 110 is particularly relevant and states:

"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."

- 3.1.3 Paragraph 115 states that, when assessing sites that may be allocated for development, it should be ensured that:

"a) sustainable transport modes are prioritised taking 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 of 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."

- 3.1.4 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, considering all reasonable future scenarios.

National Planning Practice Guidance

- 3.1.5 The National Planning Practice Guidance (NPPG) sets out current guidance for different aspects to development. The guidance within the NPPG on 'Travel Plans, Transport Assessments and Statements' sets out the following with regards to Transport Assessments:

"Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal."

"Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be 'severe'."

"The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or 'severe' impacts."

3.2 Regional and Local Planning Documents

Kent Local Transport Plan

- 3.2.1 The Local Transport Plan 5an (2024 to 2037) is the County Council's main policy on transport. It was adopted on 19th December 2024. The Plan provides the overarching strategy for transport in Kent and is supported by the sub-strategies and plans that sit under it. These include the Bus Service Improvement Plan (BSIP) and Kent Cycling and Walking Infrastructure Plan (KCWIP).
- 3.2.2 The Plan notes that the proposals presented in the previous Local Transport Plan remain priorities. The proposals include the Sturry Link Road.

Kent Design Guide

- 3.2.3 The Kent Design Guide seeks to provide a starting point for good design while retaining scope for creative, individual approaches to different buildings and different areas. It aims to assist designers and others achieve high standards of design and construction by promoting a common approach to the main principles which underlie Local Planning Authorities' criteria for assessing planning applications.

Kent County Council's Parking Standards

- 3.2.4 The Kent County Council's Parking Standards (January 2025) sets out the parking standards for new developments in Kent. It considers parking for all types of vehicles and seeks to balance the need to provide an appropriate parking provision, ensuring the safe operation of the public highways and encouraging travel by sustainable modes.

-
- 3.2.5 It is used as a starting point for engagement with the Local Planning and Highways Authority on parking and layout matters and promotes a pragmatic approach that can also be informed by site-specific considerations as appropriate.

Canterbury District Local Plan

- 3.2.6 The current Canterbury District Local Plan was adopted in July 2017. It is the main planning document used by the Council when considering planning applications and includes the strategy, proposed level of development and planning policies.
- 3.2.7 The council is in the process of preparing a new Local Plan for the district and will set out the strategy for accommodating new housing, supporting jobs, delivering community infrastructure and protecting the environment through to 2043.
- 3.2.8 The council undertook consultation on the draft Local Plan (Regulation 18) in March-June 2024. A focused consultation ended in October 2025. This sought views on a number of new draft site allocations policies, changes to some of the draft strategic site allocations and Gypsy and Traveller draft policies and allocations. A final draft version for the Regulation 19 stage is expected early in 2026.

4 The Site and Existing Conditions

4.1 Site Location

- 4.1.1 The site is to the west of Herne Bay Road in Sturry. The site location is shown in Figure 1.
- 4.1.2 The site is bounded Herne Bay Road to the east, residential properties on Sweechgate to the south, Barnets Lane to the west and agricultural land to the north.

4.2 Local Road Network

- 4.2.1 The site is located to the west of the A291 Herne Bay Road. The road is subject to a 40mph speed limit at its southern end, becoming 50mph as it continues north. The change in speed limit occurs approximately halfway along the site boundary.



Photo 4.1 – Herne Bay Road looking south



Photo 4.2 - Herne Bay Road looking north

- 4.2.2 To the north, Herne Bay Road becomes Canterbury Road (A291) and continues to meet the A299 Thanet Way which provides connections towards Ramsgate and Margate to the east and Whitstable and the M2 motorway to the west. Canterbury Road continues north as the B2205 to provide access to Herne Bay.
- 4.2.3 To the south of the proposed development site, Herne Bay Road continues south to meet the A28 in the village centre, adjacent to the railway station and level crossing. The A28 continues east towards Ramsgate and Margate, and west towards Canterbury.

4.3 Walking and Cycling

- 4.3.1 Walking and cycling isochrones have been produced to show the local area that is within a 5, 10, 15 and 20 minute journey. The isochrones take account of the gradient of routes by calculating the journey times both from and to the site and taking the average of these. The walking and cycling isochrones are shown on Figures 2 and 3, respectively.

4.3.2 Sturry village centre can be reached on foot in 20 minutes from the centre of the site.

4.3.3 Route 1 of the National Cycle Network is accessible from Sturry. This provides an off-road route towards Canterbury and an on-road route to the east towards Sandwich. Canterbury can be reached by cycle in 20 minutes, as can the outskirts of Herne Bay.

4.4 Public Transport

4.4.1 There are existing bus stops located on Herne Bay Road served by bus routes 600, 601 and 602. The northbound bus stop is located immediately to the south of the southern boundary of the site, having been moved to this location from its previous position to the south of Sweechgate to facilitate the construction of the Fox Lane roundabout. The southbound bus stop is located at the Fox Lane roundabout. The timetables for local buses are appended to this report in Appendix B and the frequency of services summarised in Table 4.1.

Table 4.1 – Local bus services and their frequencies

Service Number	Route	Monday-Friday Daytime	Monday-Friday Evening	Saturday Daytime	Saturday Evening	Sunday Daytime	Sunday Evening
600	Canterbury – Sturry - Herne - Herne Bay - Greenhill	30 minutes	30 minutes	30 minutes	60 minutes	60 minutes	60 minutes
601	Canterbury – Sturry - Herne - Herne Bay – Sea Street	30 minutes	30 minutes	30 minutes	-	60 minutes	-
602	Canterbury - Sturry - Herne - Herne Bay	60 minutes	60 minutes	60 minutes	60 minutes	60 minutes	-

4.4.2 The earliest weekday departure is at 05:07 southbound and 06:29 northbound. The latest weekday departure is at 23:29 southbound and 23:18 northbound. There are a eleven buses in the AM peak hour between 08:00 and 09:00 and ten buses in the PM peak hour between 17:00 and 18:00.

4.4.3 In addition, additional bus services are available from bus stops in Sturry village centre serving destinations including Ramsgate, Broadstairs, Margate and Westwood.

4.4.4 The local bus routes are shown on Figure 4. This also shows the destinations that can be reached from the site in 10, 20 and 30 minutes by public transport services. Both Canterbury and Herne Bay can be reached in 20 to 30 minutes.

4.4.5 The nearest railway station is Sturry, approximately a 20 minute walk from the centre of the site. The current timetable has hourly services during the day to destinations including Ramsgate, Canterbury West, Ashford International, Maidstone East and London Victoria with additional services in the peak hours.

4.4.6 The location is therefore considered to be very well served by public transport.

4.5 Local Amenities

- 4.5.1 There is a range of local amenities within walking distance of the site. Broad Oak Village Stores is located at the junction of Sweechgate and Herne Bay Road.
- 4.5.2 A new Tesco Express store has recently opened at Buddy's Retail Park on Herne Bay Road, just to the south of the junction with Popes Lane. This store is open seven days a week from 6am to 11pm. The retail park also contains a butcher's shop, coffee shop and Peekaboo Playhouse children's play centre. These amenities are within walking distance of the site.
- 4.5.3 Sturry village centre provides further amenities including a pharmacy, and a convenience store.



Photo 4.3 – Broad Oak Village Stores, Sweechgate Photo 4.4 – Convenience store, Sturry

- 4.5.4 The locations of the local amenities are shown on the walking isochrones plan.

4.6 Collision Statistics Analysis

- 4.6.1 A review of the collision statistics in the vicinity of the site for the five year period up to 30th June 2025 has been carried out using the data obtained from the Road Safety & Active Travel Group at Kent County Council. The map of the personal injury collision locations and the crash reports are included in Appendix C.
- 4.6.2 Three incidents occurred on Herne Bay Road adjacent to the site. A 'serious' incident involving a goods vehicle travelling northbound and a motorcycle travelling southbound which clipped each other. Two 'slight' incidents also occurred; a vehicle travelling northbound skidding on black ice, and a car travelling southbound overtaking a motorcycle and colliding with it.
- 4.6.3 There is no apparent clustering of incidents and nothing to suggest any road safety defects.

4.7 Existing Travel Patterns

- 4.7.1 Interrogation of the 2011 Census shows that the site falls within Super Output Area Lower Layer 'Canterbury 011B'. The area is shown in Figure 4.2.

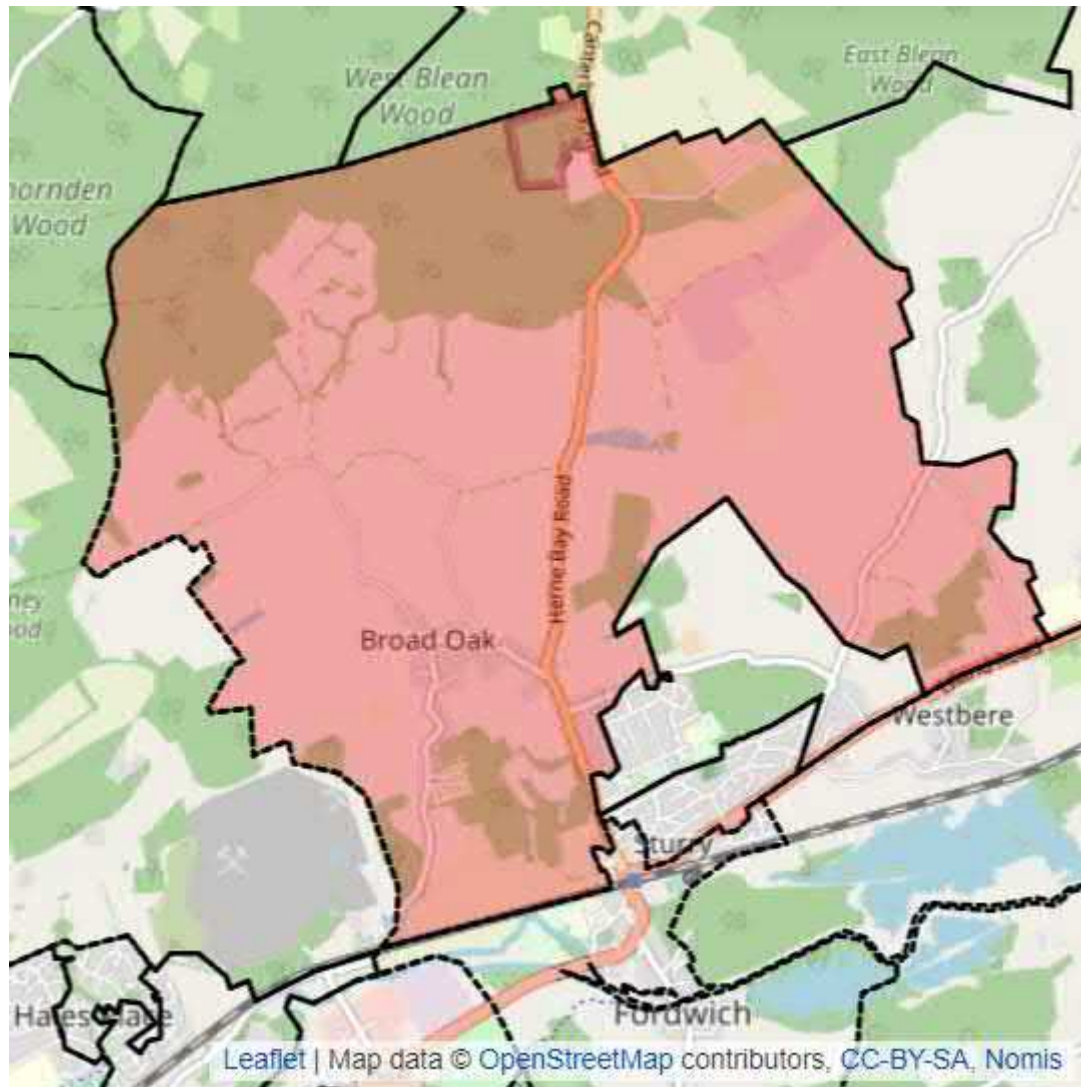


Figure 4.2– 'Canterbury 011B' Super Output Area

- 4.7.2 The journey to work modal split for the Canterbury 011B area is shown in Figure 4.3. This shows that around 57% of residents in this area who travel to work do so by driving a car or van. Around 9% of journeys to work are by walking or cycling and around 28% of journeys to work are by public transport. It is suggested that the baseline modal split for future residential development will be similar to the proportions shown in Figure 4.3.

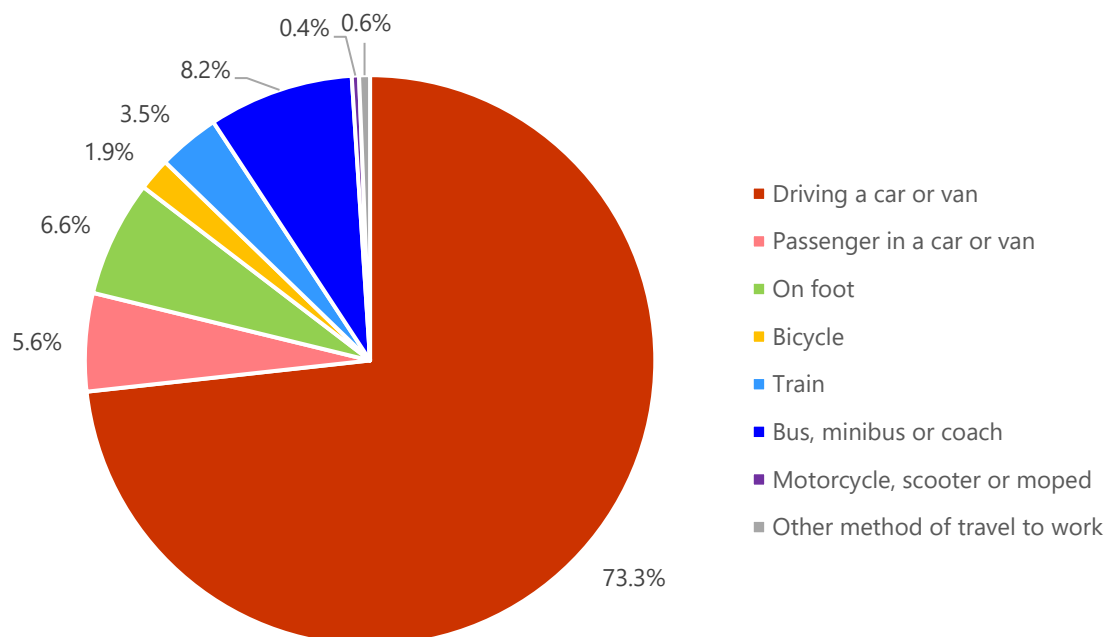


Figure 4.3 – Modal split of journeys to work from the 2011 Census

- 4.7.3 The 2011 Census also reveals that the number of cars and vans available in the Canterbury O11B area is an average of approximately 1.4 vehicles per household. Around 14% of households have no access to a car or van with 48% having access to one car or van and 27% having access to two cars or vans, as shown in Figure 4.4.

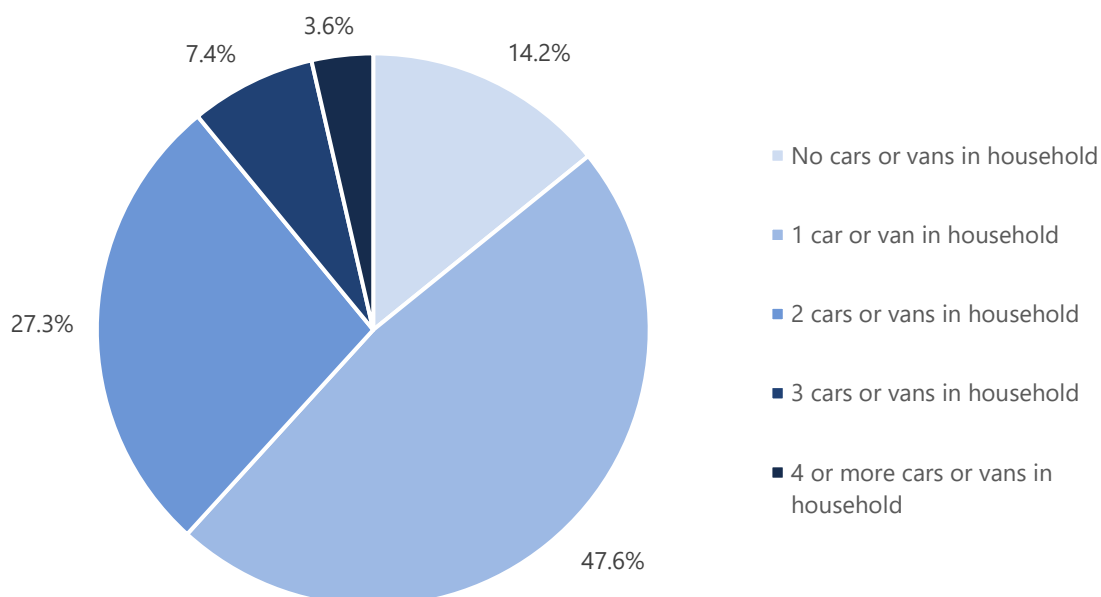


Figure 4.4 – Household car and van ownership from the 2011 Census

4.8 Sturry Link Road

- 4.8.1 There are proposals to construct a link road running from the A291 Sturry Hill, through the approved Land at Sturry housing development. A new viaduct from the new roundabout on the link road would cross the railway and the Great Stour river and connect with the A28 and provide an east-west route avoiding the Sturry level crossing. This link would include a southbound bus lane to improve public transport provision into Canterbury. The link road would also continue west to Broad Oak Road which runs southwest to Canterbury.
- 4.8.2 A Compulsory Purchase Order (CPO) and Side Roads Order (SRO) have been published to secure the necessary land and rights, and to give certainty to the construction programme. The CPO and SRO with modifications were confirmed by the Secretary of State on 19th February 2025.
- 4.8.3 The latest timescale for the project expects construction to begin in spring 2026 with the road completed by winter 2027.

4.9 Traffic Surveys

- 4.9.1 Peak period manual traffic counts were conducted on Wednesday 5th March 2025 at the junctions of Herne Bay Road / Sweechgate, Herne Bay Road / Fox Lane and Herne Bay Road / Popes Lane. Automatic Traffic Counts (ATCs) were undertaken for a period of seven days from Saturday 1st March to Friday 7th March 2025 at two locations on Herne Bay Road. The locations of the surveys are shown in Figure 4.5.

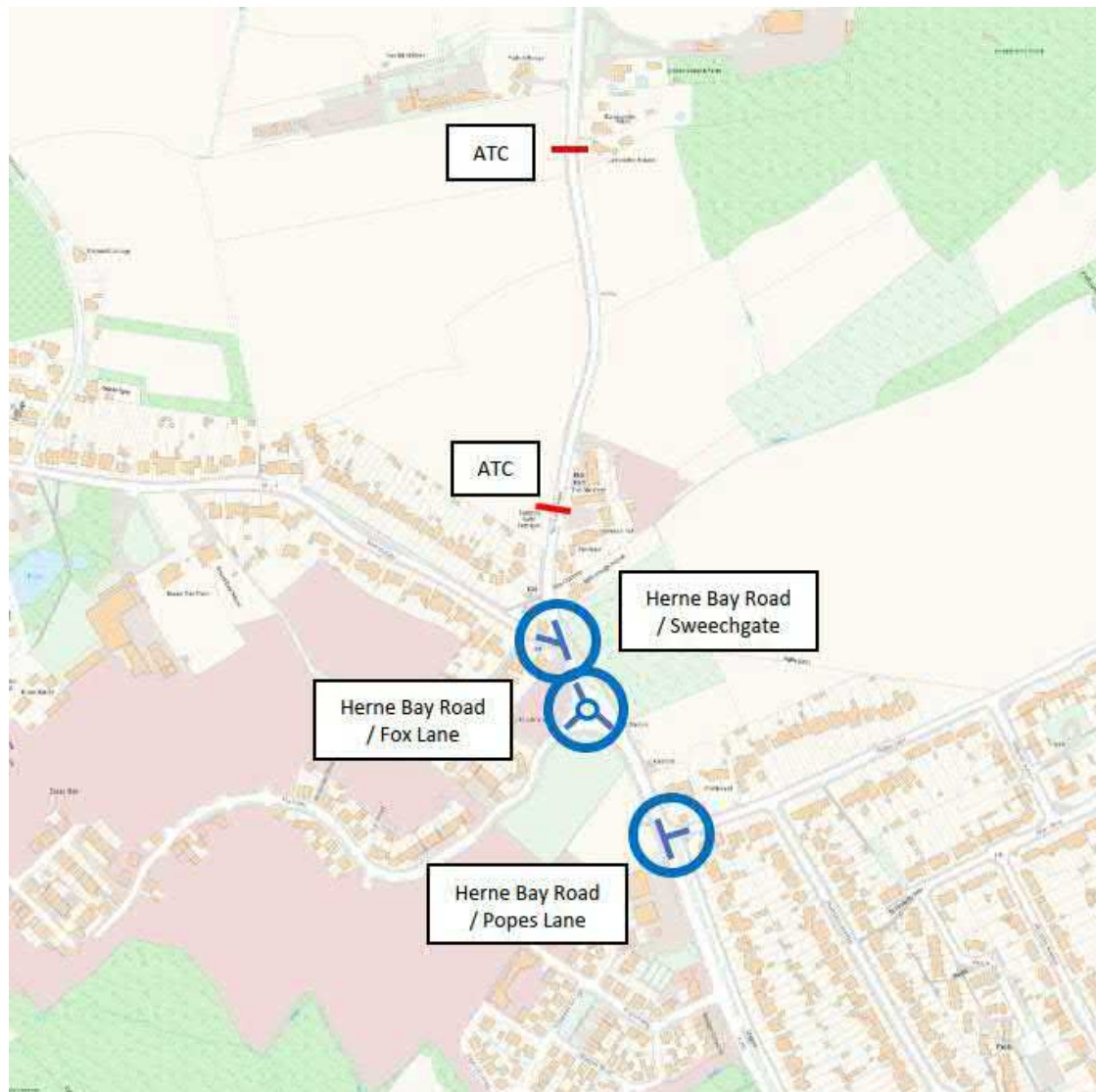


Figure 4.5 – Location of traffic surveys

- 4.9.2 The turning movements for the junctions surveyed are shown in Figures T1 and T2 for 08:00-09:00 and 17:00-1800 respectively, and the survey data can be found in Appendix D.
- 4.9.3 The ATCs recorded vehicle speeds in both directions on Herne Bay Road and were positioned at a distance to the north and south of the proposed site access location that approximately corresponds with the expected stopping site distance of vehicles based on the posted speed limits. Figures 4.6 and 4.7 show the recorded average weekday speeds in each hour of the day over the course of a 24 hour period.

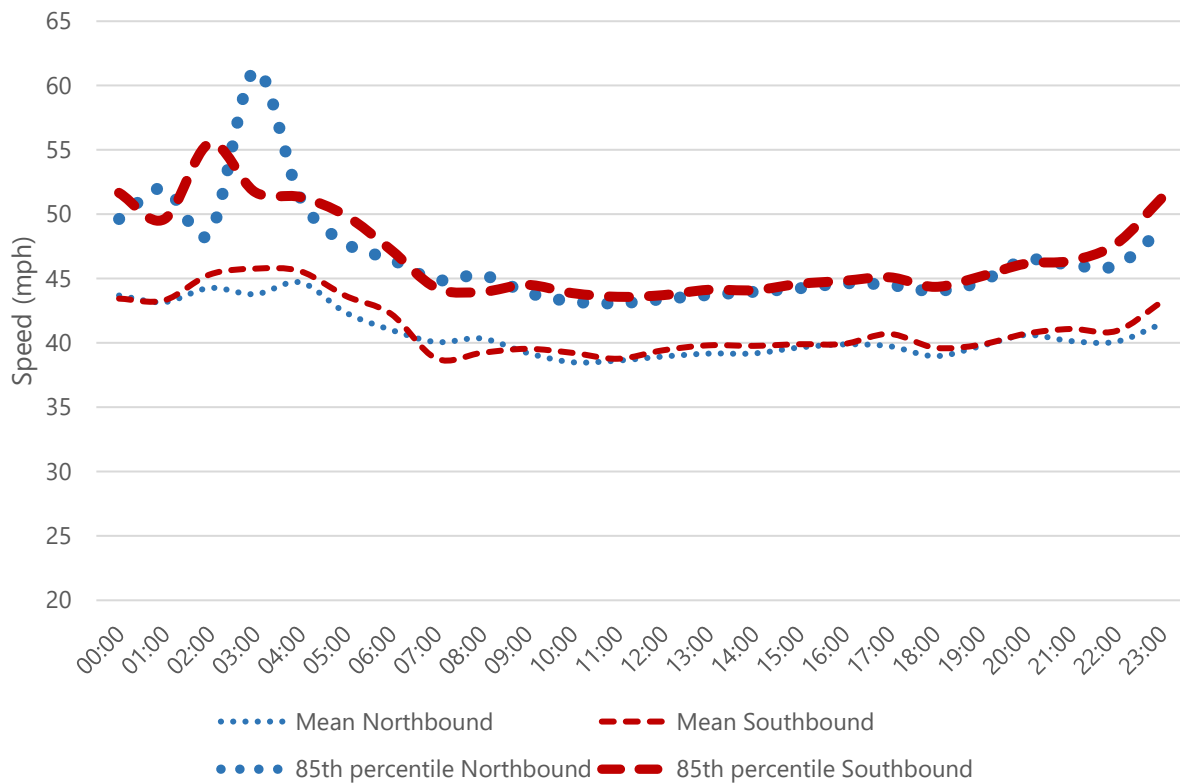


Figure 4.6 – Mean and 85th percentile speeds recorded on Herne Bay Road (north)

- 4.9.4 The northern ATC recorded mean speeds of 39.5mph northbound and 39.7mph southbound. The 85th percentile speeds were 44.4mph northbound and 44.6mph southbound.

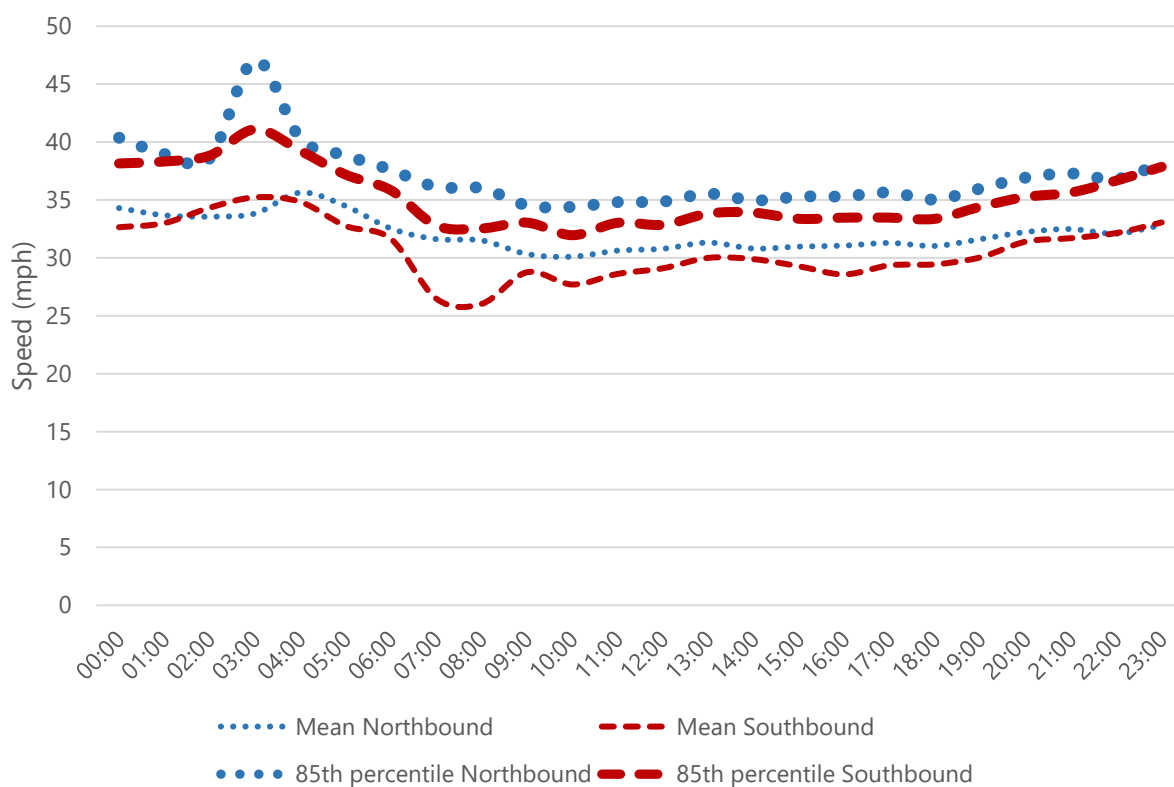


Figure 4.7 – Mean and 85th percentile speeds recorded on Herne Bay Road (south)

4.9.5 The southern ATC recorded mean speeds of 31.1mph northbound and 28.8mph southbound. The 85th percentile speeds were 35.6mph northbound and 33.8mph southbound.

4.9.6 The full ATC surveys can be found in Appendix D.

5 Proposed Development

5.1 Site Access

- 5.1.1 The development will be accessed via a new junction on Herne Bay Road. The site access includes a right-turn lane to maintain the free flow of traffic on the A291.
- 5.1.2 A pedestrian refuge island will assist people on foot in being able to cross Herne Bay Road, with a short section of footway proposed along the southbound carriageway to allow for provision of a southbound bus stop in the vicinity of the site access. The Public Transport team at Kent County Council have been contacted to obtain their views on the type of provision that would be beneficial to provide, and a response is awaited.
- 5.1.3 A secondary emergency vehicle access is proposed to the north of the main vehicular site access.
- 5.1.4 Drawing SDP-XX-XX-DR-D-306 shows the proposed access arrangements and visibility splays of 150m that are provided in each direction at the site access.

5.2 Parking

- 5.2.1 Parking is proposed to accord with Kent County Council's Parking Standards (January 2025) for Suburban sites, with EV charging provided for the new homes.

5.3 Servicing

- 5.3.1 Swept path analysis of a refuse vehicle has been undertaken at the site access, and for a fire tender at the emergency access. Drawing SDP-XX-XX-DR-D-307 shows the refuse vehicle's turning movements and Drawing SDP-XX-XX-DR-D-308 shows the fire tender's turning movements.

6 Trip Generation and Distribution

6.1 Trip Generation

6.1.1 The TRICS database (version 7.11.4) has been interrogated to estimate the likely trip generation for the proposed development. The full output from the TRICS database can be found in Appendix E.

6.1.2 The following criteria have been used when selecting appropriate sites from the database:

- Land Use 03/A – Residential, Houses Privately Owned
- Sites in England and Wales, excluding Greater London
- Development sizes between 50 and 300 homes
- Suburban and Edge of Town sites surveyed from 2016 onwards
- Population within 1-mile radius up to 10,000
- Population within 5-mile radius up to 100,000
- Weekday surveys
- Only latest surveys included where a site has been re-surveyed

6.1.3 Table 6.1 shows the 'Total People' trip rates for the peak hours 08:00-09:00 and 17:00-18:00.

Table 6.1 – Total People trip rates for Privately Owned Houses

	Trip Rate In	Trip Rate Out
08:00 - 09:00	0.251	0.697
17:00 - 18:00	0.573	0.282

6.1.4 Table 6.2 shows the vehicle trip rates for the peak hours 08:00-09:00 and 17:00-18:00. It is noted that these trip rates are higher than the residential trip rates used in the Canterbury VISUM model.

Table 6.2 – Vehicle trip rates for Privately Owned Houses

	Trip Rate In	Trip Rate Out
08:00 - 09:00	0.153	0.319
17:00 - 18:00	0.333	0.156

6.1.5 The initial appraisal for the site has been based on a development proposal of 127 homes. Table 6.3 summarises the number of people and vehicle trips associated with a development of this size using the trip rates in Tables 6.1 and 6.2.

Table 6.3– Vehicle trips for 127 dwellings

	Total People Trips			Vehicle Trips		
	Trips In	Trips Out	Two-way	Trips In	Trips Out	Two-way
08:00 - 09:00	39	102	141	24	45	69
17:00 - 18:00	88	43	131	50	24	74

- 6.1.6 An estimate of the multimodal trip generation across the twelve hour period between 07:00 and 19:00 has been calculated using the trip rates from TRICS. The trip generation is shown in Table 6.4.

Table 6.4 – Multimodal Trip Generation (07:00-19:00)

Mode	Two-way Trip Rate (07:00-19:00)	Two-way trips (07:00-19:00)
Pedestrians	1.049	133
Cyclists	0.086	11
Public Transport Users	0.213	27
Vehicles	4.458	566
Total People	7.842	996

- 6.1.7 The proposed development is anticipated to generate 996 two-way people trips and 566 two-way vehicle trips across a typical 12-hour weekday.

6.2 Trip Distribution

- 6.2.1 The origin-destination data from the 2011 Census for the Canterbury 011 area has been used to understand the likely trip distribution of traffic generated by the proposed development. The number of journeys from the Canterbury 011 area to the other Super Output Areas (Mid Layer) in the Canterbury district, all other local authority districts in the Southeast region, and other regions in the UK has been collected and appropriate routing using the Google Maps journey planner applied. Where there are viable alternative routes available, the trips have been divided between these routes based on distance and/or journey time.
- 6.2.2 The trip distribution calculations are presented in Appendix F. Table 6.5 summarises the proposed development's traffic distribution. Figures T3 and T4, at the end of this report, show the proposed development traffic movements for 127 homes in the AM peak hour and PM peak hour, respectively.

Table 6.5 – Traffic Distribution

Route	Proportion	Route	Proportion
A291 North	32%	A28 East (Island Road)	11%
Sweechgate local	2%	A28 West (Sturry Road)	25%
Sturry local	6%	Broad Oak Road	24%

7 Impact of the Development on the Transport Network

7.1 Methodology

- 7.1.1 Strategic modelling previously undertaken as part of the Link Road and subsequently the Popes Lane planning application has used the VISUM traffic modelling conducted to support the Canterbury Local Plan. The predicted traffic flows from this modelling forms the basis of the assessment of the impact of the proposed development on the local transport network using standalone junction capacity modelling.
- 7.1.2 The VISUM model represents the following future year scenarios:
- 2040 Reference Case, including committed developments and committed infrastructure schemes, such as the Sturry Link Road.
 - 2045 Do Something Local Plan Scenario, including traffic from sites being promoted within the Draft Canterbury Local Plan. This scenario also includes additional infrastructure such as the Canterbury Eastern Bypass, which has subsequently been removed from the proposed Plan.
- 7.1.3 These scenarios are used, with the addition of the Popes Lane development traffic, as the basis for assessing the impact of the proposed development. It is noted that the 2025 traffic counts undertaken at the Sweechgate and Popes Lane junctions show a significantly lower volume of traffic to that used in the 2019 VISUM modelling. The future year scenarios using the VISUM modelling flows are therefore considered to be robust and may potentially over-estimate the likely traffic demand.
- 7.1.4 Traffic flow diagrams showing the 2040 modelled flows are presented in Figures T5 and T6 for the AM and PM peak hours. Figures T7 and T8 add the proposed development peak hour traffic flows to the network. Figures T9 and T10 show the 2045 modelled flows and Figures T11 and T12 show this year with the development traffic included.

7.2 Highway Capacity Analysis

7.2.1 Local junctions have been assessed using the TRL Junctions software package. The junctions assessed are:

- Herne Bay Road / Site Access
- Herne Bay Road / Sweechgate
- Herne Bay Road / Popes Lane
- Herne Bay Road / Sturry Link Road
- A28 Sturry Road / Sturry Link Road

7.2.2 Outputs from the junction capacity assessments can be found in Appendix G.

Herne Bay Road / Site Access

7.2.3 The proposed site access capacity assessment is summarised in Table 7.1 and shows that the junction operates well under capacity in all scenarios with minimal queuing, based on the traffic flows modelled with the addition of the proposed development traffic. The right turning lane on Herne Bay Road will allow traffic turning right into the proposed development to wait without impeding through traffic on the A291.

Table 7.1 – Herne Bay Road / Site Access priority junction

2040 with development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Herne Bay Road	0.01	0	0.03	0
Site Access	0.12	0	0.07	0
2045 with development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Herne Bay Road	0.01	0	0.03	0
Site Access	0.24	0	0.13	0

Herne Bay Road / Sweechgate

- 7.2.4 The existing all-movement priority junction has been modelled for the future years 2040 and 2045. It is noted that the previous modelling assumed that the right turn in and out of Sweechgate would be prohibited in future. However, it has been confirmed by Kent Highways that there are currently no plans for this. Therefore, right turning movements have been included, although with the expectation that a high proportion of traffic that currently turns right into Sweechgate will choose to continue along Herne Bay Road and use the Link Road to continue their journeys to the west.
- 7.2.5 Table 7.2 shows that the junction operates within capacity in 2040, based on the traffic flows modelled with the addition of the proposed development traffic. The junction is approaching capacity in 2045. However, the modelling has used a synthesised peak profile that can overestimate the traffic flows in the central part of the modelled time period. A flatter traffic profile, which is often observed at peak times, would see lower RFC values. However, the modelling method presented provides a robust assessment of the potential future traffic flows.
- 7.2.6 The addition of the proposed development traffic does not have a significant impact on the operation of this junction.

Table 7.2 – Herne Bay Road / Sweechgate priority junction

2040 without development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Herne Bay Road	0.21	1	0.15	0
Sweechgate	0.17	0	0.47	1
2040 with development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Herne Bay Road	0.21	1	0.15	0
Sweechgate	0.17	0	0.48	1
2045 without development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Herne Bay Road	0.41	2	0.26	1
Sweechgate	0.53	1	0.81	3
2045 with development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Herne Bay Road	0.42	3	0.27	1
Sweechgate	0.60	1	0.96	7

Herne Bay Road / Popes Lane

- 7.2.7 Table 7.3 shows the summary of the Herne Bay Road / Popes Lane junction capacity assessment. The junction operates within capacity in all scenarios, based on the traffic flows modelled with the addition of the proposed development traffic.
- 7.2.8 The addition of the proposed development traffic does not have a significant impact on the operation of this junction.

Table 7.3 – Herne Bay Road / Popes Lane priority junction

2040 without development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Herne Bay Road	0.09	0	0.15	0
Popes Lane	0.70	2	0.49	1
2040 with development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Herne Bay Road	0.10	0	0.15	0
Popes Lane	0.72	3	0.50	1
2045 without development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Herne Bay Road	0.04	0	0.06	0
Popes Lane	0.88	6	0.63	2
2045 with development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Herne Bay Road	0.04	0	0.06	0
Popes Lane	0.91	7	0.65	2

Herne Bay Road / Sturry Link Road roundabout

- 7.2.9 Table 7.4 shows the summary of the Herne Bay Road / Sturry Link Road junction capacity assessment for the proposed roundabout at the eastern end of the proposed link road.
- 7.2.10 The junction operates under capacity in all scenarios with minimal queuing, based on the traffic flows modelled with the addition of the proposed development traffic.

Table 7.4 – Herne Bay Road / Sturry Link Road roundabout

2040 without development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Herne Bay Road (N)	0.76	3	0.50	1
Herne Bay Road (S)	0.44	1	0.43	1
Link Road	0.36	1	0.58	1
Northwest Access	0.03	0	0.02	0
2040 with development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Herne Bay Road (N)	0.78	4	0.51	1
Herne Bay Road (S)	0.45	1	0.43	1
Link Road	0.36	1	0.60	2
Northwest Access	0.03	0	0.02	0
2045 without development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Herne Bay Road (N)	0.72	3	0.50	1
Herne Bay Road (S)	0.21	0	0.43	1
Link Road	0.34	1	0.58	1
Northwest Access	0.03	0	0.02	0
2045 with development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Herne Bay Road (N)	0.74	3	0.51	1
Herne Bay Road (S)	0.21	0	0.43	1
Link Road	0.35	1	0.60	2
Northwest Access	0.03	0	0.02	0

A28 Sturry Road / Sturry Link Road roundabout

- 7.2.11 Table 7.5 shows the summary of the Sturry Road / Sturry Link Road junction capacity assessment for the proposed roundabout at the southern end of the proposed link road.
- 7.2.12 The 2045 assessment is based on a three-arm layout, as the previously proposed Eastern Movement Corridor has now been removed from the revised draft Local Plan. The traffic flows for the 2045 assessment have been redistributed proportionally. However, this may overestimate the future traffic now that the Eastern Movement Corridor does not form part of the future highway network.
- 7.2.13 The junction operates within capacity in 2040 with minimal queuing, based on the traffic flows modelled with the addition of the proposed development traffic. In the 2045 scenarios, the junction reaches capacity with queuing on the eastern arm of the roundabout in the morning peak. However, the addition of the proposed development traffic has only a marginal impact on the operation of this junction.

Table 7.5 – A28 Sturry Road / Sturry Link Road roundabout

2040 without development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
A28 Sturry Road (E)	0.57	2	0.36	1
A28 Sturry Road (W)	0.29	0	0.52	1
Link Road	0.27	0	0.17	0
2040 with development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
A28 Sturry Road (E)	0.58	2	0.36	1
A28 Sturry Road (W)	0.30	0	0.53	1
Link Road	0.27	0	0.17	0
2045 without development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
A28 Sturry Road (E)	0.99	20	0.52	1
A28 Sturry Road (W)	0.41	1	0.61	2
Link Road	0.53	1	0.48	1
2045 with development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
A28 Sturry Road (E)	1.00	21	0.52	1
A28 Sturry Road (W)	0.42	1	0.61	2
Link Road	0.54	1	0.49	1

8 Sustainability

8.1 Pedestrians and Cyclists

- 8.1.1 Pedestrians are catered for by a good network of footways. This allows for easy access to and from the site and for pedestrians to be able to access local facilities.
- 8.1.2 The walking isochrones plan shows that local facilities including a convenience store and supermarket are within a 10 minute walk of the centre of the site.
- 8.1.3 Sturry village centre can be reached on foot in 20 minutes from the centre of the site. The cycling isochrones plan shows that Canterbury town centre is accessible by cycle in 20 minutes. Whilst the gradient on Sturry Hill may dissuade some people from walking or cycling, it would still be an option for many, as is the case for residents of other nearby developments in Broad Oak.
- 8.1.4 There is also the potential for new walking and cycling connections to be introduced connecting the site with the proposed Broad Oak reservoir scheme, to the north of the proposed development.

8.2 Public Transport

- 8.2.1 The site is accessible by existing local bus routes with bus stops within a reasonable walking distance from the site. The bus services give access to Sturry, Canterbury, Herne and Herne Bay.
- 8.2.2 A new southbound bus stop on Herne Bay Road in the vicinity of the main site access is proposed, subject to discussions with the public transport operator. This new facility will reduce walking times to and from public transport and result in the furthest home being around 600m from the bus stop, around an eight minute walk, based on the indicative development proposals. With five buses in each direction during the day, it is considered that the site is very well served by bus services.

8.3 Travel Plan

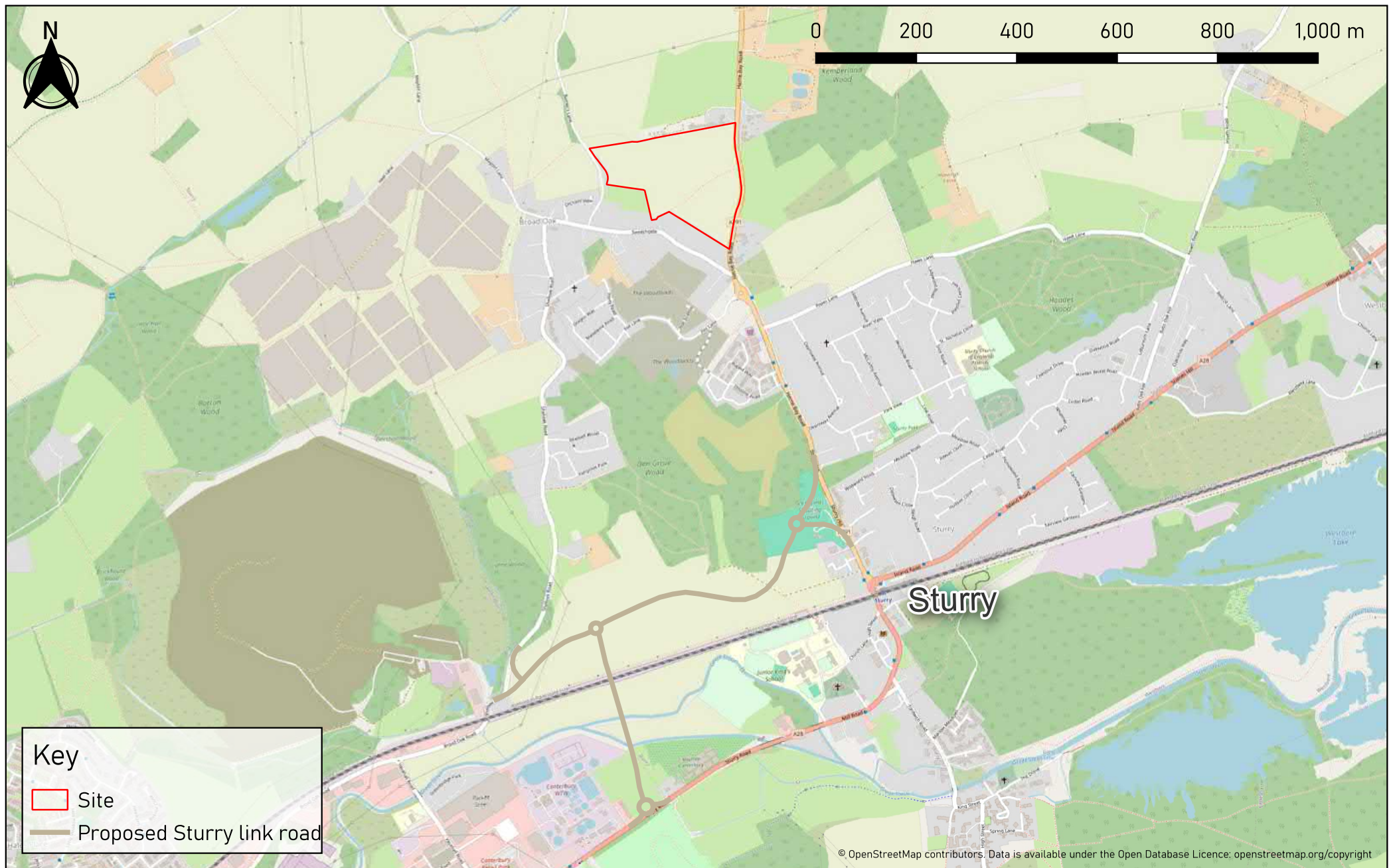
- 8.3.1 The Travel Plan for the development will promote sustainable modes of travel for residents to encourage travel by means other than the private car. The range of measures is hoped to reduce trips by car by 10% compared with the baseline estimate of the mode of travel.

9 Conclusions

9.1 Summary

- 9.1.1 This Transport Assessment has been prepared in support of the proposed residential development of 127 homes on Land West of Herne Bay Road, Sturry.
- 9.1.2 This Transport Assessment demonstrates that the proposed development can be accommodated without any significant detrimental impact on the proposed local transport network.
- 9.1.3 The proposed development can be safely accessed and serviced from the existing highway network via a new site access junction. The site can be accessed by means other than the private car with local facilities within walking and cycling distances of the site and good public transport provision adjacent to the site on Herne Bay Road.
- 9.1.4 In conclusion, there are no highways and transport reasons why the development should not be permitted.

Figures and Drawings



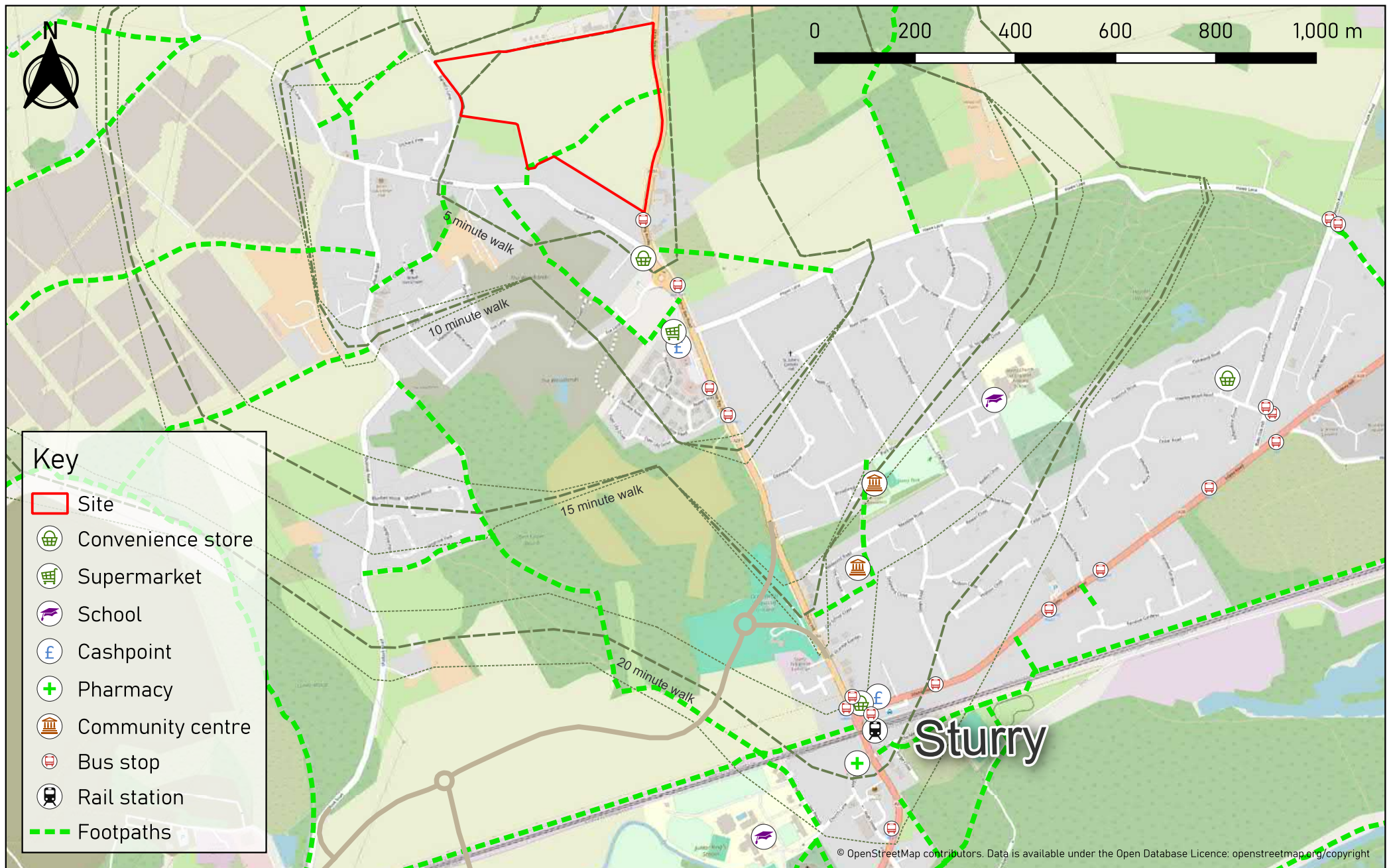


Figure 2 - Local facilities within walking distance of the site

Land West of Herne Bay Road, Sturry

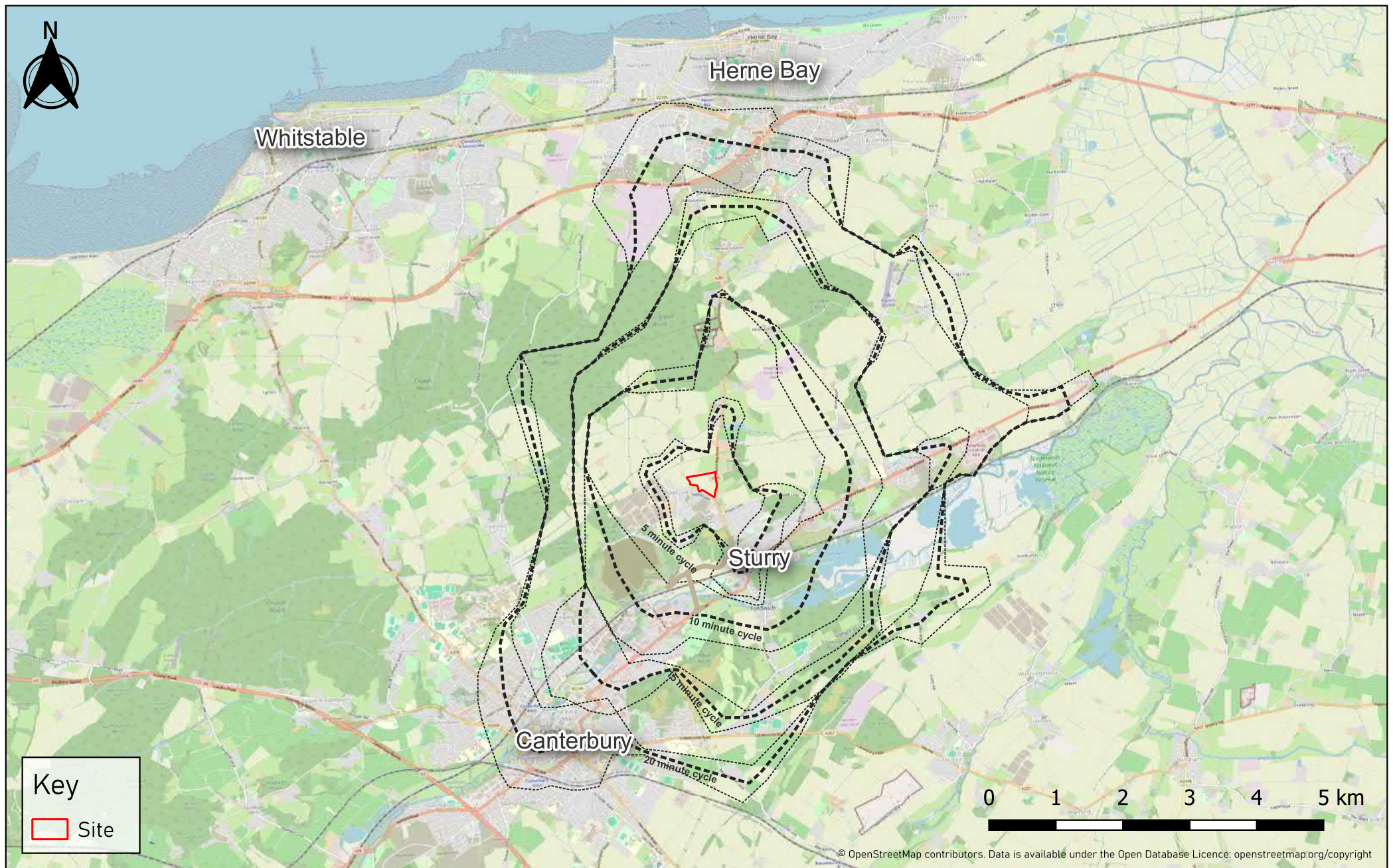


Figure 3 - Cycling isochrones
Land West of Herne Bay Road, Sturry

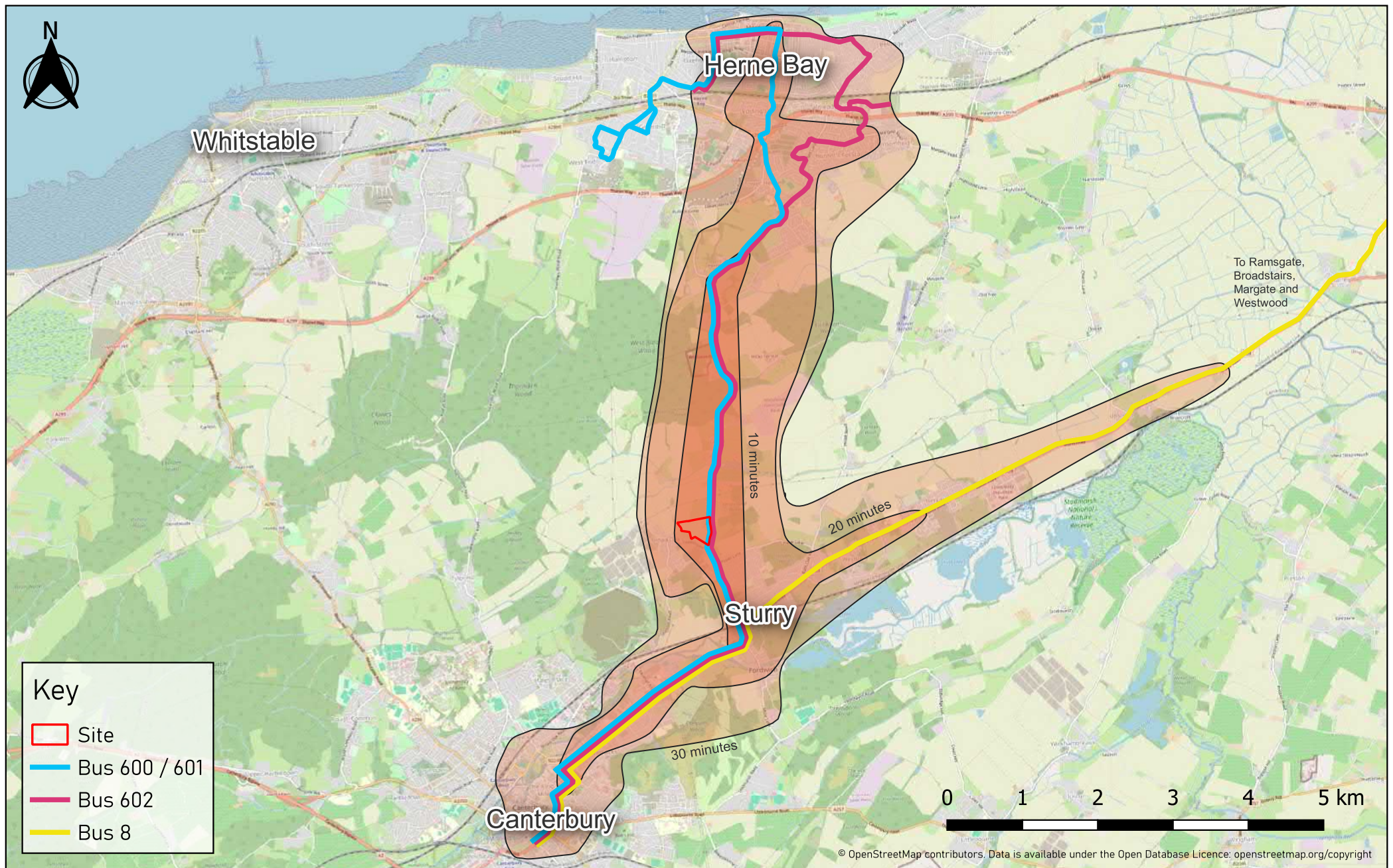
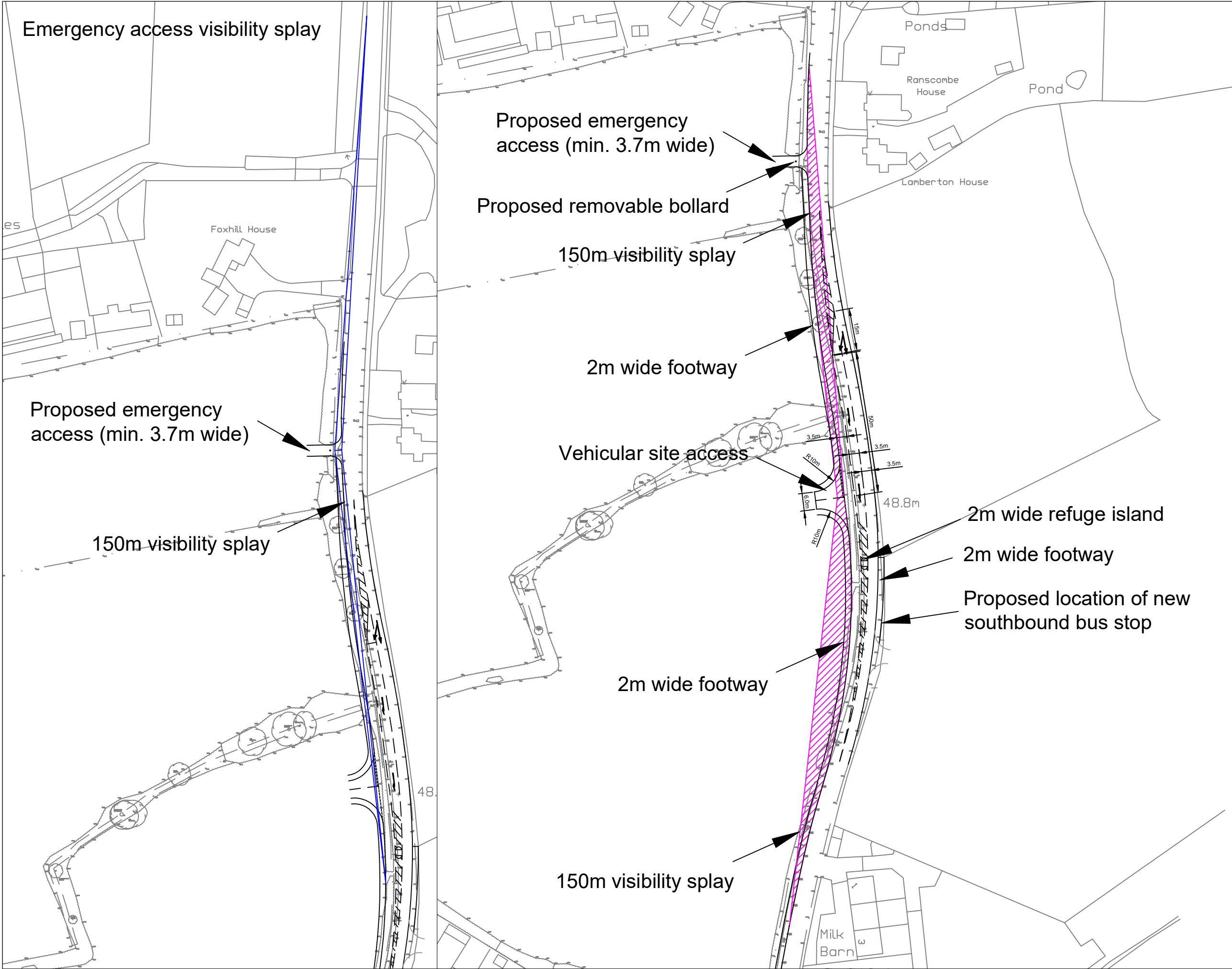


Figure 4 - Local bus routes

Land West of Herne Bay Road, Sturry



Notes			
1. Do not scale from this drawing.			
2. Dimensions in metres unless noted otherwise.			
3. Contains public sector information licensed under the Open Government Licence v3.0			
P2	15/12/25	Emergency access added	NM
P1	4/11/25	First Issue	NM
Rev	Date	Description	By
Revision History			
Client			
Fairfax			
Project			
Land West of Herne Bay Road, Sturry			
Title			
Proposed Site Access			
SDP			
Buncton Barn, Buncton Lane Bolney, West Sussex, RH17 5RE			
Date	4/11/25	Scale	1:2500
Drawn	NM		
Drawing No.	SDP-XX-XX-DR-D-306	Revision	P2



Notes

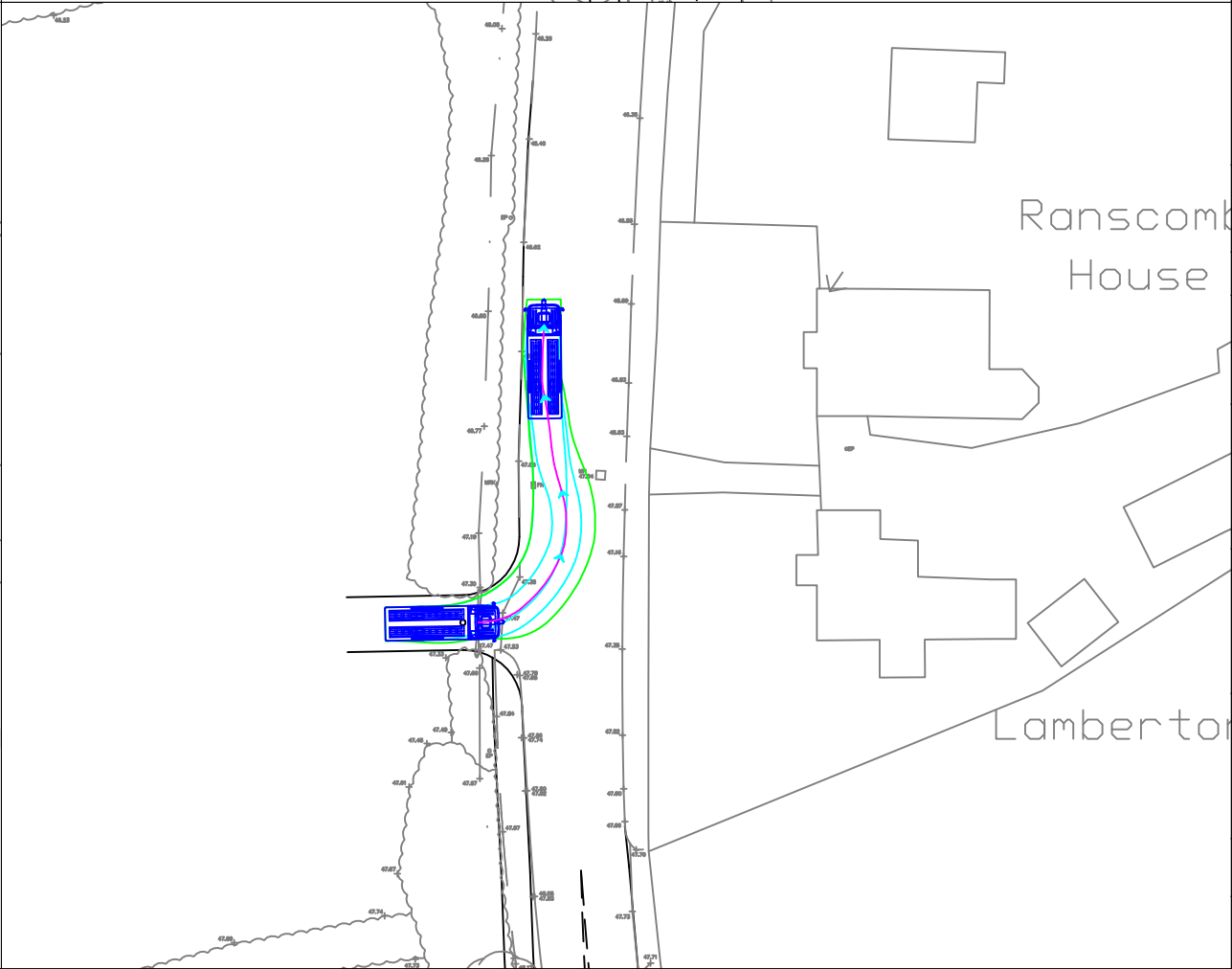
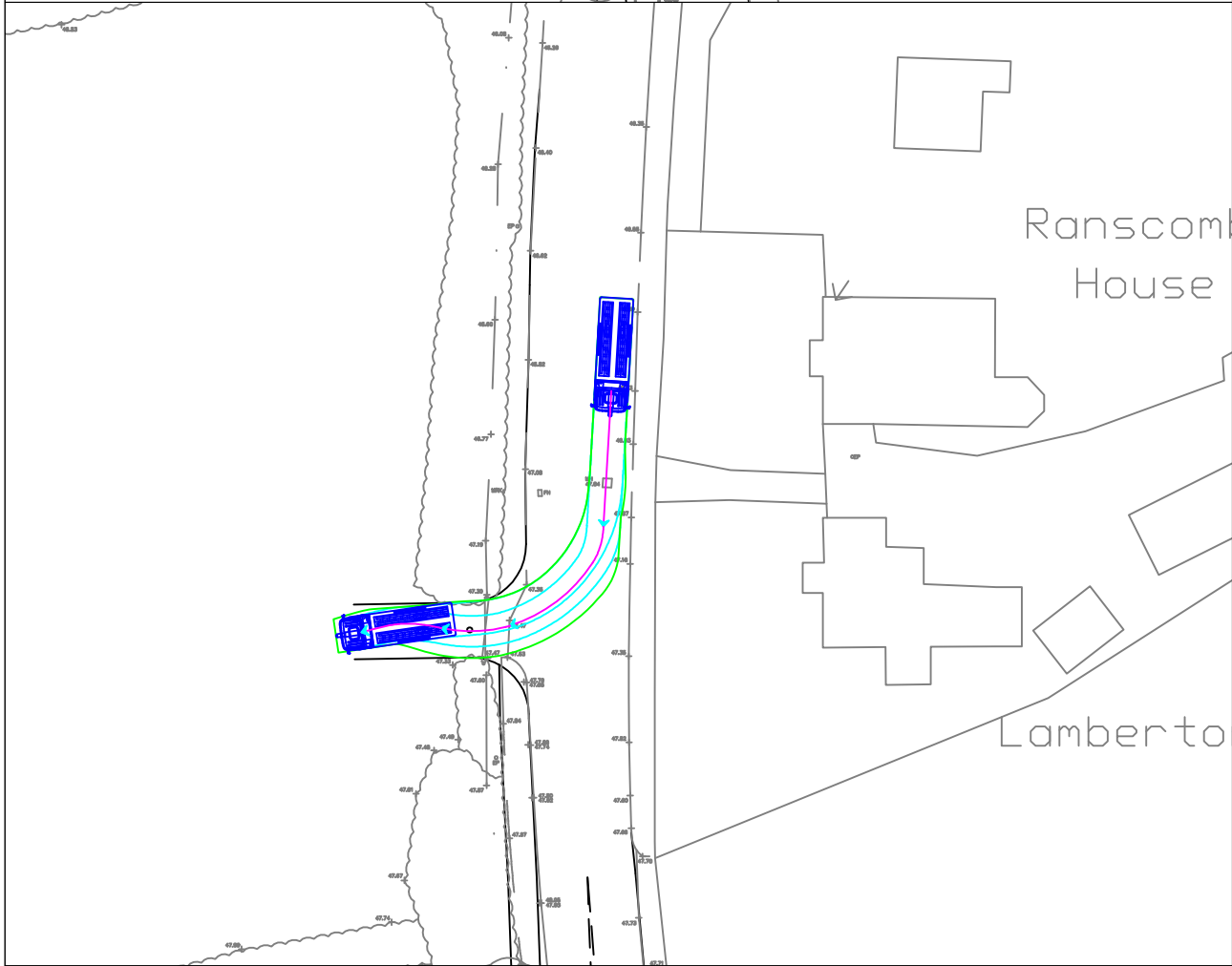
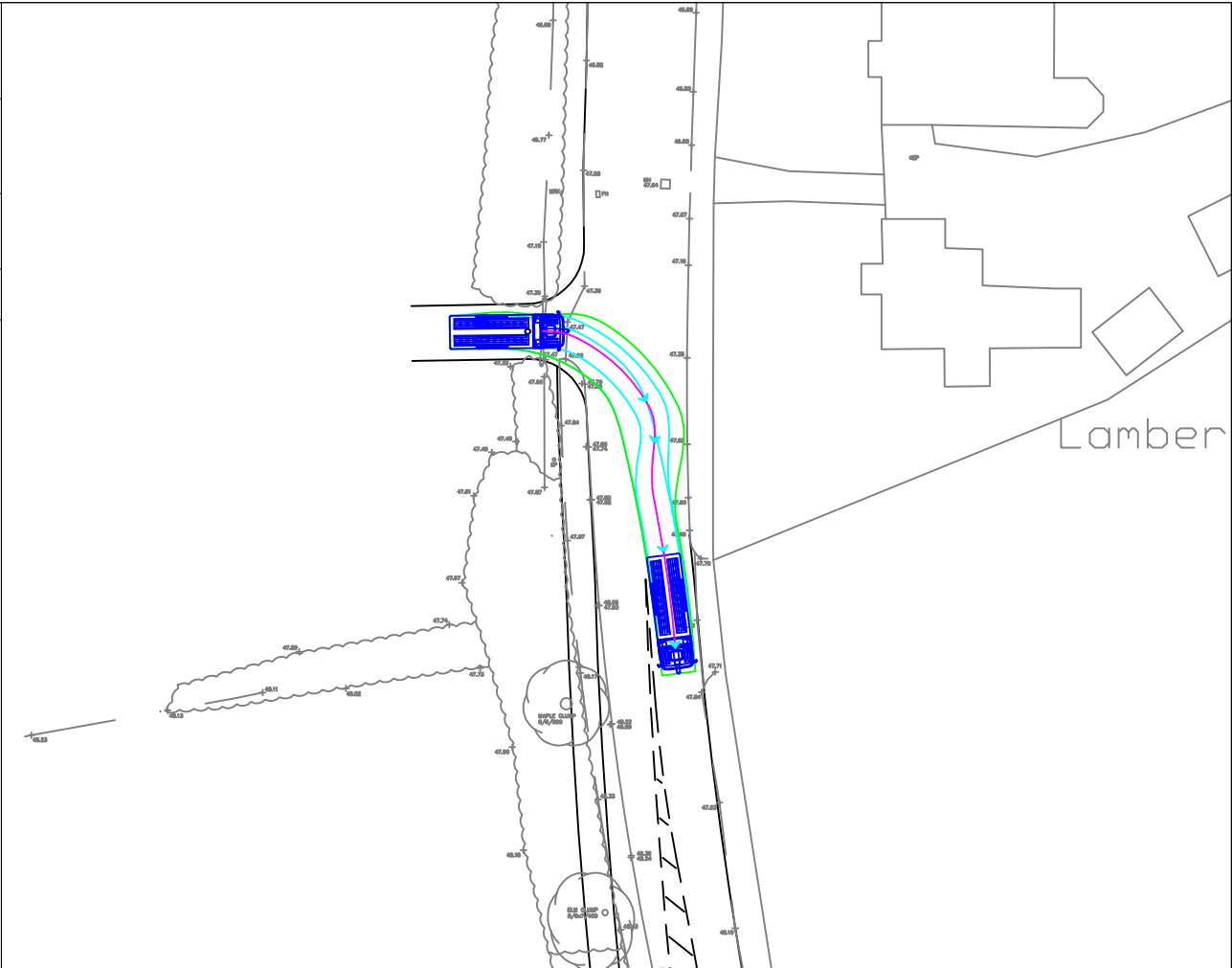
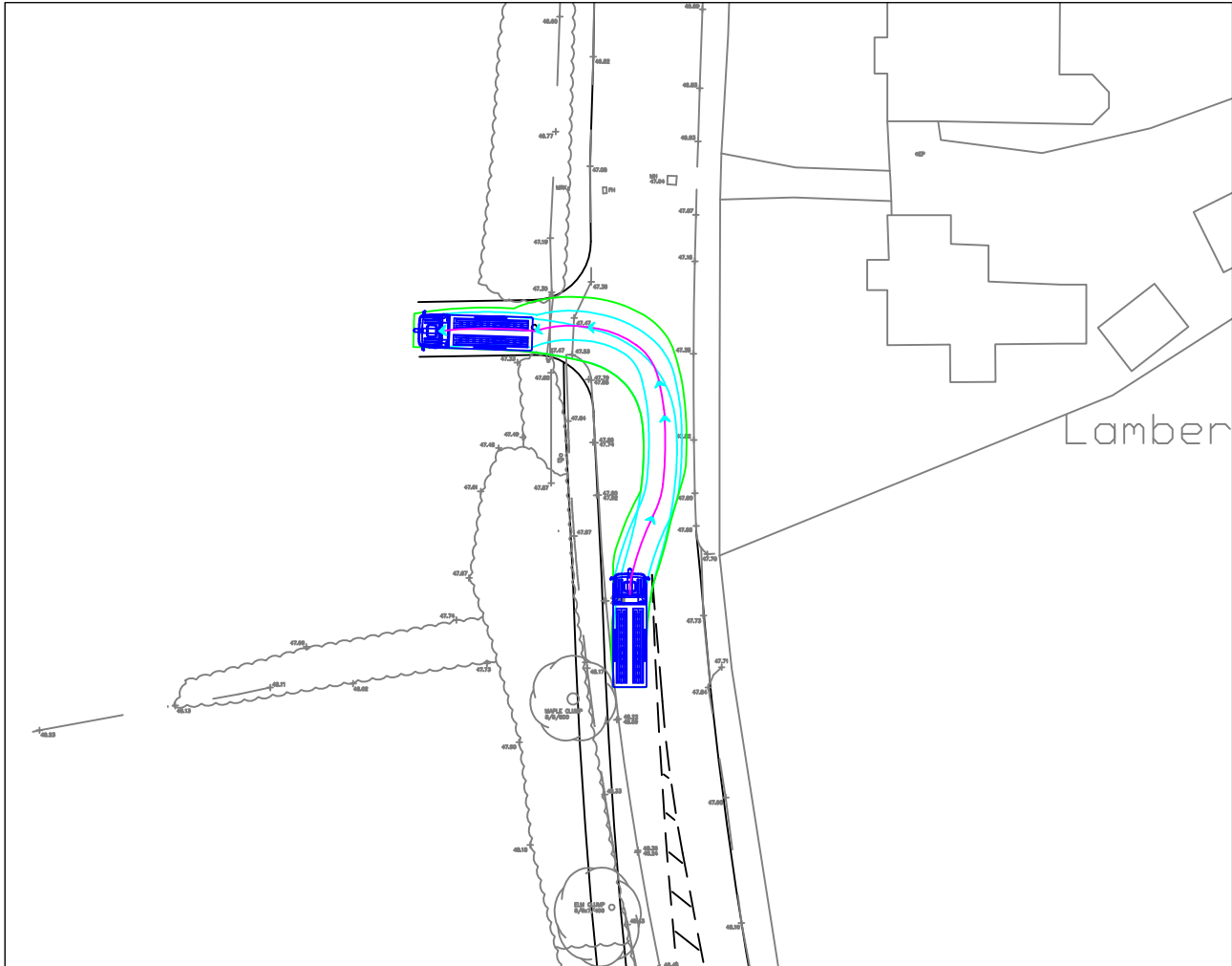
1. Do not scale from this drawing.

2. Dimensions in metres unless noted otherwise.

Iveco ML 120 (2010)

Width	: 2.50	metres
Track	: 2.50	
Lock to Lock Time	: 6.0	
Steering Angle	: 61.7	

P1	15.12.25	First Issue	NM
Rev	Date	Description	By
Revision History			
Client			
Project			
Land West of Herne Bay Road, Sturry			
Title			
Refuse Vehicle Tracking			
SDP Bunton Barn, Bunton Lane Bolney, West Sussex, RH17 5RE			
Date	15.12.25	Scale	1:500
Drawing No.		Revision	
SDP-XX-XX-DR-D-307		P1	
Drawn		NM	



Notes

- Do not scale from this drawing.
- Dimensions in metres unless noted otherwise.

Mercedes Atego 1329F

Width	: 2.32	metres
Track	: 2.30	
Lock to Lock Time	: 6.0	
Steering Angle	: 36.8	

P1	15.12.25	First Issue	NM
Rev	Date	Description	By
Revision History			
Client			
Project			
Land West of Herne Bay Road, Sturry			
Title			
Fire Tender Vehicle Tracking			
SDP			
Bunton Barn, Bunton Lane Bolney, West Sussex, RH17 5RE			
Date	15.12.25	Scale	1:500
Drawing No.		SDP-XX-XX-DR-D-308	Drawn NM
			Revision P1

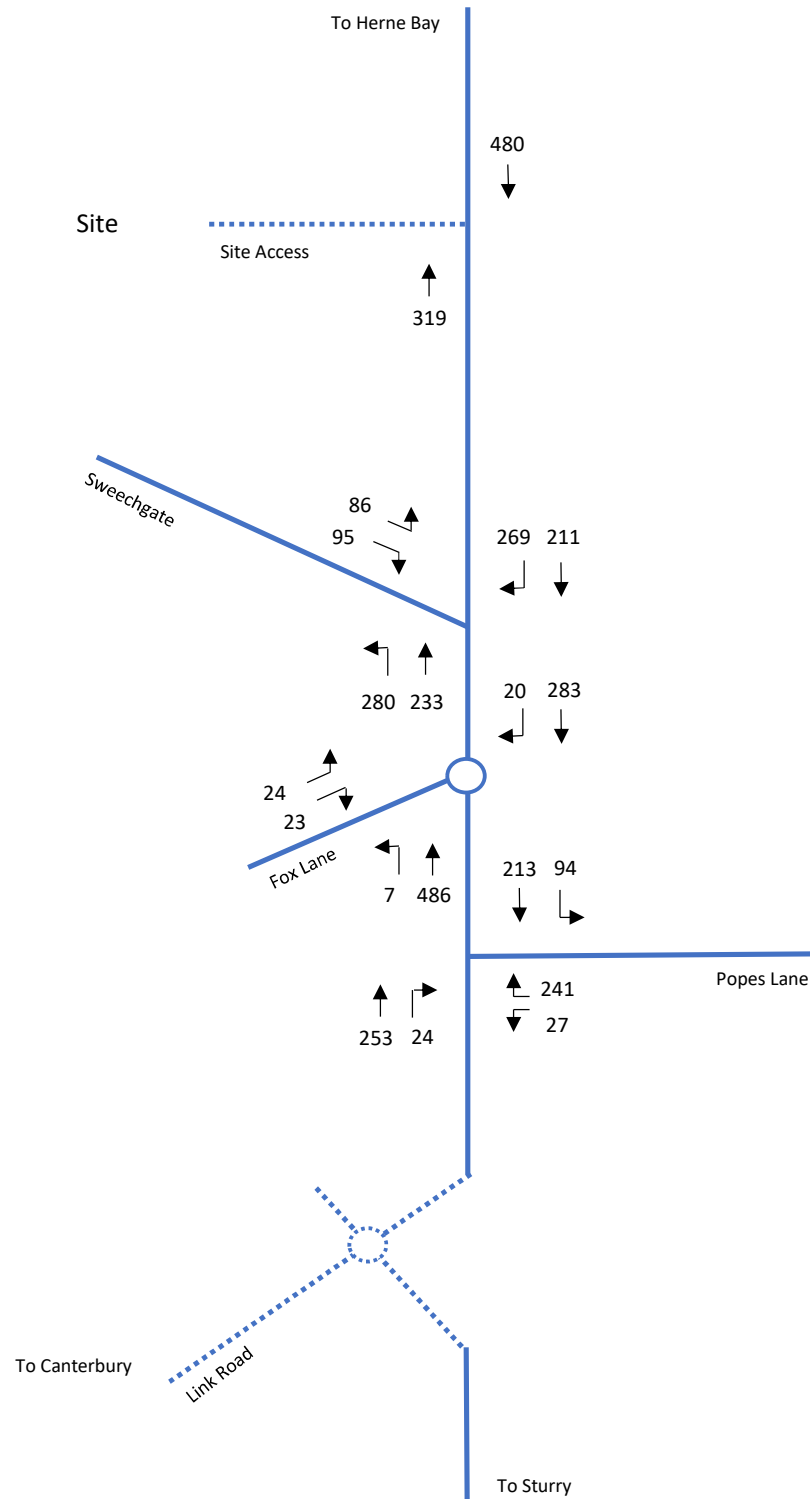


Figure T1 - 2025 Traffic Flows 08:00-09:00
Land West of Herne Bay Road

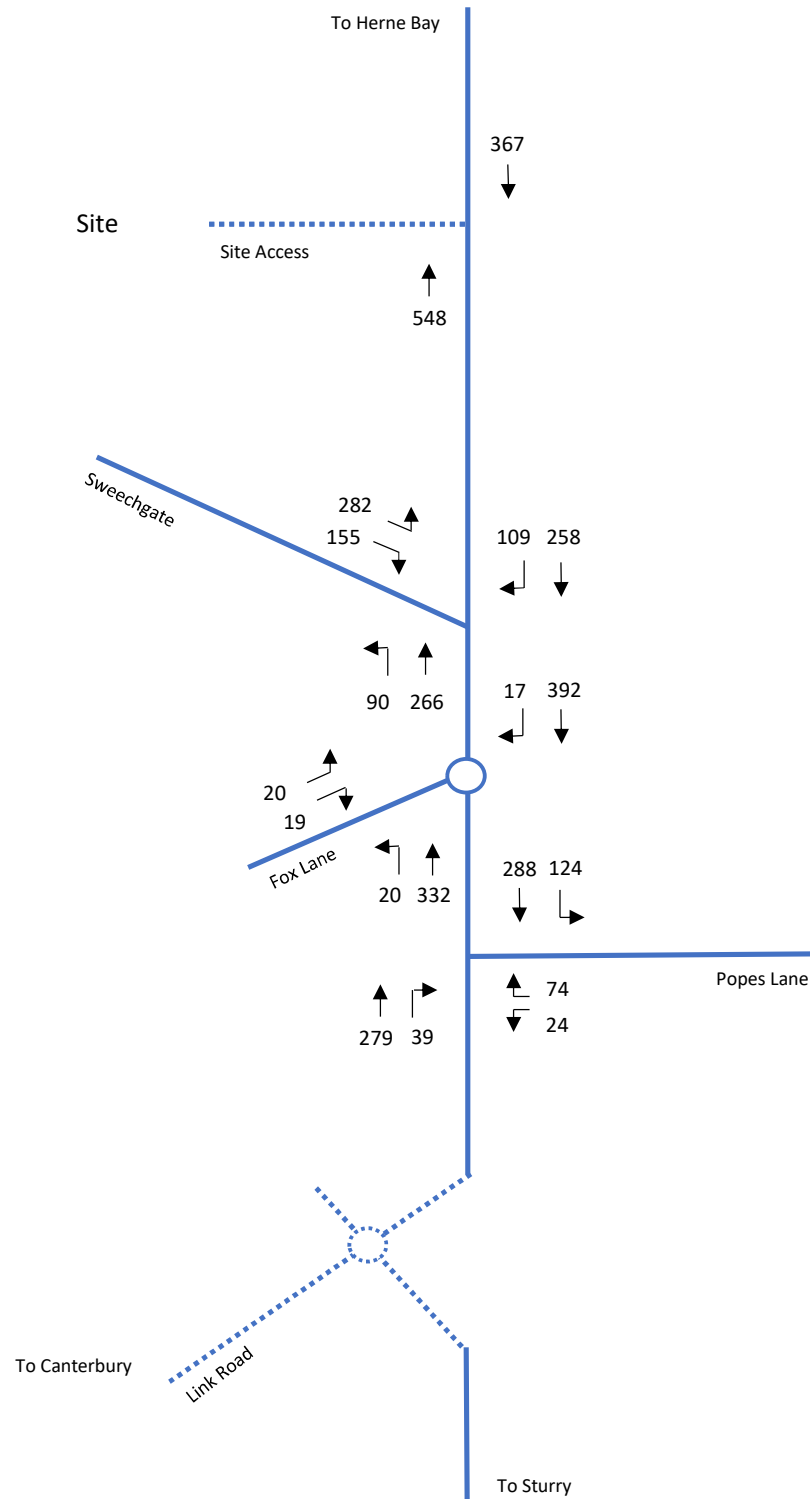


Figure T2 - 2025 Traffic Flows 17:00-18:00
Land West of Herne Bay Road

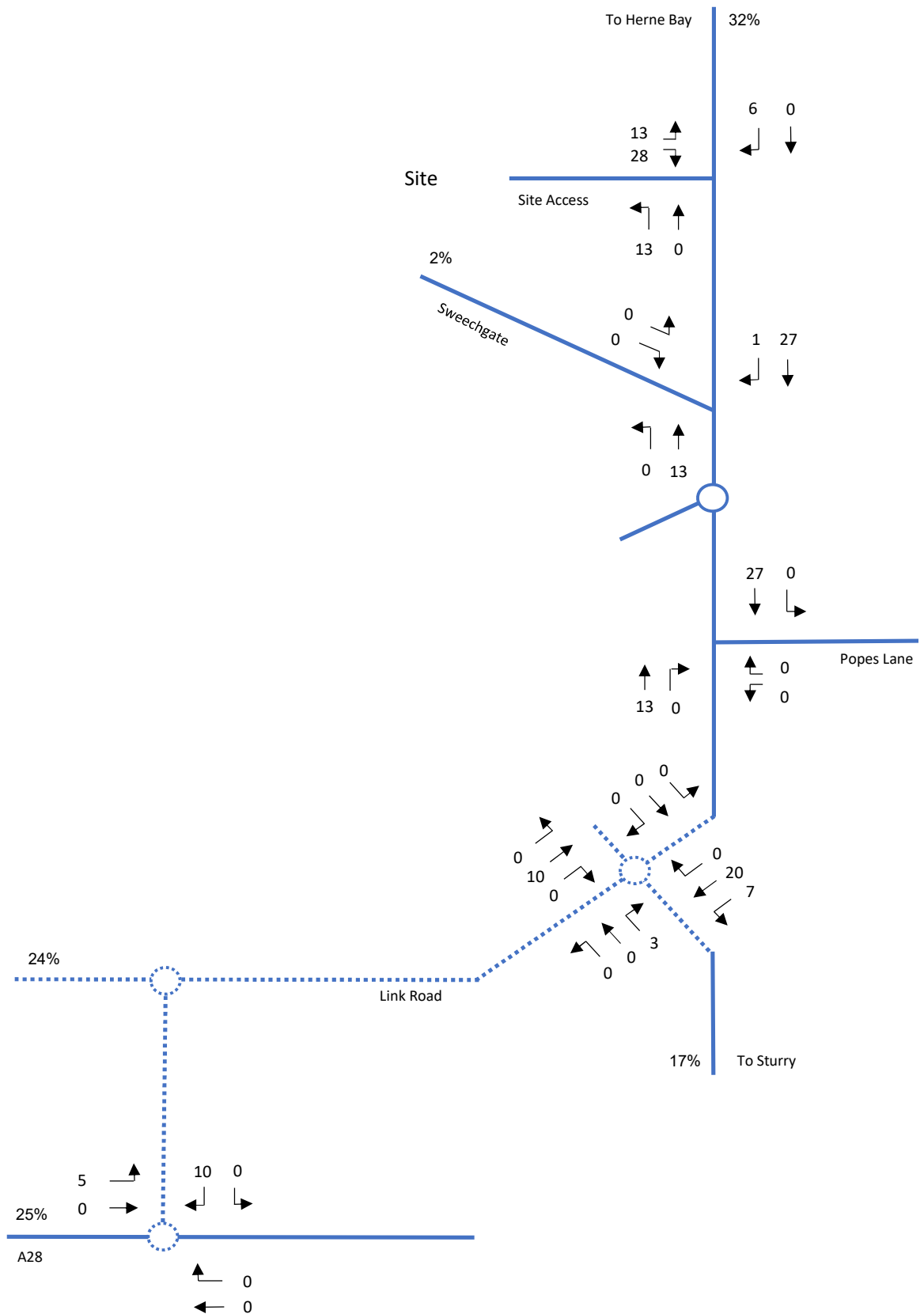


Figure T3 - AM Proposed Development Trips
Land West of Herne Bay Road

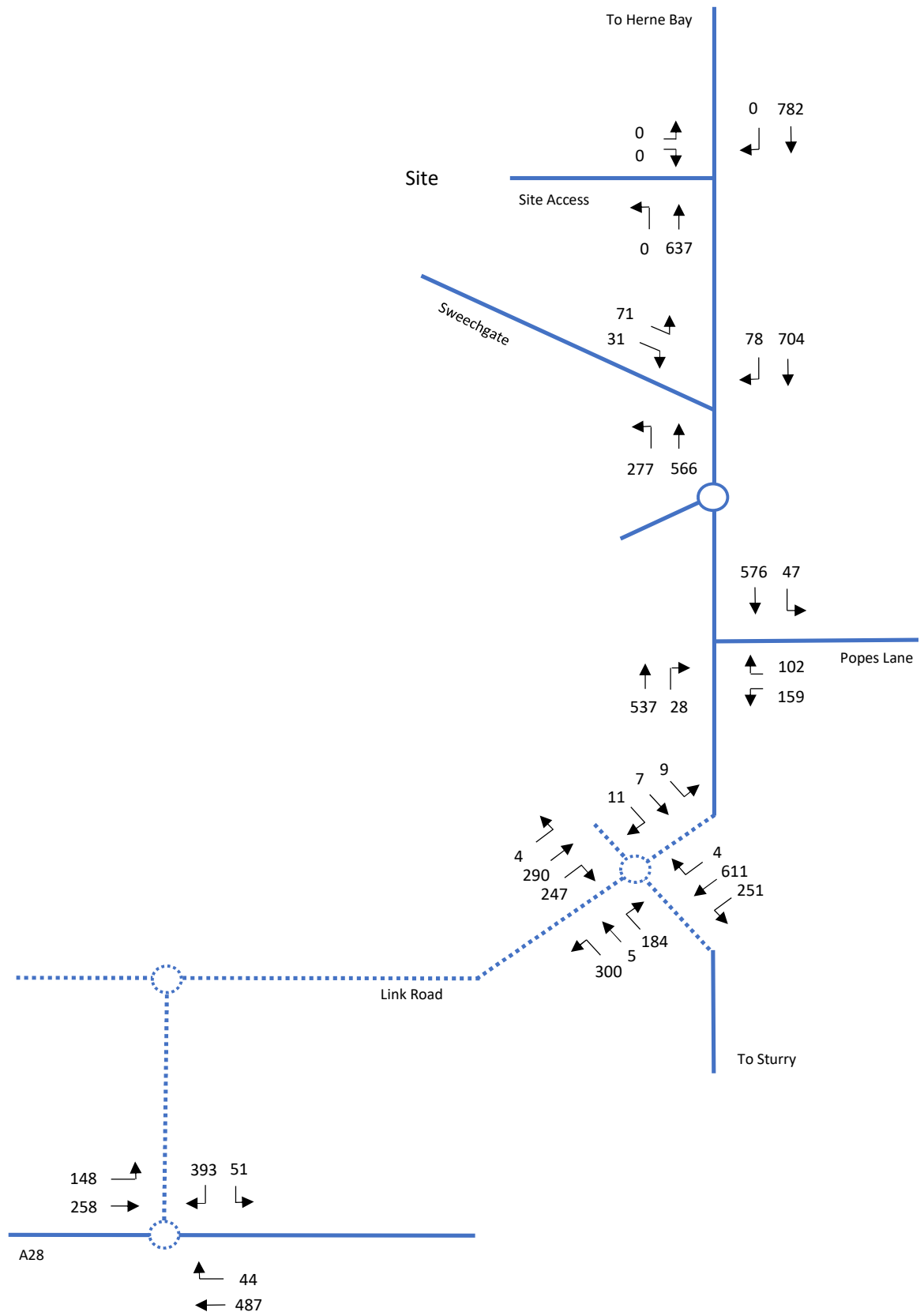


Figure T5 - 2040 AM
Land West of Herne Bay Road

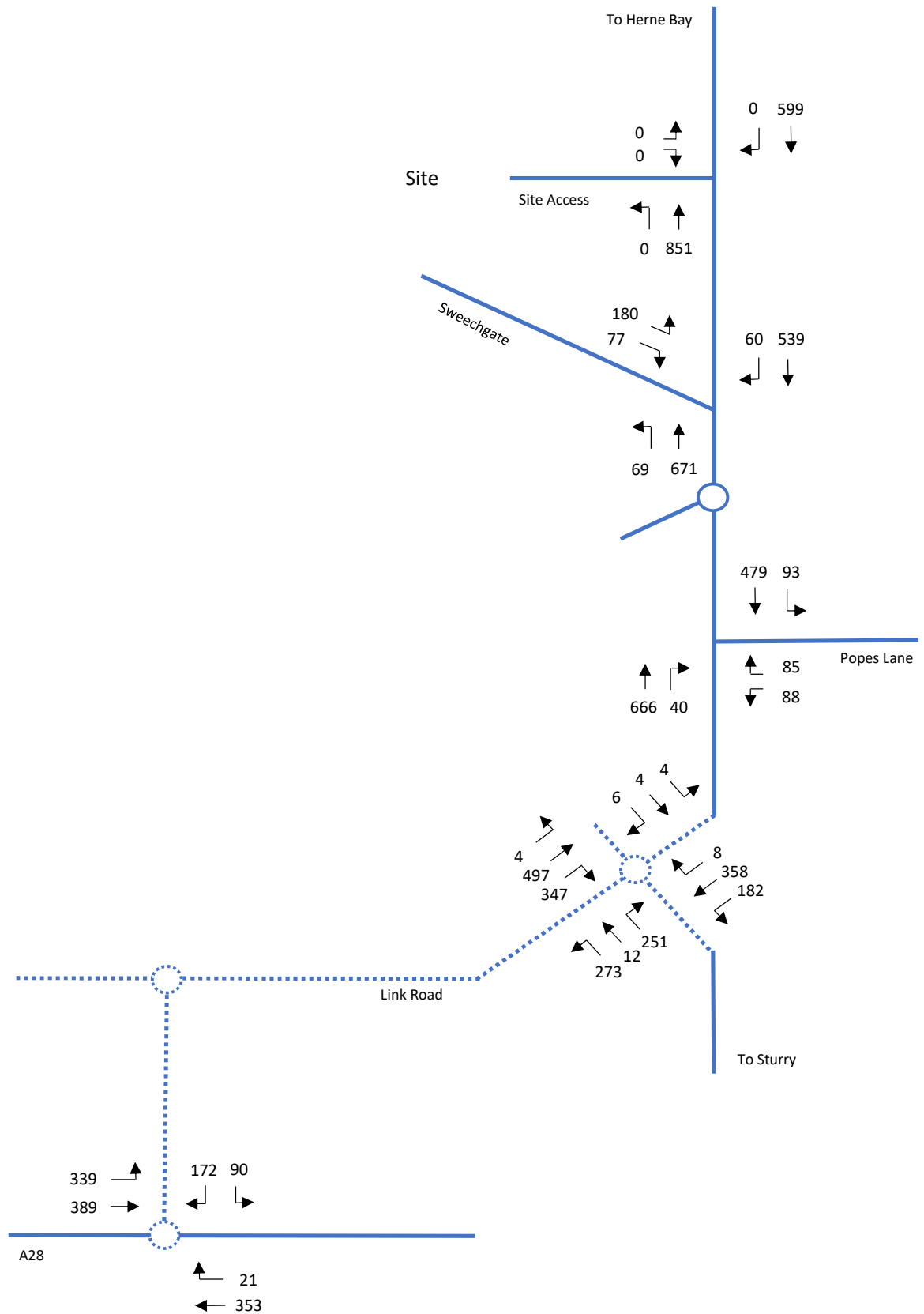


Figure T6 - 2040 PM
Land West of Herne Bay Road

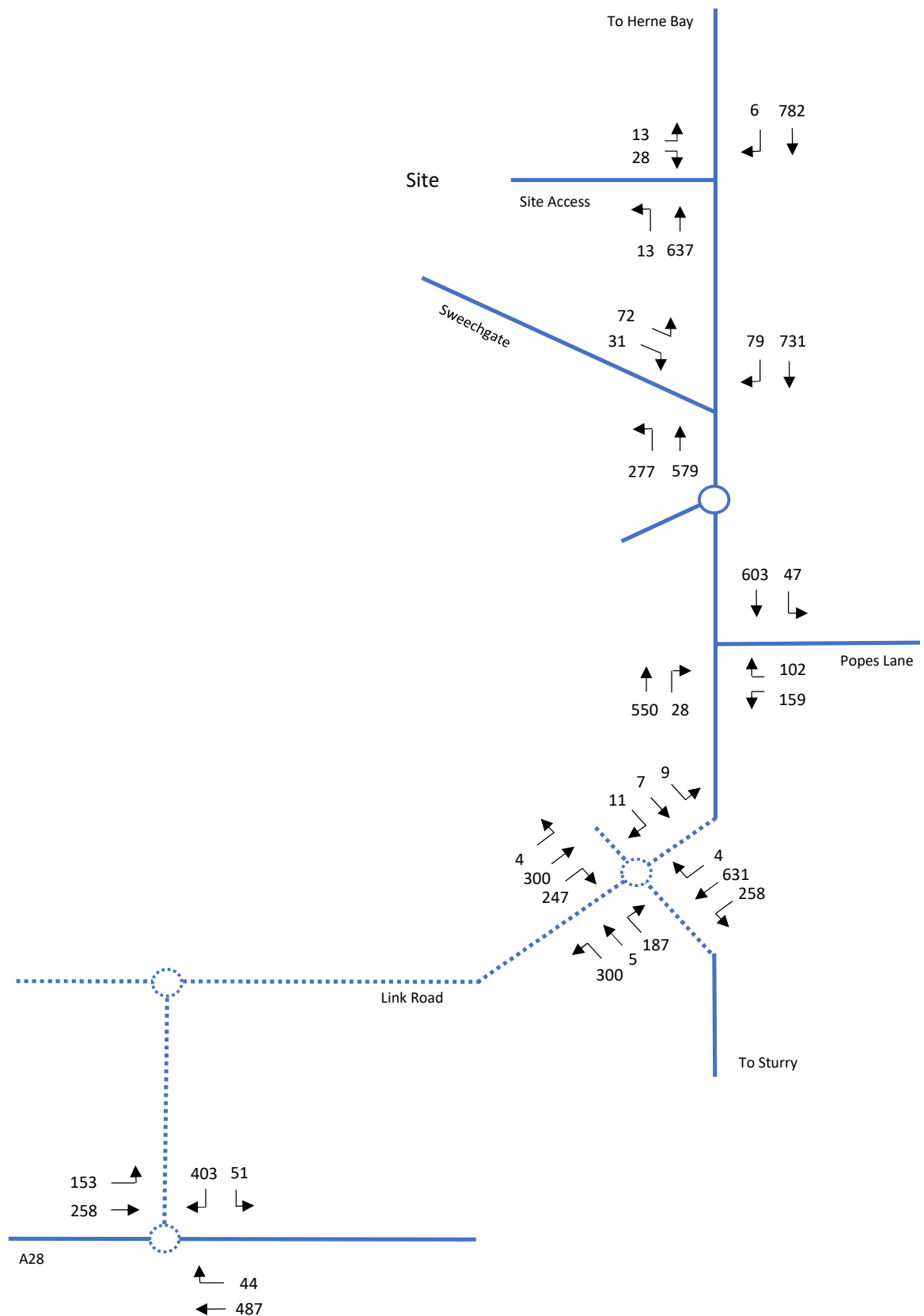


Figure T7 - 2040 AM with development
Land West of Herne Bay Road

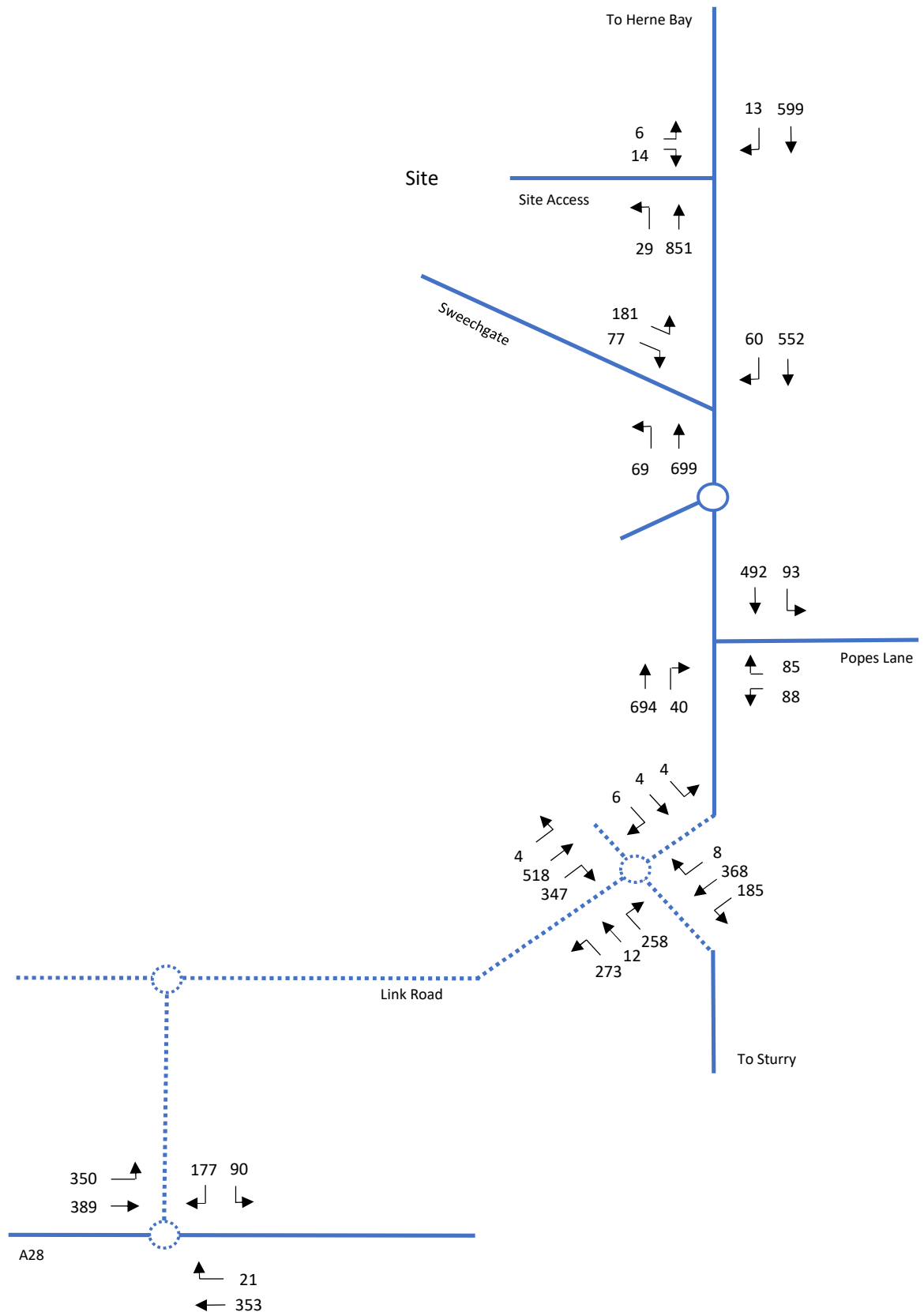


Figure T8 - 2040 PM with development
Land West of Herne Bay Road

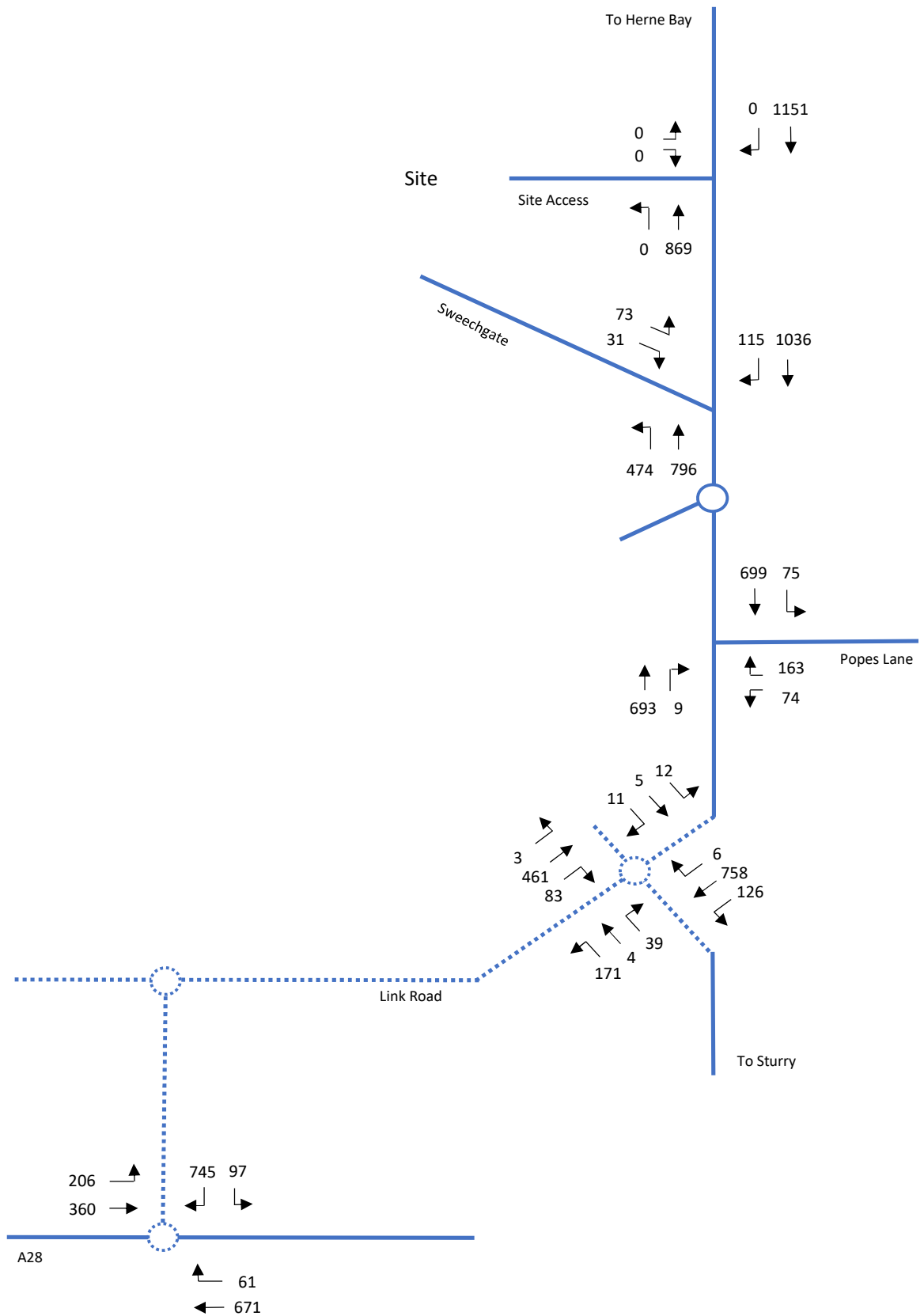


Figure T9 - 2045 AM
Land West of Herne Bay Road

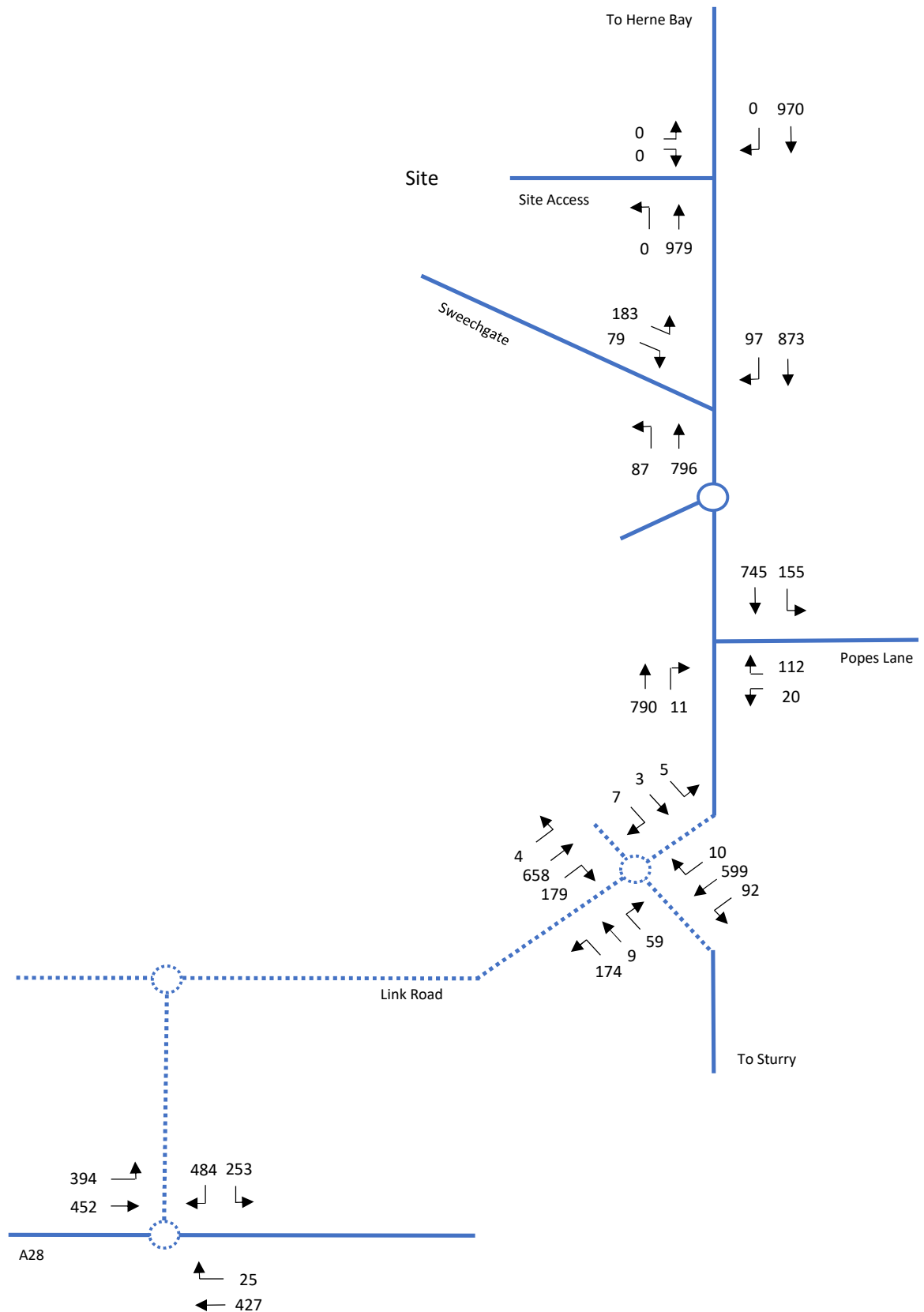


Figure T10 - 2045 PM
Land West of Herne Bay Road

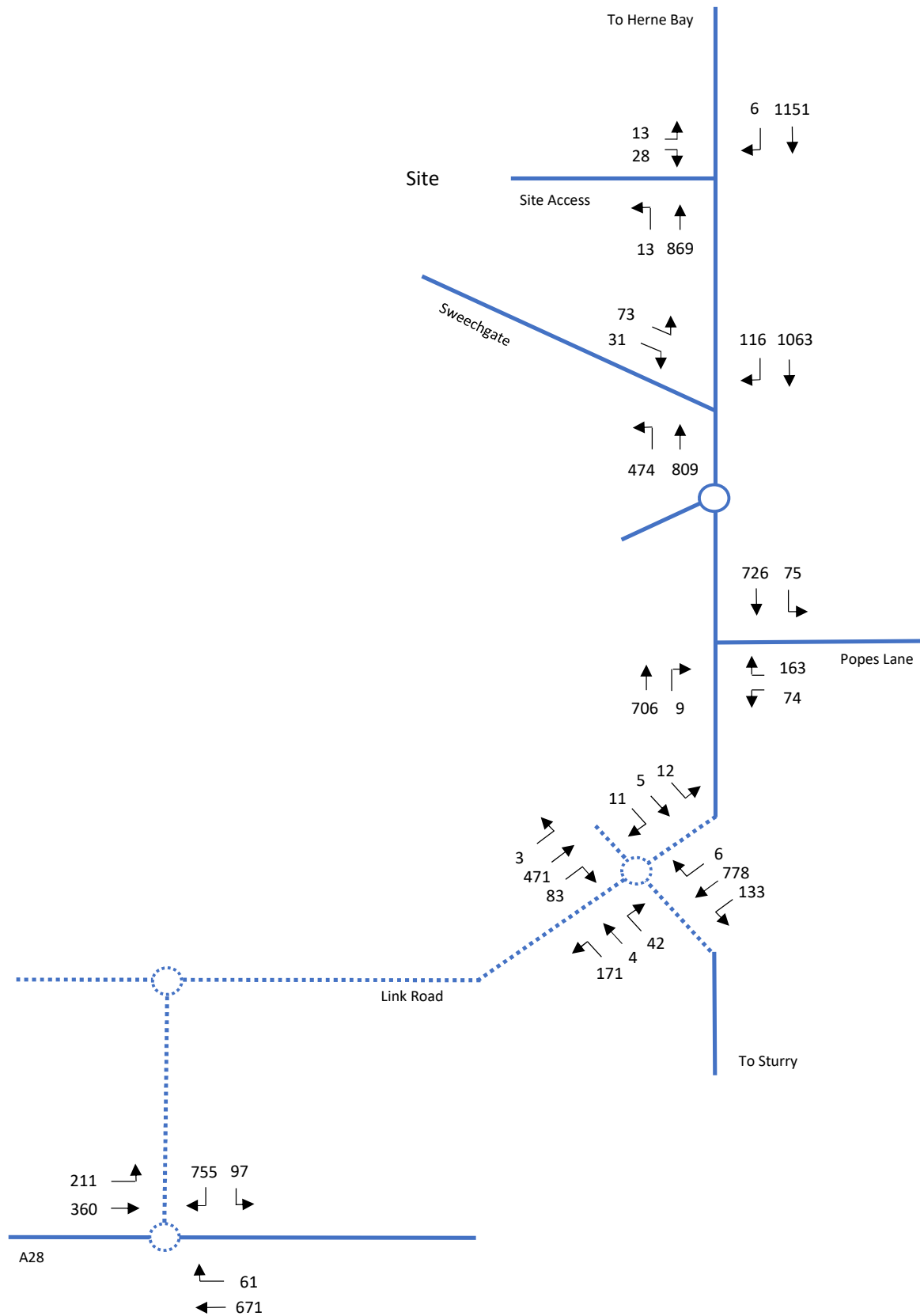


Figure T11 - 2045 AM with development
Land West of Herne Bay Road

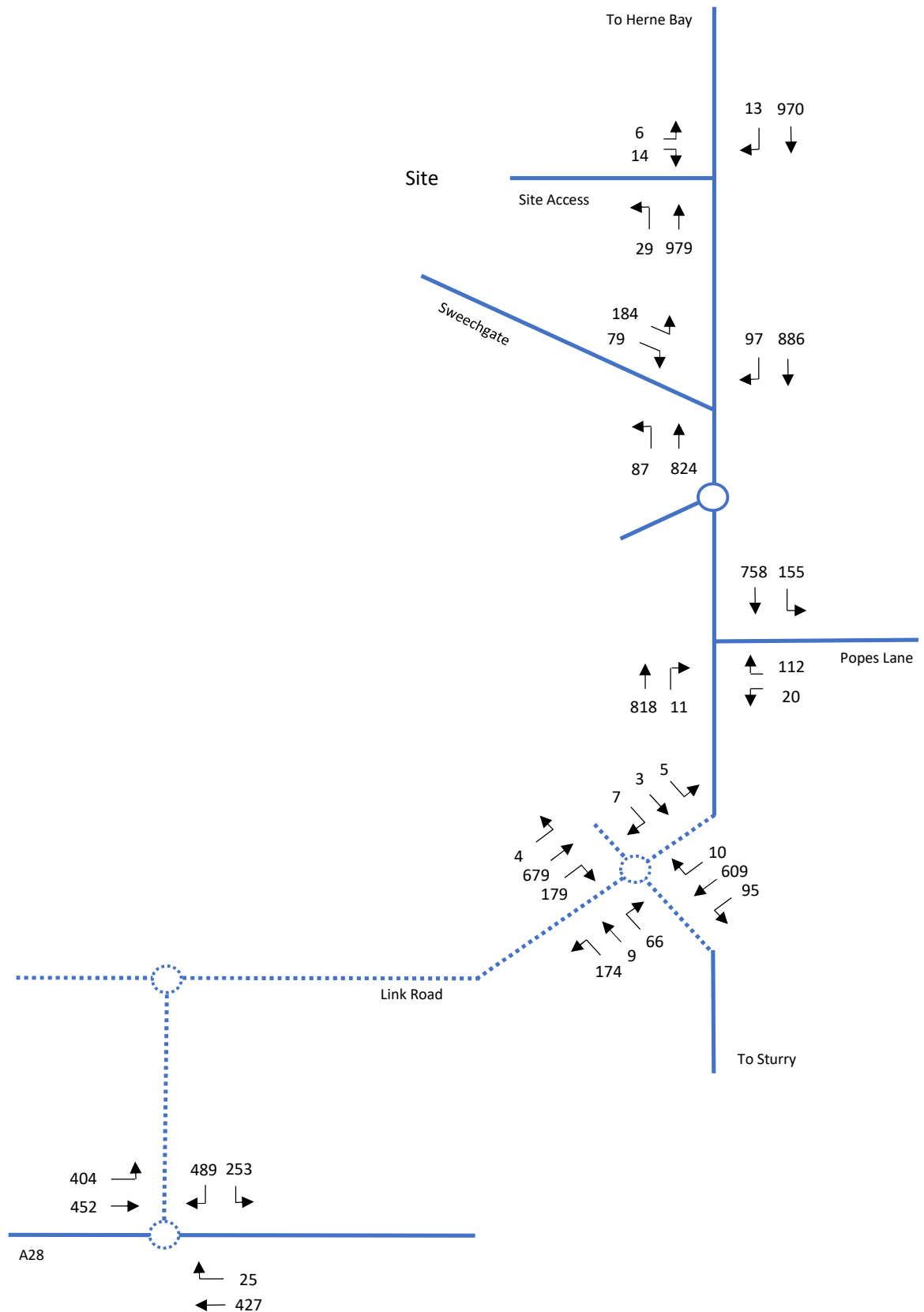


Figure T12 - 2045 PM with development
Land West of Herne Bay Road

Appendix A: Pre-application Correspondence



Neal Murphy
SDP
nealmurphy@sdpdevelopers.com

Highways and Transportation

Kroner House
Eurogate Business Park
Ashford
TN24 8XU

Tel: 03000 418181

Date: 17 September 2025

Our Ref: FW

Application -	PAP/2025/55
Location -	LAND WEST OF HERNE BAY ROAD, BROAD OAK
Proposal -	THE ERECTION OF UP TO 150 DWELLINGS, LANDSCAPING, AND PUBLIC OPEN SPACE, WITH ACCESS FROM HERNE BAY ROAD AND RETAINED PEDESTRIAN ACCESS FROM SWEECHGATE

Dear Neal,

Thank you for your request for pre-planning application advice. Having reviewed the submitted documents I have the following comments to make.

It should be noted that the site in question is likely to generate additional trip impacts at the Sturry level crossing, for which the planned Sturry Relief Road is the necessary mitigation. Several recent planning permissions have included legal agreements requiring developer contributions toward the road's construction, along with restrictions on the number of homes permitted before the road is delivered.

Discussions with stakeholders are currently ongoing with regards to the timing of the road's delivery. It should therefore be noted that it would be unwise to submit a planning application, that relies upon the Sturry Relief Road, until the confirmed delivery date has been agreed as KCC Highways will be unable to support your application without this in place.

Any new developments that would rely on the Sturry Relief Road will be required to make a proportionate contribution to the costs.

We are expecting a resolution in the near future and thank you for your patience and understanding.

Scoping Report:

2.3.2 the report says that gradients have been taken into account and that Sturry Village Centre can be reached within a 20minute walk, however the walk to the village is downhill on a significant gradient which is likely to be far less appealing on the return journey and would therefore making walking and cycling unattractive options.

2.4.1 a map should be included showing the positions of the bus stops referred to and the distance from the nearest and furthest points of the development.

2.6 Personal Injury Collisions Analysis – Crashmap has been used, however we will only accept data from the Crash Data team here at KCC. They can be contacted at crashdata@kent.gov.uk

3.1.1 the site access will need to demonstrate the required sight lines which will be dependent on the speed limit. Whilst ATC speed surveys were conducted, they were not placed at the location of the proposed new access and were over 100m from the proposed site entrance. As such the required visibility splay to the south would be 2.4m x 102m (based on the 40mph speed limit) and to the north it would be 2.4m x 150m. It may be necessary to extend the 40mph speed limit to the northern site boundary, which would then enable the visibility splay to the north to be reduced to 102m in length.

Swept path drawings will be required for a 11.4m long refuse vehicle and a fire tender.

We note a new access has been installed on the eastern side of the A291 not far from your proposed new access. This will need to be taken into consideration (see junction spacing for Local Distributor Road within the Kent Design Guide).

The existing footway along the site frontage should be improved and widened to encourage the sustainability of the site.

The illustrative masterplan appears to indicate that the northbound bus stop would be moved and a layby facility provided. This should be discussed with the local bus operator and KCC Public Transport Team, as they are not keen on layby facilities as these create issues with buses trying to pull out back onto the main carriageway.

A southbound bus stop in the nearby vicinity of the site would be required, especially as the route to the nearest bus stop heading southbound is circuitous. This should also be discussed with the local bus operator and KCC Public Transport team (Public.Transport@kent.gov.uk). Pedestrian refuge islands would be required, (potentially as part of the Right Turn Lane facility) along with the provision of an appropriate area of hard standing and bus shelter to serve the bus stop. This may involve a slight re-alignment of Herne Bay Road to facilitate this.

3.1.2 the illustrative masterplan does not show an emergency access, and one will be required for the proposed development. Appropriate visibility splays will be required, and it should be a minimum of 3m wide to enable a fire tender to access here – swept path drawings will be required.

Internally, the site should be laid out in accordance with the Kent Design Guide together with vehicle swept path drawings for a 11.4m long refuse freighter. Appropriate pedestrian footways should be provided to ensure links to all parts of the site.

There is a Public Right of Way which crosses the site which must be retained on its existing alignment or otherwise formally diverted. It should be improved upon where necessary to encourage sustainable trips to the neighbouring settlement of Broad Oak. This should be discussed with the PROW team here at Kent County Council (prow@kent.gov.uk)

3.2 Parking - EV charging facilities will be required for each dwelling. Communal car parks – if the spaces are unallocated then we would expect a minimum of 10% of spaces to have active charging provision with the remaining 90% provided with passive provision.

Rear parking courts are often not well overlooked, and as such we would discourage them.

Whilst we are not opposed to tandem parking, research has shown that this is often underutilised and needs to be offset by additional visitor parking at a ratio of 0.5 spaces per dwelling with tandem parking. Visitor parking is required at the ratio of 0.2 spaces per dwelling. Please note the parking bay dimensions within the new Kent County Council Parking Standards.

Bicycle storage – enclosed, covered and secure storage is required for each dwelling at the ratio of one space per bedroom, or one space per flat. If the storage is to be provided in the rear garden, they must be direct access to the highway from this area – it is not acceptable to expect residents to take any bicycles through a house.

4.1 Trip Generation – I would not consider this site to be ‘edge of town centre’ and is on the borders of being suburban. It sits very much in the rural area with limited amenities within close walking and cycling distances. I therefore consider the trips rates to be not representative and also overestimate the mode share of people walking and cycling.

However I note that for the nearby Popes Lane planning application we accepted Suburban trip rates from the VISUM model. Whilst your proposed trip rates are higher than the VISUM model, we would ask you to reassess using just Suburban sites. We would be happy to review these further once you have interrogated TRICS.

5.2 Highway Capacity analysis – until the delivery of the Sturry Relief Road is confirmed, we cannot at this time confirm which junctions will require assessment. However, it would seem appropriate to consider the junctions detailed in the Popes Lane application.

I hope the above is helpful, and if you have any further questions then please do not hesitate to contact me.

Yours sincerely

Fiona Wiles

Senior Transport & Development Planner

Important Notes

Any advice given by Council officers for pre-application enquiries does not indicate a formal decision by the Council as the Highway Authority. Any views or opinions are given in good faith, and to the best of ability, without prejudice to the formal consideration of any planning application.

The final decision on any application that you may then make can only be taken after the Planning Authority has consulted local people, statutory consultees and any other interested parties. The final decision on an application will then be made by senior officers or by the respective Local Planning Authority and will be based on all of the information available at that time.

You should therefore be aware that officers cannot guarantee the final formal decision that will be made on your application(s).

Any pre-application advice that has been provided will be carefully considered in reaching a decision or recommendation on an application; subject to the proviso that circumstances and information may change or come to light that could alter that position.

Kent County Council has now introduced a formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. This process applies to all development works affecting the public highway other than applications for

vehicle crossings, which are covered by a separate approval process. To assist developers and designers, KCC offer a free outline technical review of proposals affecting highway assets. This is separate from the planning process but will help ensure that your proposals will be acceptable to the highway authority at the implementation stage. To find out more and request an application form, email: assetmanagement@kent.gov.uk

It should be noted that the weight given to pre-application advice will decline over time.

Appendix B: Public Transport Information

Mondays to Fridays except public holidays																from 12 January 2025					
Route Number	601	601	600	601	600	600	600	600	600	601	600	601	600	601		600	601	600	601	601	600
400 Estuary View Medical Centre													0825			59		29			1429
400 Whitstable Horsebridge			0553			0652		0719	0733		0808		0839			11		41			1441
Greenhill Roundabout			0610		0654	0709	0724	0739	0753		0828		0859			31		01			1501
Greenhill Rowland Drive			0612		0656	0711	0726	0741	0755		0830		0901			33		03			1503
Greenhill Herne Drive			0616		0700	0715	0730	0745	0759		0834		0905		then	37		07			1507
Sea Street Roundabout	0443	0557	0621	0641	0705	0720	0735	0750	0804	0819	0839	0854	0910	0927	at	42	57	12	27		1457 1512
Herne Bay Railway Stn arrive	0445	0559	0623	0643	0707	0722	0737	0752	0806	0821	0841	0856	0912	0929	these	44	59	14	29		1459 1514
Herne Bay Railway Stn depart	0445	0559	0623	0643	0710	0725	0740	0755	0809	0824	0844	0859	0915	0932	mins	47	02	17	32	until	1502 1517
Herne Bay High St, Fire Station	0450	0604	0629	0649	0716	0731	0746	0801	0815	0830	0850	0905	0921	0938	past	53	08	23	38		1508 1523
Queens Roundabout	0453	0608	0633	0653	0720	0735	0750	0805	0819	0834	0854	0909	0925	0942	each	57	12	27	42		1512 1527
Herne Church	0459	0615	0642	0702	0727	0742	0757	0812	0826	0841	0901	0916	0932	0949	hour	04	19	34	49		1519 1534
Broad Oak Turning	0507	0622	0650	0710	0736	0751	0806	0821	0835	0850	0910	0923	0941	0956		11	26	41	56		1526 1541
Sturry Railway Station	0509	0624	0653	0713	0739	0754	0809	0824	0837	0852	0912	0925	0943	0958		12	29	44	59		1529 1544
Sturry Road ASDA	0516	0630	0700	0720	0751	0806	0821	0836	0848	0903	0923	0936	0952	1007		22	37	52	07		1539 1554
Canterbury Bus Station	0520	0636	0706	0726	0801	0816	0831	0846	0858	0913	0933	0946	1001	1016		31	46	01	16		1548 1603

Route Number	601	600	601	600	601	600	601	600	601	600	601	600	601	600	601	600	600	600	600	600	600	600
400 Estuary View Medical Centre		1459		1531		1602		1635		1705		1733										
400 Whitstable Horsebridge		1511		1543		1614		1649		1719		1745		1812		1840	1910	1940	2040	2140	2240	2340
Greenhill Roundabout		1532		1604		1635		1709		1738		1804		1831		1859	1929	1956	2056	2156	2256	2356
Greenhill Rowland Drive		1534		1606		1637		1711		1740		1806		↓		↓	↓	↓	↓	↓	↓	↓
Greenhill Herne Drive		1538		1610		1641		1715		1744		1810		1833		1901	1931	1959	2057	2157	2257	2357
Sea Street Roundabout	1527	1543	1558	1615	1627	1646	1657	1720	1727	1749	1757	1815	1827	1838	1857	1906	1936	2004	2102	2202	2302	0002
Herne Bay Railway Stn arrive	1529	1545	1600	1617	1629	1648	1659	1722	1729	1751	1759	1817	1829	1840	1859	1908	1938	2006	2104	2204	2304	0004
Herne Bay Railway Stn depart	1532	1548	1603	1620	1632	1651	1702	1725	1732	1754	1802	1820	1832	1843	1902	1911	1941	2009	2107	2207	2307	0007
Herne Bay High St, Fire Station	1538	1554	1609	1626	1638	1657	1708	1731	1738	1800	1808	1826	1838	1849	1908	1917	1948	2014	2112	2212	2312	0012
Queens Roundabout	1542	1558	1613	1630	1642	1701	1712	1735	1742	1804	1812	1830	1842	1853	1912	1921	1952	2018	2116	2216	2316	0016
Herne Church	1549	1605	1620	1637	1649	1708	1719	1742	1749	1811	1819	1837	1849	1900	1919	1928	1959	2025	2123	2223	2323	EL
Broad Oak Turning	1556	1612	1627	1644	1656	1715	1726	1749	1756	1818	1826	1844	1856	1907	1926	1935	2006	2031	2129	2229	2329	-
Sturry Railway Station	1559	1615	1630	1647	1659	1718	1729	1752	1759	1821	1829	1847	1859	1910	1929	1938	2008	2033	2131	2231	2331	-
Sturry Road ASDA	1608	1624	1639	1656	1706	1725	1736	1759	1806	1828	1836	1854	1906	1917	1936	1945	2014	2038	2136	2236	2336	-
Canterbury Bus Station	1618	1634	1649	1706	1716	1735	1744	1807	1813	1835	1843	1901	1913	1924	1943	1952	2021	2044	2142	2242	2342	-

NOTES EL This journey continues to Eddington Lane, arrive 0017

Most route 400 buses start from Canterbury and also serve Blean, Tankerton and Swalecliffe. See 400/401 timetable for full details.

For other buses between Canterbury, Broomfield and Herne Bay, see route 602/603.

from 12 January 2025

then
at
these
mins
past
each
hour

EL

EL

Most route 400 buses start from Canterbury and also serve Blean, Tankerton and Swalecliffe. See 400/401 timetable for full details.

For other buses between Canterbury, Broomfield and Herne Bay, see route 602/603.

from 12 January 2025

Sundays and public holidays

	Route Number	600	600	600	601	600	601	600	601	600	601	600	601	600	601	600	601	600	600	600	600
400 Whitstable	Horsebridge		0800	0900		1000		1100		1200		1300		1400		1500		1600	1700	1800	1900
Greenhill	Roundabout	0721	0821	0921		1021		1121		1221		1321		1421		1521		1621	1721	1821	1921
Greenhill	Rowland Drive	↓	↓	↓		↓		↓		↓		↓		↓		↓		↓	↓	↓	↓
Greenhill	Herne Drive	0723	0823	0923		1023		1123		1223		1323		1423		1523		1623	1723	1823	1923
Sea Street	Roundabout	0727	0827	0927	0947	1027	1047	1127	1147	1227	1247	1327	1347	1427	1447	1527	1547	1627	1727	1827	1927
Herne Bay	Railway Stn arrive	0729	0829	0929	0949	1029	1049	1129	1149	1229	1249	1329	1349	1429	1449	1529	1549	1629	1729	1829	1929
Herne Bay	Railway Stn depart	0732	0832	0932	0952	1032	1052	1132	1152	1232	1252	1332	1352	1432	1452	1532	1552	1632	1732	1832	1932
Herne Bay	High St, Fire Station	0738	0838	0938	0958	1038	1058	1138	1158	1238	1258	1338	1358	1438	1458	1538	1558	1638	1738	1838	1938
Queens	Roundabout	0742	0842	0942	1002	1042	1102	1142	1202	1242	1302	1342	1402	1442	1502	1542	1602	1642	1742	1842	1942
Herne	Church	0748	0848	0948	1008	1048	1108	1148	1208	1248	1308	1348	1408	1448	1508	1548	1608	1648	1748	1848	1948
Broad Oak	Turning	0755	0855	0955	1015	1055	1115	1155	1215	1255	1315	1355	1415	1455	1515	1555	1615	1655	1755	1855	1955
Sturry	Railway Station	0758	0858	0958	1018	1058	1118	1158	1218	1258	1318	1358	1418	1458	1518	1558	1618	1658	1758	1858	1958
Sturry Road	ASDA	0805	0905	1005	1025	1105	1125	1205	1225	1305	1325	1405	1425	1505	1525	1605	1625	1705	1805	1905	2005
Canterbury	Bus Station	0812	0912	1012	1032	1112	1132	1212	1232	1312	1332	1412	1432	1512	1532	1612	1632	1712	1812	1912	2012

	Route Number	600	600	600	600	600
400 Whitstable	Horsebridge	1940	2040	2140	2240	2340
Greenhill	Roundabout	1956	2056	2156	2256	2356
Greenhill	Rowland Drive	↓	↓	↓	↓	↓
Greenhill	Herne Drive	1957	2057	2157	2257	2357
Sea Street	Roundabout	2002	2102	2202	2302	0002
Herne Bay	Railway Stn arrive	2004	2104	2204	2304	0004
Herne Bay	Railway Stn depart	2007	2107	2207	2307	0007
Herne Bay	High St, Fire Station	2012	2112	2212	2312	0012
Queens	Roundabout	2016	2116	2216	2316	0016
Herne	Church	2023	2123	2223	2323	EL
Broad Oak	Turning	2029	2129	2229	2329	-
Sturry	Railway Station	2031	2131	2231	2331	-
Sturry Road	ASDA	2036	2136	2236	2336	-
Canterbury	Bus Station	2042	2142	2242	2342	-

NOTES EL This journey continues to Eddington Lane, arrive 0017

Most route 400 buses start from Canterbury and also serve Blean, Tankerton and Swalecliffe. See 400/401 timetable for full details.

For other buses between Canterbury, Broomfield and Herne Bay, see route 602/603.

Mondays to Fridays except public holidays
from 12 January 2025

Route Number	600	600	600	600	600	600	600	600	600	601	600	601	600	601
Canterbury Bus Stn bay C4					0615	0636	0656	0710	0725	0745	0800	0815	0830	
Sturry Railway Station					0626	0647	0707	0725	0740	0801	0816	0831	0846	
Broad Oak Sweechgate					0629	0650	0710	0728	0743	0804	0819	0834	0849	
Herne Canterbury Fields	EL	EL	EL	EL	0635	0656	0716	0734	0749	0810	0825	0840	0855	
Queens Roundabout	0457	0527	0557	0627	0642	0703	0723	0741	0756	0818	0833	0848	0903	
Herne Bay High St, Library	0503	0533	0603	0633	0646	0709	0729	0747	0802	0824	0839	0854	0909	
Herne Bay Railway Stn <i>arrive</i>	0508	0538	0608	0638	0651	0712	0732	0752	0807	0829	0844	0859	0914	
Herne Bay Railway Stn <i>depart</i>	0508	0538	0608	0638	0651	0712	0732	0755	0810	0832	0847	0902	0917	
Sea Street Roundabout	0510	0540	0610	0640	0653	0714	0734	0757	0812	0834	0849	0904	0919	
Greenhill Roundabout	0513	0543	0613	0643	0656	0717	0737	0800	-	0837	-	0907	-	
Greenhill Rowland Drive	↓	↓	↓	↓	0658	0719	0739	0802	-	0839	-	0909	-	
Greenhill Herne Drive	0515	0545	0615	0645	0702	0723	0743	0806	-	0843	-	0913	-	
400 Whitstable Harbour St	0538	0608	0638	0708	0725	0748	0808	0831	-	0907	-	0937	-	
400 Estuary View Medical Centre	-	-	-	-	-	-	0824	0845	-	0919	-	0949	-	

Route Number	600	601		600	601	600	601		601	600	601	600	601	600
Canterbury Bus Stn bay C4	0845	0900		15	30	45	00		1400	1415	1430	1445	1500	1515
Sturry Railway Station	0901	0916		31	46	01	16		1416	1431	1446	1501	1518	1533
Broad Oak Sweechgate	0904	0919		34	49	04	19		1419	1434	1449	1504	1521	1536
Herne Canterbury Fields	0910	0925	then at these mins past each hour	40	55	10	25		1425	1440	1455	1510	1527	1542
Queens Roundabout	0918	0933		48	03	18	33		1433	1448	1503	1518	1536	1551
Herne Bay High St, Library	0924	0939		54	09	24	39		1439	1454	1509	1524	1542	1557
Herne Bay Railway Stn <i>arrive</i>	0929	0944		59	14	29	44	until	1444	1500	1515	1530	1547	1602
Herne Bay Railway Stn <i>depart</i>	0932	0947		02	17	32	47		1447	1503	1518	1533	1550	1605
Sea Street Roundabout	0934	0949		04	19	34	49		1449	1505	1520	1535	1552	1607
Greenhill Roundabout	0937	-		07	-	37	-		-	1508	-	1538	-	1610
Greenhill Rowland Drive	0939	-		09	-	39	-		-	1510	-	1540	-	1612
Greenhill Herne Drive	0943	-		13	-	43	-		-	1514	-	1544	-	1616
400 Whitstable Harbour St	1007	-		37	-	07	-		-	1538	-	1608	-	1640
400 Estuary View Medical Cntr	1019	-		49	-	19	-		-	1551	-	1621	-	1652
									-					

Route Number	601	600	601	600	601	600	601	600	601	600	601	600	600	600
Canterbury Bus Stn bay C4	1530	1545	1600	1615	1630	1645	1700	1715	1730	1745	1800	1820	1840	1900
Sturry Railway Station	1548	1603	1618	1633	1648	1703	1718	1733	1748	1803	1818	1835	1855	1915
Broad Oak Sweechgate	1551	1606	1621	1636	1651	1706	1721	1736	1751	1806	1821	1838	1858	1918
Herne Canterbury Fields	1557	1612	1627	1642	1657	1712	1727	1742	1757	1812	1827	1843	1903	1923
Queens Roundabout	1606	1621	1636	1651	1706	1721	1736	1751	1806	1821	1836	1851	1911	1931
Herne Bay High St, Library	1612	1627	1642	1657	1712	1727	1742	1757	1812	1827	1842	1857	1916	1936
Herne Bay Railway Stn <i>arrive</i>	1617	1632	1647	1702	1717	1732	1747	1802	1817	1832	1847	1857	1916	1936
Herne Bay Railway Stn <i>depart</i>	1620	1635	1650	1705	1720	1735	1750	1805	1820	1835	1850	1903	1922	1942
Sea Street Roundabout	1622	1637	1652	1707	1722	1737	1752	1807	1822	1837	1852	1905	1924	1944
Greenhill Roundabout	-	1640	-	1710	-	1740	-	1810	-	1840	-	1908	1927	1947
Greenhill Rowland Drive	-	1642	-	1712	-	1742	-	↓	-	↓	-	↓	↓	↓
Greenhill Herne Drive	-	1646	-	1716	-	1746	-	1812	-	1842	-	1910	1929	1949
400 Whitstable Harbour St	-	1710	-	1739	-	1809	-	1835	-	1905	-	1933	1949	2009
400 Estuary View Medical Centre	1722	-		-		-		-		-		-	-	-

Notes **EL** This journey starts from Eddington Lane, 2 minutes before Queen's Roundabout

	<i>Notes</i>	P&R	P&R	P&R	P&R	Notes
	<i>Route Number</i>	600	600	600	600	
Canterbury	Bus Stn bay C4	2000	2100	2200	2300	
Sturry	Railway Station	2015	2115	2215	2315	P&R This journey serves Sturry Road Park & Ride site, 9 minutes after leaving Canterbury bus stn
Broad Oak	Sweechgate	2018	2118	2218	2318	PD This bus continues to Poplar Drive arrive 2351
Herne	Canterbury Fields	2023	2123	2223	2323	
Queens Roundabout		2031	2131	2231	2331	
Herne Bay	High St, Library	2036	2136	2236	2336	
Herne Bay	Railway Stn <i>arrive</i>	2042	2142	2242	2342	
Herne Bay	Railway Stn <i>depart</i>	2042	2142	2242	2342	
	Sea Street Roundabout	2044	2144	2244	2344	
Greenhill	Roundabout	2047	2147	2247	2347	
Greenhill	Rowland Drive	↓	↓	↓	↓	
Greenhill	Herne Drive	2049	2149	2249	2349	
400 Whitstable	Harbour St	2109	2209	2309	PD	
400 Estuary View	Medical Centre	-	-	-		

Canterbury | Herne Bay | Greenhill
showing connections on route 400 to Whitstable

600
601

Saturdays
from 12 January 2025

	<i>Route Number</i>	600	600	600	600	600	600	600	601	600	601	600	601	600	601
Canterbury	Bus Stn bay C4	0545	0615		0715	0745	0815	0845	0900	0915	0930	0945	1000	1015	1030
Sturry	Railway Station	0601	0631		0731	0801	0831	0901	0916	0931	0946	1001	1016	1031	1046
Broad Oak	Sweechgate	0604	0634		0734	0804	0834	0904	0919	0934	0949	1004	1019	1034	1049
Herne	Canterbury Fields	0610	0640	EL	0740	0810	0840	0910	0925	0940	0955	1010	1025	1040	1055
Queens Roundabout		0618	0648	0718	0748	0818	0848	0918	0933	0948	1003	1018	1033	1048	1103
Herne Bay	High St, Library	0624	0654	0724	0754	0824	0854	0924	0939	0954	1009	1024	1039	1054	1109
Herne Bay	Railway Stn <i>arrive</i>	0629	0659	0729	0759	0829	0859	0929	0944	0959	1014	1029	1044	1059	1114
Herne Bay	Railway Stn <i>depart</i>	0632	0702	0732	0802	0832	0902	0932	0947	1002	1017	1032	1047	1102	1117
Sea Street	Roundabout	0634	0704	0734	0804	0834	0904	0934	0949	1004	1019	1034	1049	1104	1119
Greenhill	Roundabout	0637	0707	0737	0807	0837	0907	0937	-	1007	-	1037	-	1107	-
Greenhill	Rowland Drive	0639	0709	0739	0809	0839	0909	0939	-	1009	-	1039	-	1109	-
Greenhill	Herne Drive	0643	0713	0743	0813	0843	0913	0943	-	1013	-	1043	-	1113	-
400 Whitstable	Harbour St	0707	0737	0807	0837	0907	0937	1007	-	1037	-	1107	-	1137	-
400 Estuary View	Medical Centre	-	0819	0849	0919	0949	1019	-	1049	-	1119	-	1149	-	-

	<i>Route Number</i>	600		601	600	601	600		600	601	600	601	600	601	600
Canterbury	Bus Stn bay C4	1045		00	15	30	45		1545	1600	1615	1630	1645	1700	1715
Sturry	Railway Station	1101		16	31	46	01		1601	1616	1631	1646	1701	1716	1731
Broad Oak	Sweechgate	1104		19	34	49	04		1604	1619	1634	1649	1704	1719	1734
Herne	Canterbury Fields	1110	then	25	40	55	10		1610	1625	1640	1655	1710	1725	1740
Queens Roundabout		1118	at	33	48	03	18		1618	1633	1648	1703	1718	1733	1748
Herne Bay	High St, Library	1124	these	39	54	09	24		1624	1639	1654	1709	1724	1739	1754
Herne Bay	Railway Stn <i>arrive</i>	1129	mins	44	59	14	29	until	1630	1645	1700	1715	1730	1745	1800
Herne Bay	Railway Stn <i>depart</i>	1132	past	47	02	17	32		1633	1648	1703	1718	1733	1748	1803
Sea Street	Roundabout	1134	each	49	04	19	34		1635	1650	1705	1720	1735	1750	1805
Greenhill	Roundabout	1137	hour	-	07	-	37		1638	-	1708	-	1738	-	1808
Greenhill	Rowland Drive	1139		-	09	-	39		1640	-	1710	-	↓	-	↓
Greenhill	Herne Drive	1143		-	13	-	43		1644	-	1714	-	1740	-	1810
400 Whitstable	Harbour St	1207		-	37	-	07		1708	-	1738	-	1808	-	1838
400 Estuary View	Medical Cntr	1219		-	49	-	19		1721	-	-	-	-	-	-

Notes **EL** This journey starts from Eddington Lane, 2 minutes before Queen's Roundabout

Saturdays
from 12 January 2025

<i>Notes</i>								P&R	P&R	P&R	P&R
<i>Route Number</i>		601	600	601	600	600	600	600	600	600	600
Canterbury Bus Stn bay C4	1730	1745	1800	1820	1840	1900	2000	2100	2200	2300	
Sturry Railway Station	1746	1801	1816	1835	1855	1915	2015	2115	2215	2315	
Broad Oak Sweechgate	1749	1804	1819	1838	1858	1918	2018	2118	2218	2318	
Herne Canterbury Fields	1755	1810	1825	1843	1903	1923	2023	2123	2223	2323	
Queens Roundabout	1803	1818	1833	1851	1911	1931	2031	2131	2231	2331	
Herne Bay High St, Library	1809	1824	1839	1857	1916	1936	2036	2136	2236	2336	
Herne Bay Railway Stn <i>arrive</i>	1815	1830	1844	1903	1922	1942	2042	2142	2242	2342	
Herne Bay Railway Stn <i>depart</i>	1818	1833	1847	1903	1922	1942	2042	2142	2242	2342	
Sea Street Roundabout	1820	1835	1849	1905	1924	1944	2044	2144	2244	2344	
Greenhill Roundabout	-	1838	-	1908	1927	1947	2047	2147	2247	2347	
Greenhill Rowland Drive	-	↓	-	↓	↓	↓	↓	↓	↓	↓	
Greenhill Herne Drive	-	1840	-	1910	1929	1949	2049	2149	2249	2349	
400 Whitstable Harbour St	-	1908	-	1933	1949	2009	2109	2209	2309	PD	
400 Estuary View Medical Centre	-	-	-	-	-	-	-	-	-	-	

Notes **P&R** This journey serves Sturry Road Park & Ride site, 9 minutes after leaving Canterbury bus stn
PD This bus continues to Poplar Drive arrive 2351

Sundays and public holidays

<i>Route Number</i>	600	600	600	601	600	601	600	601	600	601	600	601	600
Canterbury Bus Stn bay C4	0811	0911	1011	1051	1111	1151	1211	1251	1311	1351	1411	1451	1511
Sturry Railway Station	0823	0923	1026	1106	1126	1206	1226	1306	1326	1406	1426	1506	1526
Broad Oak Sweechgate	0825	0925	1028	1108	1128	1208	1228	1308	1328	1408	1428	1508	1528
Herne Canterbury Fields	0830	0930	1033	1113	1133	1213	1233	1313	1333	1413	1433	1513	1533
Queens Roundabout	0837	0937	1040	1120	1140	1220	1240	1320	1340	1420	1440	1520	1540
Herne Bay High St, Library	0841	0941	1044	1124	1144	1224	1244	1324	1344	1424	1444	1524	1544
Herne Bay Railway Stn <i>arrive</i>	0846	0946	1049	1129	1149	1229	1249	1329	1349	1429	1449	1529	1549
Herne Bay Railway Stn <i>depart</i>	0849	0949	1052	1132	1152	1232	1252	1332	1352	1432	1452	1532	1552
Sea Street Roundabout	0851	0951	1054	1134	1154	1234	1254	1334	1354	1434	1454	1534	1554
Greenhill Roundabout	0854	0954	1057	-	1157	-	1257	-	1357	-	1457	-	1557
Greenhill Rowland Drive	↓	↓	↓	-	↓	-	↓	-	↓	-	↓	-	↓
Greenhill Herne Drive	0856	0956	1059	-	1159	-	1259	-	1359	-	1459	-	1559
400 Whitstable Harbour St	0920	1020	1123	-	1223	-	1323	-	1423	-	1523	-	1623

<i>Route Number</i>	601	600	601	600	600	600	600	600	600	600	600
Canterbury Bus Stn bay C4	1551	1611	1651	1711	1811	1900	2000	2100	2200	2300	
Sturry Railway Station	1606	1626	1706	1726	1826	1915	2015	2115	2215	2315	
Broad Oak Sweechgate	1608	1628	1708	1728	1828	1918	2018	2118	2218	2318	
Herne Canterbury Fields	1613	1633	1713	1733	1833	1923	2023	2123	2223	2323	
Queens Roundabout	1620	1640	1720	1740	1840	1931	2031	2131	2231	2331	
Herne Bay High St, Library	1624	1644	1724	1744	1844	1936	2036	2136	2236	2336	
Herne Bay Railway Stn <i>arrive</i>	1629	1649	1729	1749	1849	1942	2042	2142	2242	2342	
Herne Bay Railway Stn <i>depart</i>	1632	1652	1732	1752	1852	1942	2042	2142	2242	2342	
Sea Street Roundabout	1634	1654	1734	1754	1854	1944	2044	2144	2244	2344	
Greenhill Roundabout	-	1657	-	1757	1857	1947	2047	2147	2247	2346	
Greenhill Rowland Drive	-	↓	-	↓	↓	↓	↓	↓	↓	↓	
Greenhill Herne Drive	-	1659	-	1759	1859	1949	2049	2149	2249	2349	
400 Whitstable Harbour St	-	1723	-	1823	1923	2009	2109	2209	2309	PD	

Notes
PD
This bus continues to Poplar Drive arrive 2351

Notes	603																				
			Sch	Hol									Hol	Sch							
Herne Bay High School														1520							
Herne Bay Railway Station	0655	0701	0726	0730	0825	0930	1030	1130	1230	1330	1430	1530	1533	1630	1730	1830	1930	2028	2128	2228	
Herne Bay Fire Station	0700	0707	0731	0735	0830	0935	1035	1135	1235	1335	1435	1535	1539	1635	1735	1835	1935	2033	2133	2233	
Beltinge Dollies Corner	0705	0713	0737	0741	0836	0941	1041	1141	1241	1341	1441	1541	1545	1641	1741	1841	1941	2039	2139	2239	
Altira Park Sainsburys	0711	H	0743	0746	0841	0946	1046	1146	1246	1346	1446	1546	H	1646	1746	1846	1946	2044	2144	2244	
Broomfield Gorse Lane	0715	0726	0746	0749	0844	0949	1049	1149	1249	1349	1449	1549	1559	1649	1749	1849	1949	2047	2147	2247	
Herne Church	0722	0734	0753	0756	0850	0956	1056	1156	1256	1356	1456	1556	1605	1656	1756	1855	1955	2053	2153	2253	
Broad Oak Sweechgate	0730	0744	0800	0805	0859	1003	1103	1203	1303	1403	1503	1605	1612	1703	1803	1902	2002	2059	2159	2259	
Sturry Railway Station	0733	0748	0805	0808	0903	1006	1106	1206	1306	1406	1506	1608	1615	1706	1806	1905	2004	2101	2201	2301	
Sturry Road ASDA	0740	0759	0818	0816	0913	1014	1114	1214	1314	1414	1514	1616	1623	1713	1813	1912	2010	2106	2206	2306	
Canterbury Bus Station	0746	0809	0828	0823	0923	1023	1123	1223	1323	1423	1523	1623	1632	1723	1820	1919	2017	2112	2212	2312	

Saturdays

Herne Bay Railway Station	0730	0830	0930	1030	then at the same times as Mondays to Fridays
Herne Bay Fire Station	0735	0835	0935	1035	
Beltinge Dollies Corner	0741	0841	0941	1041	
Altira Park Sainsburys	0746	0846	0946	1046	
Broomfield Gorse Lane	0749	0849	0949	1049	
Herne Church	0755	0855	0955	1056	
Broad Oak Sweechgate	0802	0902	1002	1103	
Sturry Railway Station	0805	0905	1005	1106	
Sturry Road ASDA	0813	0913	1013	1114	
Canterbury Bus Station	0822	0922	1022	1123	

Sundays and public holidays

0753	0853	1003		03		1603	1653	1753	1853
0759	0859	1009	then	09		1609	1659	1759	1859
0804	0904	1014	at	14		1614	1704	1804	1904
0809	0909	1019	these	19		1619	1709	1809	1909
0812	0912	1022	mins	22	until	1622	1712	1812	1912
0818	0918	1028	past	28		1628	1718	1818	1918
0825	0925	1035	each	35		1635	1725	1825	1925
0828	0928	1038	hour	38		1638	1728	1828	1928
0835	0935	1045		45		1645	1735	1835	1935
0842	0942	1052		52		1652	1742	1842	1942

- Notes
Sch
This journey runs on schooldays only
- Hol
This journey runs in school holidays only
- H
Route 603 also serves Hillborough Barnes Way at 0719 and 1551

For other buses serving Beltinge and Hillborough, please see route 36.

including route 603 journeys serving Hillborough
from 12 January 2025
Mondays to Fridays except public holidays

		603																			
Notes		Hol	Sch									603	Hol*	Sch			PR	PR	PR	PR	PR
Canterbury Bus Stn bay C4		0700	0700	0831	0931	1031	1131	1231	1331	1431	1531	1615	1631	1640	1731	1831	1930	2030	2130	2230	2330
Sturry Railway Station		0713	0713	0847	0947	1047	1147	1247	1347	1447	1547	1634	1647	1656	1749	1846	1945	2045	2145	2245	2345
Broad Oak Sweechgate		0716	0716	0850	0950	1050	1150	1250	1350	1450	1550	1637	1650	1659	1752	1849	1948	2048	2148	2248	2348
Herne Canterbury Fields		0722	0722	0856	0956	1056	1156	1256	1356	1456	1556	1642	1656	1705	1758	1854	1953	2053	2153	2253	2353
Herne Streetfield		0725	0725	0859	0959	1059	1159	1259	1359	1459	1559	1645	1659	1707	1801	1857	1956	2056	2156	2256	2356
Broomfield Gorse Lane		0732	0732	0905	1005	1105	1205	1305	1405	1505	1605	1651	1705	1714	1807	1903	2002	2102	2202	2302	0002
Altira Park Sainsburys		0735	H	0908	1008	1108	1208	1308	1408	1508	1608	H	1708	1718	1810	1906	2005	2105	2205	2305	0005
Beltinge Dollies Corner		0740	0753	0913	1013	1113	1213	1313	1413	1513	1613	1706	1713	1723	1815	1911	2010	2110	2210	2310	0010
Herne Bay Library		0746	0759	0919	1019	1119	1219	1319	1419	1519	1619	1712	1719	1730	1821	1916	2015	2115	2215	2315	0015
Herne Bay Railway Station		0751	0804	0924	1024	1124	1224	1324	1424	1524	1624	1716	1724	1735	1826	1922	2021	2121	2221	2321	0021
Herne Bay High School		-	0810																		

Saturdays

Canterbury Bus Stn bay C4			0931	1031	1131	
Sturry Railway Station			0947	1047	1147	
Broad Oak Sweechgate			0950	1050	1150	
Herne Canterbury Fields			0956	1056	1156	then at the
Herne Streetfield	0759	0859	0959	1059	1159	same times
Broomfield Gorse Lane	0805	0905	1005	1105	1205	as Mondays
Altira Park Sainsburys	0808	0908	1008	1108	1208	to Fridays
Beltinge Dollies Corner	0813	0913	1013	1113	1213	
Herne Bay Library	0819	0919	1019	1119	1219	
Herne Bay Railway Station	0824	0924	1024	1124	1224	

Sundays and public holidays

0741	0841	0941	1031		31		1631	1741	1841
0753	0853	0953	1046	then	46		1646	1756	1856
0755	0855	0955	1048	at	48		1648	1758	1858
0800	0900	1000	1053	these	53		1653	1803	1903
0803	0903	1003	1056	mins	56	until	1656	1806	1906
0808	0908	1008	1101	past	01		1701	1811	1911
0811	0911	1011	1104	each	04		1704	1814	1914
0816	0916	1016	1109	hour	09		1709	1819	1919
0822	0922	1022	1115		15		1715	1825	1925
0827	0927	1027	1120		20		1720	1830	1930

Notes **Hol** This journey runs in school holidays only

Sch This journey runs on schooldays only

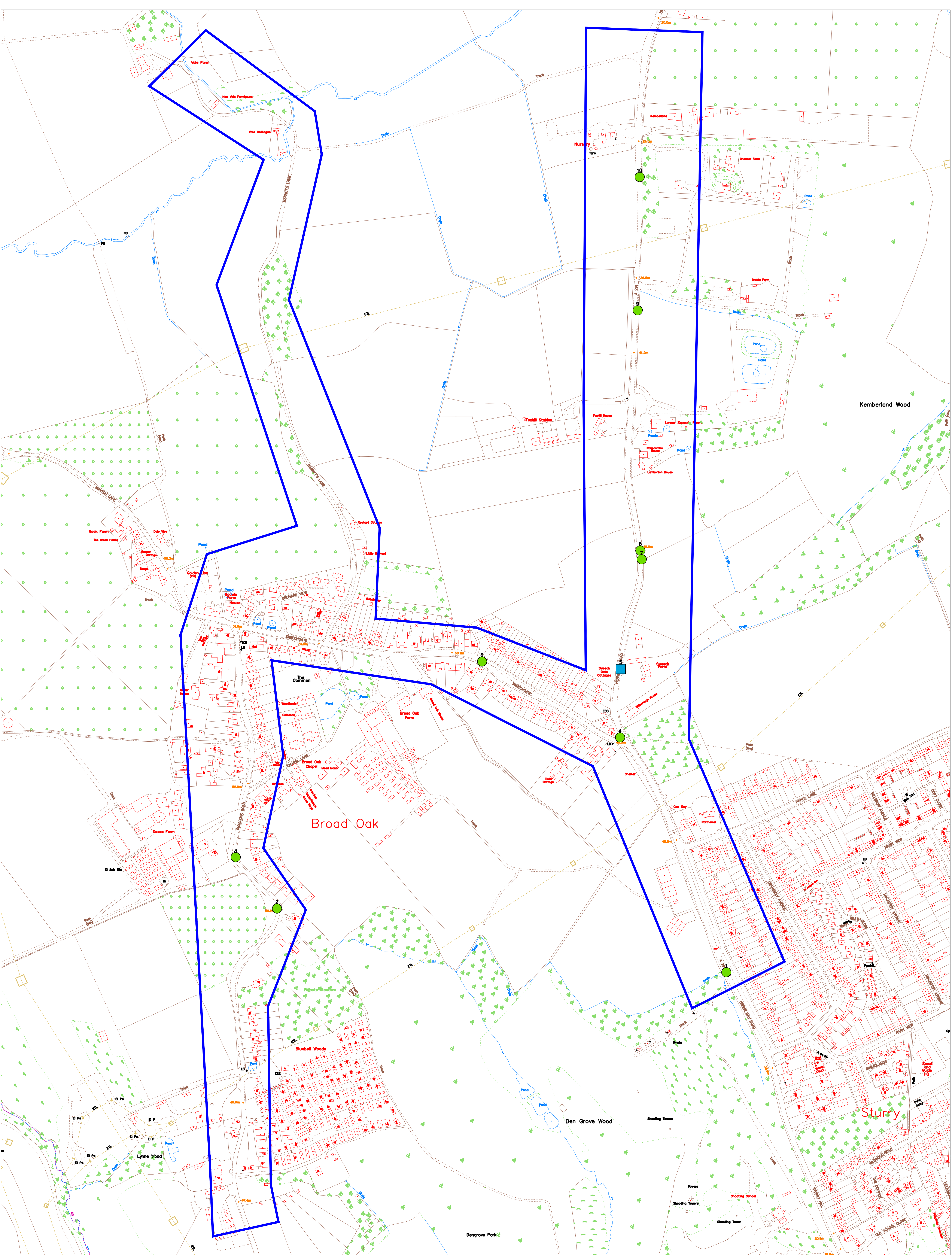
H Route 603 also serves Hillborough Barnes Way at 0742 and 1659

PR These journeys also serves Sturry Road Park & Ride site, 9 minutes after leaving Canterbury bus station

Hol* On Saturdays, from Sturry to Herne Bay, this journey runs 2 minutes later than shown

For other buses serving Beltinge and Hillborough, please see route 36.

Appendix C: Personal Injury Collision Data



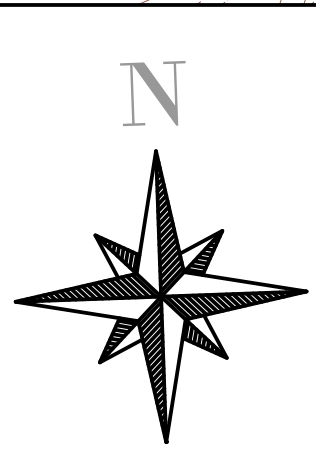
Location: Broad Oak, Sturry

5 years personal injury collision data up to 30/06/2025

KCC Ref number: EXT/225 /25

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Crash Severity	
	Slight
	Serious
	Fatal



Date: 10-December-2025

Time: 18:44:15

Title: **Broak Oak, Sturry**

Requested output: **D - Print Crash Report**

Date: 10-December-2025

Accident Date BETWEEN '01-Jul-2020' AND '30-Jun-2025'

There were 10 reported crashes resulting in injury

D-PRINT CRASH REPORT

10-Dec-2025

18:44:15

Broak Oak, Sturry

Accident Date BETWEEN '01-Jul-2020' AND '30-Jun-2025'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	Road No A291 Grid 617453E Section 271 Ref 161000N	SLIGHT	16/12/2022	6	11:25	L	Dry	Fine		O/TAKE	M/C
	A291 HERNE BAY RD, STURRY (MAPPED TO COORDS)								Canterbury		
	OLR: R2 began to slow down and pass V1 on the right as they appeared to have stopped to park on the left after indicating left. But V1 suddenly indicated right and pulled out not checking mirrors. They side swiped R2 with the front corner of V1 impacting leg and left side of the bike. R2 was forced onto the grass verge which caused them to lose control. D1 apologised but refused to give sufficient details.						Veh1, car, SE -> NW Veh2, m/cycle 50 - 125cc, SE -> NW			Casualties 1 Vehicles 2	
2	Road No U Grid 616789E Section 271 Ref 161094N	SLIGHT	09/06/2021	4	16:38	L	Dry	Fine			
	SHALLOAK RD, BROADOAK (MAPPED TO COORDS).								Canterbury		
	V1 has lost control as has taken corner too quickly and is only a provisional licence holder, crossed into oncoming traffic clashing into V2. CCTV and dashcam availability.						Veh1, car, N -> S Veh2, car, S -> N			Casualties 1 Vehicles 2	
3	Road No U Grid 616728E Section 271 Ref 161170N	SLIGHT	05/08/2020	4	12:10	L	Dry	Fine			GV
	SHALLOAK RD, BROAD OAK (MAPPED TO COORDS)								Canterbury		
	V1 was travelling south on Shalloak Rd transporting several hay bales which were strapped to the vehicle. V2 was travelling in the opposite direction and were passing each other on a slight bend when the hay bales came loose and fell onto the bonnet and offside door of V2.						Veh1, goods < 3.5t, NE -> SE Veh2, car, SE -> NE			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

10-Dec-2025

18:44:15

Broak Oak, Sturry

Accident Date BETWEEN '01-Jul-2020' AND '30-Jun-2025'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
4	Road No A291 Grid 617296E Section 007 Ref 161347N	SLIGHT	13/02/2025	5	07:58	L	Dry	Fine			
	A291 HERNE BAY ROAD J/W SWEECHGATE, STURRY								Canterbury		
	V2 was driving northbound from the direction of Sturry along Herne Bay Road. V1 was on its way out of the Sweechgate junction onto Herne Bay Road. V1's driver saw V2 at the roundabout, to their right, and believed they had enough time to get out of the junction. V1 then pulled out in front of V2. V2 then collided with the front end of V1's car.						Veh1, car, NW -> SE Veh2, car, SE -> NE			Casualties 1 Vehicles 2	
5	Road No A291 Grid 617297E Section 008 Ref 161448N	SERIOUS	03/04/2025	5	15:27	L	Dry	Fine			GVM/C
	A291, HERNE BAY RD, STURRY, (MAPPED TO GRID REFS)								Canterbury		
	V1 was travelling towards R2. Both accounts state that they clipped each other from the opposite lane. Damage and accounts appear to add up and show this. Appears to be poor judgement from both parties.						Veh1, goods < 3.5t, SW -> N Veh2, m/cycle 50 - 125cc, N -> SW			Casualties 1 Vehicles 2	
6	Road No U Grid 617092E Section 271 Ref 161459N	SLIGHT	28/10/2020	4	14:30	L	Wet/Damp	Fine		O/TAKE	GVM/C
	SWEECHGATE, BROADOAK (MAPPED TO COORDS).								Canterbury		
	Copied from OLR: R2 was driving along sweechgate at on the left hand side of the traffic lane. V1 had been tailgating R2 all the way up this road for about half a mile. As the road bends slightly to the left on a blind bend with cars parked along the road, V1 behind them overtook on the bend but there was a car coming in the opposite direction which caused V1 to suddenly pull back into the left lane, clipping R2 as they pulled in. This sent R2 straight into the back of parked V3. V1 that clipped V2 and caused the collision did not stop and carried on driving.						Veh1, car, SE -> NW Veh2, m/cycle 50 - 125cc, SE -> NW Veh3, goods < 3.5t, P -> P			Casualties 1 Vehicles 3	

Key

Involved
 PED Pedestrian
 HGV Heavy Goods Vehicle
 GV Goods Vehicle
 M/C Motor Cycle
 P/C Pedal Cycle
 PSV Bus/Coach

Street Lighting

L Daylight
 STL Street Lights
 USL Street Lights Unlit
 NSL No Street Lights
 STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
 R.TURN Right Turn Manoeuvre
 O/TAKE Overtaking Manoeuvre
 S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
 ATS DEF Traffic Lights Defective
 SIGNS Road Signs Defective or Obscured
 RD WRKS Road Works
 Surface Road Surface Defective

D-PRINT CRASH REPORT

10-Dec-2025

18:44:15

Broak Oak, Sturry

Accident Date BETWEEN '01-Jul-2020' AND '30-Jun-2025'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
7	Road No A291 Grid 617328E Section 008 Ref 161610N	SLIGHT	05/06/2025	5	16:20	L	Wet/Damp	Rain		O/TAKE	M/C
	A291 HERNE BAY RD, STURRY (MAPPED TO GRID REF)								Canterbury		
	V2 and V1 travelling S on Herne Bay Rd. V1 has overtaken V2 and in doing so has collided with V2.						Veh1, car, NE -> S Veh2, m/cycle 50 - 125cc, NE -> S			Casualties 1 Vehicles 2	
8	Road No A291 Grid 617326E Section 008 Ref 161623N	SLIGHT	08/12/2020	3	06:04	DRK STL	Frost/Ice	Fog Mist		S.VEH	
	A291 HERNE BAY RD, STURRY (MAPPED TO COORDS)								Canterbury		
	V1 WAS TRAVELLING NORTH ON HERNE BAY RD WHEN IT SKIDDED ON BLACK ICE AND COLLIDED WITH A FENCE.						Veh1, car, SW -> N			Casualties 1 Vehicles 1	
9	Road No A291 Grid 617322E Section 009 Ref 161978N	SLIGHT	11/01/2025	7	09:45	L	Snow	Fine		S.VEH	
	A291 HERNE BAY RD, FOX HILL, STURRY (MAPPED TO GRID REFS)								Canterbury		
	V1 has been travelling Herne Bay Bound on the A291 Herne Bay Road. A vehicle in front has slowed and V1 has also slowed down as well, but as they have slowed down they have lost traction on the ice and so have not slowed sufficiently. Due to this D1 has swerved to avoid a collision and has skidded over the opposite lane and has landed in a ditch by the side of the road.						Veh1, car, S -> N			Casualties 2 Vehicles 1	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

10-Dec-2025

18:44:15

Broak Oak, Sturry

Accident Date BETWEEN '01-Jul-2020' AND '30-Jun-2025'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
10	Road No A291 Grid 617325E Section 010 Ref 162175N	SLIGHT	16/01/2023	2	23:04	DRK NSL	Frost/Ice	Fine		S.VEH	
	A291, HERNE BAY RD, FOX HILL, STURRY (MAPPED TO COORDS).									Canterbury	
	Road had been covered in sheet ice. On the descent down the hill, D1 has lost all control, spun off into a field next to the road, and overturned onto its side. D1 had head and neck injury.						Veh1, car, SW -> NE			Casualties 1 Vehicles 1	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

Appendix D: Traffic Surveys

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 5TH MARCH 2025

LOCATION : STURRY, KENT

J1 - POPES LANE / HERNE BAY ROAD PRIORITY JUNCTION

	POPES LANE OUT LEFT TO HERNE BAY ROAD SOUTH							POPES LANE OUT RIGHT TO HERNE BAY ROAD NORTH							POPES LANE RIGHT TURN IN FROM HERNE BAY ROAD SOUTH							POPES LANE LEFT TURN IN FROM HERNE BAY ROAD NORTH					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	9					9		28	1				29		3					3		13					13
0715-0730	4					4		28	2		1		31		3					3		8	1				9
0730-0745	3					3		66	2				68		6					6		19					19
0745-0800	0					0		62					62		3					3		13					13
0800-0815	6		1			7		69					69		7					7		17	2				19
0815-0830	4					4		57					57		10					10		28					28
0830-0845	9					9		67					67		5					5		35					35
0845-0900	7					7		48					48		2					2		12					12
0900-0915	2					2		13					13		1					1		14					14
0915-0930	2					2		21					21		3					3		11					11
0930-0945	4					4		12					12		7					7		14					14
0945-1000	4					4		20					20		0					0		8					8
0700-1000	54	0	1	0	0	55		491	5	0	1	0	497		50	0	0	0	0	50		192	3	0	0	0	195
0700-0800	16	0	0	0	0	16		184	5	0	1	0	190		15	0	0	0	0	15		53	1	0	0	0	54
0715-0815	13	0	1	0	0	14		225	4	0	1	0	230		19	0	0	0	0	19		57	3	0	0	0	60
0730-0830	13	0	1	0	0	14		254	2	0	0	0	256		26	0	0	0	0	26		77	2	0	0	0	79
0745-0845	19	0	1	0	0	20		255	0	0	0	0	255		25	0	0	0	0	25		93	2	0	0	0	95
0800-0900	26	0	1	0	0	27		241	0	0	0	0	241		24	0	0	0	0	24		92	2	0	0	0	94
0815-0915	22	0	0	0	0	22		185	0	0	0	0	185		18	0	0	0	0	18		89	0	0	0	0	89
0830-0930	20	0	0	0	0	20		149	0	0	0	0	149		11	0	0	0	0	11		72	0	0	0	0	72
0845-0945	15	0	0	0	0	15		94	0	0	0	0	94		13	0	0	0	0	13		51	0	0	0	0	51
0900-1000	12	0	0	0	0	12		66	0	0	0	0	66		11	0	0	0	0	11		47	0	0	0	0	47

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 5TH MARCH 2025

LOCATION : STURRY, KENT

J1 - POPES LANE / HERNE BAY ROAD PRIORITY JUNCTION

	POPES LANE OUT LEFT TO HERNE BAY ROAD SOUTH							POPES LANE OUT RIGHT TO HERNE BAY ROAD NORTH							POPES LANE RIGHT TURN IN FROM HERNE BAY ROAD SOUTH							POPES LANE LEFT TURN IN FROM HERNE BAY ROAD NORTH					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	7					7		20					20		4					4		37					37
1615-1630	7					7		12					12		10			1		11		36	2				38
1630-1645	5					5		21			1		22		7	1				8		32					32
1645-1700	4					4		18					18		9			1		10		35					35
1700-1715	4					4		24					24		9					9		32			1		33
1715-1730	5					5		14					14		9					9		31					31
1730-1745	8					8		28					28		11					11		34			1		35
1745-1800	7					7		7			1		8		10					10		25					25
1800-1815	4					4		17					17		11	1				12		19					19
1815-1830	4					4		11					11		10					10		13					13
1830-1845	7					7		11					11		17					17		12					12
1845-1900	9					9		5					5		10			1		11		9			1		10
1600-1900	71	0	0	0	0	71		188	0	0	2	0	190		117	2	0	3	0	122		315	2	0	3	0	320
1600-1700	23	0	0	0	0	23		71	0	0	1	0	72		30	1	0	2	0	33		140	2	0	0	0	142
1615-1715	20	0	0	0	0	20		75	0	0	1	0	76		35	1	0	2	0	38		135	2	0	1	0	138
1630-1730	18	0	0	0	0	18		77	0	0	1	0	78		34	1	0	1	0	36		130	0	0	1	0	131
1645-1745	21	0	0	0	0	21		84	0	0	0	0	84		38	0	0	1	0	39		132	0	0	2	0	134
1700-1800	24	0	0	0	0	24		73	0	0	1	0	74		39	0	0	0	0	39		122	0	0	2	0	124
1715-1815	24	0	0	0	0	24		66	0	0	1	0	67		41	1	0	0	0	42		109	0	0	1	0	110
1730-1830	23	0	0	0	0	23		63	0	0	1	0	64		42	1	0	0	0	43		91	0	0	1	0	92
1745-1845	22	0	0	0	0	22		46	0	0	1	0	47		48	1	0	0	0	49		69	0	0	0	0	69
1800-1900	24	0	0	0	0	24		44	0	0	0	0	44		48	1	0	1	0	50		53	0	0	1	0	54

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 5TH MARCH 2025

LOCATION : STURRY, KENT

J1 - POPES LANE / HERNE BAY ROAD PRIORITY JUNCTION

	HERNE BAY RD FROM SOUTH STRAIGHT AHEAD TO HERNE BAY RD NORTH						HERNE BAY RD FROM NORTH STRAIGHT AHEAD TO HERNE BAY RD SOUTH					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	30	7	2	1		40	54	1	3			58
0715-0730	55	3	1		1	60	66	2	2	2	1	73
0730-0745	48	2	1			51	47	2	3			52
0745-0800	66	2				68	45	1	6	1		53
0800-0815	60	2	2	1		65	36		4	1		41
0815-0830	60	1	2			63	70	4	1			75
0830-0845	55	4	2			61	38	3	1			42
0845-0900	56	5	1	2		64	47	4	2	2		55
0900-0915	32	2	3	1		38	41		1			42
0915-0930	27	2	2	1		32	44	5	1	1		51
0930-0945	48	5	1			54	50	4	1			55
0945-1000	45	3	3			51	36	4	1		1	42
0700-1000	582	38	20	6	1	647	574	30	26	7	2	639
0700-0800	199	14	4	1	1	219	212	6	14	3	1	236
0715-0815	229	9	4	1	1	244	194	5	15	4	1	219
0730-0830	234	7	5	1	0	247	198	7	14	2	0	221
0745-0845	241	9	6	1	0	257	189	8	12	2	0	211
0800-0900	231	12	7	3	0	253	191	11	8	3	0	213
0815-0915	203	12	8	3	0	226	196	11	5	2	0	214
0830-0930	170	13	8	4	0	195	170	12	5	3	0	190
0845-0945	163	14	7	4	0	188	182	13	5	3	0	203
0900-1000	152	12	9	2	0	175	171	13	4	1	1	190

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 5TH MARCH 2025

LOCATION : STURRY, KENT

J1 - POPES LANE / HERNE BAY ROAD PRIORITY JUNCTION

	HERNE BAY RD FROM SOUTH STRAIGHT AHEAD TO HERNE BAY RD NORTH						HERNE BAY RD FROM NORTH STRAIGHT AHEAD TO HERNE BAY RD SOUTH					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	68	3	2			73	68	2	1	1		72
1615-1630	77		2	1		80	48	2	2			52
1630-1645	67	2	3	1		73	72	1		2	1	76
1645-1700	61	2	2	1		66	65	3	3			71
1700-1715	80	2	2	1		85	83		1	1		85
1715-1730	70	2	1	1		74	59	1	2			62
1730-1745	44	1	1			46	54		1	2		57
1745-1800	70		3	1		74	80		2	2		84
1800-1815	72	3	1			76	46	2	1	1		50
1815-1830	66		1			67	49		2			51
1830-1845	63	3	5	1		72	49		1	1	1	52
1845-1900	45		6	3		54	49		1			50
1600-1900	783	18	29	10	0	840	722	11	17	10	2	762
1600-1700	273	7	9	3	0	292	253	8	6	3	1	271
1615-1715	285	6	9	4	0	304	268	6	6	3	1	284
1630-1730	278	8	8	4	0	298	279	5	6	3	1	294
1645-1745	255	7	6	3	0	271	261	4	7	3	0	275
1700-1800	264	5	7	3	0	279	276	1	6	5	0	288
1715-1815	256	6	6	2	0	270	239	3	6	5	0	253
1730-1830	252	4	6	1	0	263	229	2	6	5	0	242
1745-1845	271	6	10	2	0	289	224	2	6	4	1	237
1800-1900	246	6	13	4	0	269	193	2	5	2	1	203

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 5TH MARCH 2025

LOCATION : STURRY, KENT

J2 - HERNE BAY ROAD / FOX LANE ROUNDABOUT

	HERNE BAY RD FROM SOUTH LEFT TURN TO FOX LANE						HERNE BAY RD FROM SOUTH STRAIGHT AHEAD TO HERNE BAY RD NORTH						HERNE BAY RD FROM SOUTH U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	3					3	54	8	2	1		65	1					1
0715-0730	13	1				14	70	4	1	1	1	77	0					0
0730-0745	2					2	112	4	1			117	0					0
0745-0800	5	2				7	123					123	0					0
0800-0815	0					0	129	2	2	1		134	0					0
0815-0830	1					1	116	1	2			119	0					0
0830-0845	0	1				1	122	3	2			127	0					0
0845-0900	5					5	98	5	1	2		106	1					1
0900-0915	0					0	45	2	3	1		51	0					0
0915-0930	1					1	47	2	2	1		52	0					0
0930-0945	2	2				4	57	3	1			61	1					1
0945-1000	3					3	62	3	3			68	0					0
0700-1000	35	6	0	0	0	41	1035	37	20	7	1	1100	3	0	0	0	0	3
0700-0800	23	3	0	0	0	26	359	16	4	2	1	382	1	0	0	0	0	1
0715-0815	20	3	0	0	0	23	434	10	4	2	1	451	0	0	0	0	0	0
0730-0830	8	2	0	0	0	10	480	7	5	1	0	493	0	0	0	0	0	0
0745-0845	6	3	0	0	0	9	490	6	6	1	0	503	0	0	0	0	0	0
0800-0900	6	1	0	0	0	7	465	11	7	3	0	486	1	0	0	0	0	1
0815-0915	6	1	0	0	0	7	381	11	8	3	0	403	1	0	0	0	0	1
0830-0930	6	1	0	0	0	7	312	12	8	4	0	336	1	0	0	0	0	1
0845-0945	8	2	0	0	0	10	247	12	7	4	0	270	2	0	0	0	0	2
0900-1000	6	2	0	0	0	8	211	10	9	2	0	232	1	0	0	0	0	1

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 5TH MARCH 2025

LOCATION : STURRY, KENT

J2 - HERNE BAY ROAD / FOX LANE ROUNDABOUT

	HERNE BAY RD FROM SOUTH LEFT TURN TO FOX LANE						HERNE BAY RD FROM SOUTH STRAIGHT AHEAD TO HERNE BAY RD NORTH						HERNE BAY RD FROM SOUTH U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	5					5	83	3	2			88	0					0
1615-1630	8					8	81		2	1		84	0					0
1630-1645	6	1				7	82	1	3	2		88	0					0
1645-1700	5	1				6	74	1	2	1		78	0					0
1700-1715	4					4	99	2	2	1		104	1					1
1715-1730	2					2	82	2	1	1		86	0					0
1730-1745	9					9	63	1	1			65	0					0
1745-1800	5					5	72		3	2		77	0					0
1800-1815	3					3	85	2	1			88	1	1				2
1815-1830	3					3	74		1			75	0					0
1830-1845	2					2	72	3	5	1		81	0					0
1845-1900	2					2	48		6	3		57	0					0
1600-1900	54	2	0	0	0	56	915	15	29	12	0	971	2	1	0	0	0	3
1600-1700	24	2	0	0	0	26	320	5	9	4	0	338	0	0	0	0	0	0
1615-1715	23	2	0	0	0	25	336	4	9	5	0	354	1	0	0	0	0	1
1630-1730	17	2	0	0	0	19	337	6	8	5	0	356	1	0	0	0	0	1
1645-1745	20	1	0	0	0	21	318	6	6	3	0	333	1	0	0	0	0	1
1700-1800	20	0	0	0	0	20	316	5	7	4	0	332	1	0	0	0	0	1
1715-1815	19	0	0	0	0	19	302	5	6	3	0	316	1	1	0	0	0	2
1730-1830	20	0	0	0	0	20	294	3	6	2	0	305	1	1	0	0	0	2
1745-1845	13	0	0	0	0	13	303	5	10	3	0	321	1	1	0	0	0	2
1800-1900	10	0	0	0	0	10	279	5	13	4	0	301	1	1	0	0	0	2

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 5TH MARCH 2025

LOCATION : STURRY, KENT

J2 - HERNE BAY ROAD / FOX LANE ROUNDABOUT

	FOX LANE LEFT TURN TO HERNE BAY RD NORTH							FOX LANE RIGHT TURN TO HERNE BAY RD SOUTH							FOX LANE U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	6					6		2					2		0					0
0715-0730	3				1	4		4					4		0					0
0730-0745	3					3		9					9		0					0
0745-0800	5					5		1					1		0					0
0800-0815	5	1				6		7	1				8		0					0
0815-0830	9					9		7	1				8		0					0
0830-0845	7					7		7					7		0					0
0845-0900	2					2		0					0		0					0
0900-0915	6					6		2					2		0					0
0915-0930	1					1		1	2				3		0					0
0930-0945	1					1		0					0		0					0
0945-1000	3	1				4		2	1				3		0					0
0700-1000	51	2	0	0	1	54		42	5	0	0	0	47		0	0	0	0	0	0
0700-0800	17	0	0	0	1	18		16	0	0	0	0	16		0	0	0	0	0	0
0715-0815	16	1	0	0	1	18		21	1	0	0	0	22		0	0	0	0	0	0
0730-0830	22	1	0	0	0	23		24	2	0	0	0	26		0	0	0	0	0	0
0745-0845	26	1	0	0	0	27		22	2	0	0	0	24		0	0	0	0	0	0
0800-0900	23	1	0	0	0	24		21	2	0	0	0	23		0	0	0	0	0	0
0815-0915	24	0	0	0	0	24		16	1	0	0	0	17		0	0	0	0	0	0
0830-0930	16	0	0	0	0	16		10	2	0	0	0	12		0	0	0	0	0	0
0845-0945	10	0	0	0	0	10		3	2	0	0	0	5		0	0	0	0	0	0
0900-1000	11	1	0	0	0	12		5	3	0	0	0	8		0	0	0	0	0	0

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 5TH MARCH 2025

LOCATION : STURRY, KENT

J2 - HERNE BAY ROAD / FOX LANE ROUNDABOUT

	FOX LANE LEFT TURN TO HERNE BAY RD NORTH							FOX LANE RIGHT TURN TO HERNE BAY RD SOUTH							FOX LANE U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	12	1				13		6					6		0					0
1615-1630	3					3		2	1				3		0					0
1630-1645	5	1				6		10					10		0					0
1645-1700	4					4		8	1				9		0					0
1700-1715	5					5		7					7		0					0
1715-1730	3					3		2					2		0					0
1730-1745	10					10		5			1		6		0					0
1745-1800	2					2		4					4		0					0
1800-1815	1					1		3					3		0					0
1815-1830	2					2		6					6		0					0
1830-1845	0					0		1					1		0					0
1845-1900	1					1		0					0		0					0
1600-1900	48	2	0	0	0	50		54	2	0	1	0	57		0	0	0	0	0	0
1600-1700	24	2	0	0	0	26		26	2	0	0	0	28		0	0	0	0	0	0
1615-1715	17	1	0	0	0	18		27	2	0	0	0	29		0	0	0	0	0	0
1630-1730	17	1	0	0	0	18		27	1	0	0	0	28		0	0	0	0	0	0
1645-1745	22	0	0	0	0	22		22	1	0	1	0	24		0	0	0	0	0	0
1700-1800	20	0	0	0	0	20		18	0	0	1	0	19		0	0	0	0	0	0
1715-1815	16	0	0	0	0	16		14	0	0	1	0	15		0	0	0	0	0	0
1730-1830	15	0	0	0	0	15		18	0	0	1	0	19		0	0	0	0	0	0
1745-1845	5	0	0	0	0	5		14	0	0	0	0	14		0	0	0	0	0	0
1800-1900	4	0	0	0	0	4		10	0	0	0	0	10		0	0	0	0	0	0

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 5TH MARCH 2025

LOCATION : STURRY, KENT

J2 - HERNE BAY ROAD / FOX LANE ROUNDABOUT

	HERNE BAY RD NORTH STRAIGHT AHEAD TO HERNE BAY RD SOUTH						HERNE BAY RD NORTH RIGHT TURN TO FOX LANE						HERNE BAY RD NORTH U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	64	1	3			68	3					3	0					0
0715-0730	70	3	2	2	1	78	5					5	0					0
0730-0745	57	2	3			62	11	1				12	0					0
0745-0800	57	1	6	1		65	5	1				6	1					1
0800-0815	46	1	4	1		52	3					3	0					0
0815-0830	91	3	1			95	5					5	0					0
0830-0845	66	3	1			70	5					5	2					2
0845-0900	58	4	2	2		66	7					7	1					1
0900-0915	53		1			54	5					5	1	1				2
0915-0930	54	3	1	1		59	5	1				6	0					0
0930-0945	63	4	1			68	0					0	0					0
0945-1000	42	3	1		1	47	2					2	0					0
0700-1000	721	28	26	7	2	784	56	3	0	0	0	59	5	1	0	0	0	6
0700-0800	248	7	14	3	1	273	24	2	0	0	0	26	1	0	0	0	0	1
0715-0815	230	7	15	4	1	257	24	2	0	0	0	26	1	0	0	0	0	1
0730-0830	251	7	14	2	0	274	24	2	0	0	0	26	1	0	0	0	0	1
0745-0845	260	8	12	2	0	282	18	1	0	0	0	19	3	0	0	0	0	3
0800-0900	261	11	8	3	0	283	20	0	0	0	0	20	3	0	0	0	0	3
0815-0915	268	10	5	2	0	285	22	0	0	0	0	22	4	1	0	0	0	5
0830-0930	231	10	5	3	0	249	22	1	0	0	0	23	4	1	0	0	0	5
0845-0945	228	11	5	3	0	247	17	1	0	0	0	18	2	1	0	0	0	3
0900-1000	212	10	4	1	1	228	12	1	0	0	0	13	1	1	0	0	0	2

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 5TH MARCH 2025

LOCATION : STURRY, KENT

J2 - HERNE BAY ROAD / FOX LANE ROUNDABOUT

	HERNE BAY RD NORTH STRAIGHT AHEAD TO HERNE BAY RD SOUTH						HERNE BAY RD NORTH RIGHT TURN TO FOX LANE						HERNE BAY RD NORTH U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	99	2	1	1		103	1					1	0					0
1615-1630	82	3	2			87	2					2	2					2
1630-1645	94	1		2	1	98	6					6	0					0
1645-1700	92	2	3			97	0					0	0					0
1700-1715	107		1	2		110	3					3	2					2
1715-1730	88	1	2			91	6			1		7	0					0
1730-1745	83		1	2		86	7					7	0					0
1745-1800	101		2	2		105	0					0	2					2
1800-1815	61	1	1	1		64	4					4	0					0
1815-1830	56		2			58	0			1		1	0					0
1830-1845	60		1	1	1	63	0					0	0					0
1845-1900	58		1	1		60	0					0	0	1				1
1600-1900	981	10	17	12	2	1022	29	0	0	2	0	31	6	1	0	0	0	7
1600-1700	367	8	6	3	1	385	9	0	0	0	0	9	2	0	0	0	0	2
1615-1715	375	6	6	4	1	392	11	0	0	0	0	11	4	0	0	0	0	4
1630-1730	381	4	6	4	1	396	15	0	0	1	0	16	2	0	0	0	0	2
1645-1745	370	3	7	4	0	384	16	0	0	1	0	17	2	0	0	0	0	2
1700-1800	379	1	6	6	0	392	16	0	0	1	0	17	4	0	0	0	0	4
1715-1815	333	2	6	5	0	346	17	0	0	1	0	18	2	0	0	0	0	2
1730-1830	301	1	6	5	0	313	11	0	0	1	0	12	2	0	0	0	0	2
1745-1845	278	1	6	4	1	290	4	0	0	1	0	5	2	0	0	0	0	2
1800-1900	235	1	5	3	1	245	4	0	0	1	0	5	0	1	0	0	0	1

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 5TH MARCH 2025

LOCATION : STURRY, KENT

J3 - HERNE BAY ROAD / SWEECHGATE PRIORITY JUNCTION

	SWEECHGATE OUT LEFT TO HERNE BAY RD NORTH							SWEECHGATE OUT RIGHT TO HERNE BAY RD SOUTH							SWEECHGATE RIGHT TURN IN FROM HERNE BAY RD NORTH							SWEECHGATE LEFT TURN IN FROM HERNE BAY RD SOUTH					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	11	1				12		13					13		62					62		27					27
0715-0730	28	1				29		20	1				21		66					66		31			1	1	33
0730-0745	26					26		18					18		107			1		108		72					72
0745-0800	22					22		17					17		89	1				90		76					76
0800-0815	25					25		16					16		91	1				92		80		1			81
0815-0830	21					21		38					38		75					75		74	1	1			76
0830-0845	21	1				22		27	1				28		57					57		75					75
0845-0900	18					18		13					13		45					45		47			1		48
0900-0915	33	3				36		11					11		45					45		19	1				20
0915-0930	21					21		17					17		39					39		22					22
0930-0945	21	1				22		22					22		29				1	30		12					12
0945-1000	27					27		13					13		38					38		10	1				11
0700-1000	274	7	0	0	0	281		225	2	0	0	0	227		743	2	0	1	1	747		545	3	2	2	1	553
0700-0800	87	2	0	0	0	89		68	1	0	0	0	69		324	1	0	1	0	326		206	0	0	1	1	208
0715-0815	101	1	0	0	0	102		71	1	0	0	0	72		353	2	0	1	0	356		259	0	1	1	1	262
0730-0830	94	0	0	0	0	94		89	0	0	0	0	89		362	2	0	1	0	365		302	1	2	0	0	305
0745-0845	89	1	0	0	0	90		98	1	0	0	0	99		312	2	0	0	0	314		305	1	2	0	0	308
0800-0900	85	1	0	0	0	86		94	1	0	0	0	95		268	1	0	0	0	269		276	1	2	1	0	280
0815-0915	93	4	0	0	0	97		89	1	0	0	0	90		222	0	0	0	0	222		215	2	1	1	0	219
0830-0930	93	4	0	0	0	97		68	1	0	0	0	69		186	0	0	0	0	186		163	1	0	1	0	165
0845-0945	93	4	0	0	0	97		63	0	0	0	0	63		158	0	0	0	1	159		100	1	0	1	0	102
0900-1000	102	4	0	0	0	106		63	0	0	0	0	63		151	0	0	0	1	152		63	2	0	0	0	65

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 5TH MARCH 2025

LOCATION : STURRY, KENT

J3 - HERNE BAY ROAD / SWEECHGATE PRIORITY JUNCTION

	SWEECHGATE OUT LEFT TO HERNE BAY RD NORTH							SWEECHGATE OUT RIGHT TO HERNE BAY RD SOUTH							SWEECHGATE RIGHT TURN IN FROM HERNE BAY RD NORTH							SWEECHGATE LEFT TURN IN FROM HERNE BAY RD SOUTH					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	39			1		40		35	1				36		37					37		25	1				26
1615-1630	45					45		28	1				29		33					33		21					21
1630-1645	63		1	1		65		32					32		28			1		29		22	1		1		24
1645-1700	49					49		29	1				30		26					26		18	1				19
1700-1715	67					67		39					39		42	1				43		29	1		1		31
1715-1730	74	1		1		76		36	1		1		38		28					28		15			1		16
1730-1745	74	1		1		76		40			2		42		16					16		18	1				19
1745-1800	63					63		35			1		36		22					22		23			1		24
1800-1815	46					46		15			1		16		21					21		19	2				21
1815-1830	23					23		16					16		12					12		16					16
1830-1845	9					9		15			1	1	17		23					23		10					10
1845-1900	15					15		28	1		1		30		19					19		10					10
1600-1900	567	2	1	4	0	574		348	5	0	7	1	361		307	1	0	1	0	309		226	7	0	4	0	237
1600-1700	196	0	1	2	0	199		124	3	0	0	0	127		124	0	0	1	0	125		86	3	0	1	0	90
1615-1715	224	0	1	1	0	226		128	2	0	0	0	130		129	1	0	1	0	131		90	3	0	2	0	95
1630-1730	253	1	1	2	0	257		136	2	0	1	0	139		124	1	0	1	0	126		84	3	0	3	0	90
1645-1745	264	2	0	2	0	268		144	2	0	3	0	149		112	1	0	0	0	113		80	3	0	2	0	85
1700-1800	278	2	0	2	0	282		150	1	0	4	0	155		108	1	0	0	0	109		85	2	0	3	0	90
1715-1815	257	2	0	2	0	261		126	1	0	5	0	132		87	0	0	0	0	87		75	3	0	2	0	80
1730-1830	206	1	0	1	0	208		106	0	0	4	0	110		71	0	0	0	0	71		76	3	0	1	0	80
1745-1845	141	0	0	0	0	141		81	0	0	3	1	85		78	0	0	0	0	78		68	2	0	1	0	71
1800-1900	93	0	0	0	0	93		74	1	0	3	1	79		75	0	0	0	0	75		55	2	0	0	0	57

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 5TH MARCH 2025

LOCATION : STURRY, KENT

J3 - HERNE BAY ROAD / SWEECHGATE PRIORITY JUNCTION

	HERNE BAY RD FROM NORTH STRAIGHT AHEAD TO HERNE BAY RD SOUTH / CANTERBURY						HERNE BAY RD FROM SOUTH/CANT STRAIGHT AHEAD TO HERNE BAY RD NORTH					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	54	1	3			58	33	8	2	1		44
0715-0730	55	2	2	2	1	62	42	4	1		1	48
0730-0745	50	3	3			56	43	4	1			48
0745-0800	46	2	6	1		55	53					53
0800-0815	33	1	4	1		39	54	3	1	1		59
0815-0830	58	3	1			62	51		1			52
0830-0845	46	2	1			49	56	3	2			61
0845-0900	53	4	2	2		61	54	5	1	1		61
0900-0915	48	1	1			50	33	2	3	1		39
0915-0930	42	4	1	1		48	26	2	2	1		31
0930-0945	41	4	1			46	46	3	1			50
0945-1000	31	3	1		1	36	55	3	3			61
0700-1000	557	30	26	7	2	622	546	37	18	5	1	607
0700-0800	205	8	14	3	1	231	171	16	4	1	1	193
0715-0815	184	8	15	4	1	212	192	11	3	1	1	208
0730-0830	187	9	14	2	0	212	201	7	3	1	0	212
0745-0845	183	8	12	2	0	205	214	6	4	1	0	225
0800-0900	190	10	8	3	0	211	215	11	5	2	0	233
0815-0915	205	10	5	2	0	222	194	10	7	2	0	213
0830-0930	189	11	5	3	0	208	169	12	8	3	0	192
0845-0945	184	13	5	3	0	205	159	12	7	3	0	181
0900-1000	162	12	4	1	1	180	160	10	9	2	0	181

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 5TH MARCH 2025

LOCATION : STURRY, KENT

J3 - HERNE BAY ROAD / SWEECHGATE PRIORITY JUNCTION

	HERNE BAY RD FROM NORTH STRAIGHT AHEAD TO HERNE BAY RD SOUTH / CANTERBURY							HERNE BAY RD FROM SOUTH/CANT STRAIGHT AHEAD TO HERNE BAY RD NORTH					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	65	1	1	1		68		70	3	2			75
1615-1630	58	2	2			62		65		2	1		68
1630-1645	68	1		2	1	72		65	1	3	1		70
1645-1700	63	1	3			67		60		2	1		63
1700-1715	73		1	2		76		77	1	2			80
1715-1730	58		2			60		70	2	1			73
1730-1745	50		1			51		55		1			56
1745-1800	68		2	1		71		53		3	1		57
1800-1815	50	1	1			52		67		1			68
1815-1830	40		2	1		43		60		1			61
1830-1845	45		1			46		62	3	5	1		71
1845-1900	30		1			31		39	1	6	3		49
1600-1900	668	6	17	7	1	699		743	11	29	8	0	791
1600-1700	254	5	6	3	1	269		260	4	9	3	0	276
1615-1715	262	4	6	4	1	277		267	2	9	3	0	281
1630-1730	262	2	6	4	1	275		272	4	8	2	0	286
1645-1745	244	1	7	2	0	254		262	3	6	1	0	272
1700-1800	249	0	6	3	0	258		255	3	7	1	0	266
1715-1815	226	1	6	1	0	234		245	2	6	1	0	254
1730-1830	208	1	6	2	0	217		235	0	6	1	0	242
1745-1845	203	1	6	2	0	212		242	3	10	2	0	257
1800-1900	165	1	5	1	0	172		228	4	13	4	0	249

K&MTRAFFIC SURVEYS

SITE: ATC 1 - A291, Herne Bay Rd
GRID REFERENCE: 51.313621, 1.116902

LOCATION: Attached to telegraph pole
DIRECTION: NORTHBOUND SPEED LIMIT: 50

01 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	33	0	0	0	0	3	13	14	3	0	0	0	0	0	0	0	43.2	48.9
0100	17	0	0	1	0	4	7	4	0	0	1	0	0	0	0	0	40.8	46.5
0200	14	0	0	0	0	2	6	6	0	0	0	0	0	0	0	0	42.7	47.3
0300	16	0	0	0	0	3	4	6	1	0	0	1	0	1	0	0	46.6	61.2
0400	19	0	0	0	0	3	12	3	1	0	0	0	0	0	0	0	41.5	44
0500	31	0	0	0	1	10	10	9	1	0	0	0	0	0	0	0	40.7	45.3
0600	44	0	0	0	1	9	25	9	0	0	0	0	0	0	0	0	40	44.5
0700	126	0	0	0	0	27	57	31	11	0	0	0	0	0	0	0	41.8	47.7
0800	228	0	1	1	8	32	97	73	13	3	0	0	0	0	0	0	41.8	47.1
0900	307	0	0	1	8	74	162	49	12	1	0	0	0	0	0	0	40	44.9
1000	374	0	0	0	26	134	156	52	5	1	0	0	0	0	0	0	38.4	43.6
1100	426	0	0	0	20	148	205	43	9	1	0	0	0	0	0	0	38.6	42.9
1200	467	0	0	0	14	163	221	61	6	1	1	0	0	0	0	0	38.9	43.4
1300	449	0	0	0	2	147	243	48	8	1	0	0	0	0	0	0	39.4	43.2
1400	434	0	0	1	22	126	212	67	6	0	0	0	0	0	0	0	39.1	43.9
1500	397	0	0	1	12	82	228	67	5	2	0	0	0	0	0	0	39.9	44.2
1600	374	0	0	0	11	110	180	60	10	2	1	0	0	0	0	0	39.6	44.4
1700	343	0	2	1	7	86	172	62	12	1	0	0	0	0	0	0	40.2	45.2
1800	274	0	2	0	13	105	111	38	4	1	0	0	0	0	0	0	38.2	43.6
1900	192	0	0	1	8	63	82	31	7	0	0	0	0	0	0	0	39.2	44.7
2000	124	0	0	0	2	33	67	17	3	2	0	0	0	0	0	0	40	44.1
2100	116	0	0	0	9	25	55	22	3	2	0	0	0	0	0	0	39.7	45.4
2200	99	0	0	0	7	40	42	8	2	0	0	0	0	0	0	0	37.6	42.4
2300	76	0	0	1	1	11	37	21	5	0	0	0	0	0	0	0	41.6	47.6
07-19	4199	0	5	5	143	1234	2044	651	101	14	2	0	0	0	0	0	39.4	44.2
06-22	4675	0	5	6	163	1364	2273	730	114	18	2	0	0	0	0	0	39.5	44.3
06-00	4850	0	5	7	171	1415	2352	759	121	18	2	0	0	0	0	0	39.4	44.3
00-00	4980	0	5	8	172	1440	2404	801	127	18	3	1	0	1	0	0	39.5	44.4

02 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	41	0	0	0	1	5	21	11	2	1	0	0	0	0	0	0	42.3	48.2
0100	24	0	0	0	0	3	9	7	4	0	0	0	1	0	0	0	44.5	51.8
0200	26	0	0	0	0	2	12	8	4	0	0	0	0	0	0	0	43.9	49.7
0300	10	0	0	0	0	0	4	6	0	0	0	0	0	0	0	0	44.5	-
0400	7	0	0	0	0	0	3	2	2	0	0	0	0	0	0	0	45.4	-
0500	17	0	0	0	0	1	8	8	0	0	0	0	0	0	0	0	42.5	45.9
0600	35	0	0	0	0	8	16	10	1	0	0	0	0	0	0	0	40.9	45.8
0700	66	0	0	0	0	15	35	15	1	0	0	0	0	0	0	0	40.3	44.3
0800	110	0	0	0	0	15	44	39	9	3	0	0	0	0	0	0	42.9	49
0900	215	0	0	2	4	41	117	44	7	0	0	0	0	0	0	0	40.7	45.1
1000	311	0	0	2	11	64	177	50	7	0	0	0	0	0	0	0	39.7	44.4
1100	366	0	0	0	3	85	187	82	7	1	1	0	0	0	0	0	40.5	44.7
1200	416	0	0	0	7	113	217	69	8	1	1	0	0	0	0	0	39.8	44.2
1300	391	0	0	1	5	114	207	60	3	1	0	0	0	0	0	0	39.3	43.6
1400	364	0	0	0	10	106	169	68	8	1	2	0	0	0	0	0	39.9	44.7
1500	330	0	0	5	7	74	161	66	12	3	1	1	0	0	0	0	40.4	45.8
1600	343	0	0	0	7	90	162	70	12	2	0	0	0	0	0	0	40.5	45.2
1700	232	0	0	0	3	53	122	43	8	2	1	0	0	0	0	0	40.5	45.3
1800	167	1	0	0	4	41	83	30	7	1	0	0	0	0	0	0	40	45.2
1900	143	0	1	1	6	38	67	21	8	0	1	0	0	0	0	0	39.9	45
2000	120	0	0	1	0	34	59	20	4	2	0	0	0	0	0	0	40.2	45.4
2100	81	0	0	0	6	33	30	9	2	1	0	0	0	0	0	0	38.4	43.9
2200	64	0	0	0	2	23	26	9	3	1	0	0	0	0	0	0	39.2	45.5
2300	26	0	0	2	0	9	8	4	2	0	1	0	0	0	0	0	39.6	48
07-19	3311	1	0	10	61	811	1681	636	89	15	6	1	0	0	0	0	40.2	44.9
06-22	3690	1	1	12	73	924	1853	696	104	18	7	1	0	0	0	0	40.1	44.9
06-00	3780	1	1	14	75	956	1887	709	109	19	8	1	0	0	0	0	40.1	44.9
00-00	3905	1	1	14	76	967	1944	751	121	20	8	1	1	0	0	0	40.2	45

03 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	13	0	0	0	0	3	5	5	0	0	0	0	0	0	0	0	41.7	48.4
0100	8	0	0	0	0	2	4	1	1	0	0	0	0	0	0	0	42.1	-
0200	3	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	40	-
0300	6	0	0	0	0	1	1	3	1	0	0	0	0	0	0	0	42.9	-
0400	23	0	0	0	0	4	12	6	0	1	0	0	0	0	0	0	41.4	47.8
0500	46	0	0	0	1	11	25	7	2	0	0	0	0	0	0	0	40.1	45.3
0600	93	0	0	0	10	26	36	19	2	0	0	0	0	0	0	0	38.9	45.1
0700	294	0	0	0	8	100	146	37	3	0	0	0	0	0	0	0	38.9	43.4
0800	347	0	0	0	4	135	171	32	5	0	0	0	0	0	0	0	38.6	42.6
0900	300	0	0	1	8	109	143	35	3	1	0	0	0	0	0	0	38.6	43.1
1000	373	0	0	0	7	146	177	39	4	0	0	0	0	0	0	0	38.6	42.7
1100	376	0	1	9	16	140	179	30	1	0	0	0	0	0	0	0	37.7	42.3
1200	371	0	0	2	14	129	172	51	2	1	0	0	0	0	0	0	38.8	43.4
1300	387	0	0	7	14	113	198	48	3	4	0	0	0	0	0	0	38.8	43.3
1400	434	0	1	7	21	152	194	54	4	1	0	0	0	0	0	0	38.1	43.1
1500	415	0	1	0	8	138	209	52	7	0	0	0	0	0	0	0	38.9	43.3
1600	474	0	0	2	10	137	254	62	8	1	0	0	0	0	0	0	39.3	43.5
1700	492	0	0	2	22	129	239	90	9	1	0	0	0	0	0	0	39.4	44.7
1800	341	0	0	1	19	109	160	43	6	1	2	0	0	0	0	0	38.8	43.7
1900	242	0	0	0	10	65	126	36	4	0	1	0	0	0	0	0	39.5	43.8
2000	147	0	0	0	1	40	63	35	7	1	0	0	0	0	0	0	40.8	47.7
2100	93	0	0	0	6	27	28	26	4	2	0	0	0	0	0	0	40.6	48.7
2200	68	0	0	0	1	19	29	12	4	3	0	0	0	0	0	0	41.1	48
2300	24	0	0	0	1	6	9	4	4	0	0	0	0	0	0	0	41.1	50.3
07-19	4604	0	3	31	151	1537	2242	573	55	10	2	0	0	0	0	0	38.7	43.3
06-22	5179	0	3	31	178	1695	2495	689	72	13	3	0	0	0	0	0	38.9	43.5
06-00	5271	0	3	31	180	1720	2533	705	80	16	3	0	0	0	0	0	38.9	43.6
00-00	5370	0	3	31	182	1741	2580	729	84	17	3	0	0	0	0	0	38.9	43.6

04 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	13	0	0	0	0	1	2	9	1	0	0	0	0	0	0	0	44.8	48.7
0100	12	0	0	0	0	1	8	1	2	0	0	0	0	0	0	0	43	54
0200	4	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	42	-
0300	8	0	0	0	0	0	2	4	2	0	0	0	0	0	0	0	45.5	-
0400	30	0	0	0	0	2	11	9	7	1	0	0	0	0	0	0	45.6	53.9
0500	38	0	0	0	2	6	15	13	2	0	0	0	0	0	0	0	41.4	48.4
0600	101	0	0	2	1	22	47	22	7	0	0	0	0	0	0	0	41	46.6
0700	300	0	0	0	11	84	151	47	7	0	0	0	0	0	0	0	39.4	44.3
0800	362	0	0	0	9	119	174	56	4	0	0	0	0	0	0	0	39.2	43.8
0900	318	0	0	0	12	99	154	47	6	0	0	0	0	0	0	0	39.2	43.8
1000	349	0	1	1	28	135	148	34	2	0	0	0	0	0	0	0	37.5	42.2
1100	333	0	0	5	29	109	148	39	2	1	0	0	0	0	0	0	37.9	42.8
1200	329	0	0	2	8	103	164	44	8	0	0	0	0	0	0	0	39.2	43.7
1300	349	0	0	0	8	97	171	65	8	0	0	0	0	0	0	0	39.7	44.6
1400	397	0	4	4	9	113	194	61	7	4	0	1	0	0	0	0	39.3	44.5
1500	393	0	0	0	4	111	203	65	10	0	0	0	0	0	0	0	39.9	44.3
1600	423	0	0	0	4	111	210	84	13	1	0	0	0	0	0	0	40.2	44.9
1700	504	0	0	6	10	127	277	69	12	3	0	0	0	0	0	0	39.6	43.8
1800	352	0	0	0	16	121	155	49	5	4	2	0	0	0	0	0	39.1	43.9
1900	228	0	0	0	6	63	104	46	9	0	0	0	0	0	0	0	40.1	45
2000	156	0	0	0	5	43	67	26	12	3	0	0	0	0	0	0	40.6	46.7
2100	102	1	0	1	3	24	49	19	5	0	0	0	0	0	0	0	40	47.1
2200	90	0	0	0	3	20	37	27	3	0	0	0	0	0	0	0	40.9	47.5
2300	41	0	0	0	3	10	18	7	1	2	0	0	0	0	0	0	40.1	47
07-19	4409	0	5	18	148	1329	2149	660	84	13	2	1	0	0	0	0	39.2	44
06-22	4996	1	5	21	163	1481	2416	773	117	16	2	1	0	0	0	0	39.4	44.2
06-00	5127	1	5	21	169	1511	2471	807	121	18	2	1	0	0	0	0	39.4	44.3
00-00	5232	1	5	21	171	1521	2512	844	135	19	2	1	0	0	0	0	39.5	44.4

05 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	18	0	0	0	0	4	5	2	5	2	0	0	0	0	0	0	44.9	51.3
0100	11	0	0	0	0	0	6	2	3	0	0	0	0	0	0	0	44.7	52.5
0200	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	47.6	-
0300	4	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	42.4	-
0400	20	0	0	0	0	0	8	4	7	0	1	0	0	0	0	0	47.6	53.7
0500	40	0	0	0	0	5	10	20	5	0	0	0	0	0	0	0	44	49.4
0600	107	0	1	0	0	26	41	33	5	1	0	0	0	0	0	0	41.5	47.3
0700	300	0	0	2	11	82	144	57	4	0	0	0	0	0	0	0	39.4	44.8
0800	346	0	0	0	5	96	185	53	7	0	0	0	0	0	0	0	39.7	44
0900	308	0	0	6	7	131	120	35	8	1	0	0	0	0	0	0	38.1	43.2
1000	322	0	1	1	20	131	138	25	6	0	0	0	0	0	0	0	37.6	42.3
1100	371	0	0	0	18	119	187	44	3	0	0	0	0	0	0	0	38.5	43.2
1200	351	0	0	0	14	133	148	49	7	0	0	0	0	0	0	0	38.6	44
1300	357	2	3	2	12	126	161	47	2	1	1	0	0	0	0	0	38.3	43.4
1400	391	0	0	0	11	142	171	56	7	3	1	0	0	0	0	0	39.2	43.8
1500	439	0	0	0	23	134	221	55	4	2	0	0	0	0	0	0	38.8	43.4
1600	489	0	1	0	8	161	219	88	11	1	0	0	0	0	0	0	39.5	44.7
1700	553	0	0	2	15	138	289	96	13	0	0	0	0	0	0	0	39.9	44.6
1800	391	0	0	0	43	128	157	52	10	0	1	0	0	0	0	0	38.4	44.2
1900	227	1	0	1	2	46	121	44	12	0	0	0	0	0	0	0	40.4	45.1
2000	146	0	0	0	4	35	58	35	9	5	0	0	0	0	0	0	41.3	48.1
2100	101	0	0	0	3	26	47	16	9	0	0	0	0	0	0	0	40.4	44.8
2200	78	0	0	0	3	14	39	18	3	1	0	0	0	0	0	0	40.7	45.8
2300	39	0	0	2	0	7	14	8	7	0	0	1	0	0	0	0	42.7	52
07-19	4618	2	5	13	187	1521	2140	657	82	8	3	0	0	0	0	0	38.9	43.8
06-22	5199	3	6	14	196	1654	2407	785	117	14	3	0	0	0	0	0	39.1	44.2
06-00	5316	3	6	16	199	1675	2460	811	127	15	3	1	0	0	0	0	39.2	44.3
00-00	5411	3	6	16	199	1685	2490	843	147	17	4	1	0	0	0	0	39.3	44.4

06 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	15	0	0	0	0	0	6	5	3	1	0	0	0	0	0	0	46.5	52.9
0100	15	0	0	0	1	1	7	4	1	1	0	0	0	0	0	0	43.6	52.8
0200	7	0	0	0	2	0	3	1	1	0	0	0	0	0	0	0	40.3	-
0300	8	0	0	0	0	2	3	1	2	0	0	0	0	0	0	0	42.7	-
0400	15	0	0	0	0	2	4	4	3	2	0	0	0	0	0	0	45.9	55.6
0500	44	0	1	0	0	7	15	14	7	0	0	0	0	0	0	0	43.2	50.2
0600	111	0	0	1	0	16	52	32	8	2	0	0	0	0	0	0	42.4	48.1
0700	257	1	0	0	5	59	127	52	11	2	0	0	0	0	0	0	40.5	45.1
0800	373	1	0	0	5	102	187	72	6	0	0	0	0	0	0	0	39.8	44.7
0900	310	0	0	0	22	83	149	52	4	0	0	0	0	0	0	0	39	44
1000	362	0	1	0	22	81	199	55	4	0	0	0	0	0	0	0	39.1	43.8
1100	369	0	1	2	9	137	164	46	10	0	0	0	0	0	0	0	38.7	43.5
1200	373	0	0	0	10	141	184	25	9	2	2	0	0	0	0	0	38.6	42.4
1300	368	0	1	1	6	103	188	59	9	1	0	0	0	0	0	0	39.7	44.3
1400	440	0	0	1	7	142	216	62	10	1	1	0	0	0	0	0	39.4	43.8
1500	430	0	0	0	15	115	221	61	14	4	0	0	0	0	0	0	39.8	44.1
1600	464	0	0	1	9	104	253	83	10	3	0	1	0	0	0	0	40.3	44.7
1700	537	0	0	14	14	150	271	80	6	0	2	0	0	0	0	0	38.9	43.6
1800	356	0	1	1	10	115	173	50	5	1	0	0	0	0	0	0	39.1	43.6
1900	209	0	1	0	15	65	93	28	5	1	1	0	0	0	0	0	39	44.2
2000	167	0	0	2	6	36	70	43	9	1	0	0	0	0	0	0	40.8	46.7
2100	120	0	0	1	3	29	54	24	8	1	0	0	0	0	0	0	40.6	45.9
2200	95	0	0	0	2	19	43	26	4	1	0	0	0	0	0	0	41.6	47
2300	48	0	0	0	1	10	18	13	3	2	0	1	0	0	0	0	42.7	48.3
07-19	4639	2	4	20	134	1332	2332	697	98	14	5	1	0	0	0	0	39.4	44.1
06-22	5246	2	5	24	158	1478	2601	824	128	19	6	1	0	0	0	0	39.5	44.3
06-00	5389	2	5	24	161	1507	2662	863	135	22	6	2	0	0	0	0	39.6	44.4
00-00	5493	2	6	24	164	1519	2700	892	152	26	6	2	0	0	0	0	39.7	44.5

07 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	25	0	0	0	1	3	9	11	1	0	0	0	0	0	0	0	42.4	49
0100	17	0	0	0	0	4	5	5	1	2	0	0	0	0	0	0	43.5	54.5
0200	9	0	0	0	0	0	1	3	3	0	1	1	0	0	0	0	53.4	-
0300	6	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	41.9	-
0400	18	0	0	0	0	2	5	7	3	1	0	0	0	0	0	0	45.5	52.6
0500	48	0	0	0	0	7	12	22	7	0	0	0	0	0	0	0	44.6	49.7
0600	101	0	0	1	3	14	43	32	5	1	2	0	0	0	0	0	42.4	48.1
0700	293	0	0	0	5	77	145	60	4	2	0	0	0	0	0	0	40.2	44.6
0800	356	0	1	0	12	78	173	77	12	3	0	0	0	0	0	0	40.4	45.6
0900	372	0	0	0	6	130	185	46	4	1	0	0	0	0	0	0	39	43.3
1000	370	0	2	0	17	129	165	47	9	1	0	0	0	0	0	0	38.6	43.5
1100	355	0	0	2	11	118	189	29	5	1	0	0	0	0	0	0	38.5	42.2
1200	417	0	0	2	21	117	226	43	7	1	0	0	0	0	0	0	38.7	42.7
1300	409	0	0	0	13	145	188	52	5	5	1	0	0	0	0	0	39	43.7
1400	462	0	0	0	10	150	226	66	9	1	0	0	0	0	0	0	39.3	44
1500	432	1	0	1	3	121	217	77	12	0	0	0	0	0	0	0	39.8	44.6
1600	492	1	0	2	15	137	232	91	9	3	2	0	0	0	0	0	39.8	45
1700	494	0	0	0	15	142	239	84	7	7	0	0	0	0	0	0	39.7	44.3
1800	322	0	0	0	19	94	152	49	6	1	0	0	0	1	0	0	39.2	44
1900	239	0	0	0	11	63	109	44	11	1	0	0	0	0	0	0	40.1	45.4
2000	154	0	0	2	7	35	71	27	10	0	1	0	0	1	0	0	40.6	46.5
2100	116	0	1	1	3	19	51	32	8	1	0	0	0	0	0	0	41.3	46.6
2200	104	0	0	0	6	27	46	22	3	0	0	0	0	0	0	0	39.6	45.9
2300	75	0	0	0	0	16	28	24	6	1	0	0	0	0	0	0	42.6	48.6
07-19	4774	2	3	7	147	1438	2337	721	89	26	3	0	0	1	0	0	39.4	44
06-22	5384	2	4	11	171	1569	2611	856	123	29	6	0	0	2	0	0	39.5	44.3
06-00	5563	2	4	11	177	1612	2685	902	132	30	6	0	0	2	0	0	39.6	44.4
00-00	5686	2	4	11	178	1629	2719	953	147	33	7	1	0	2	0	0	39.7	44.6

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	36077	9	30	125	1142	10502	17349	5813	913	150	33	7	1	3	0	0	39.5	44.4

K&MTRAFFIC SURVEYS

SITE: ATC 1 - A291, Herne Bay Rd
GRID REFERENCE: 51.313621, 1.116902

LOCATION: Attached to telegraph pole
DIRECTION: SOUTHBOUND SPEED LIMIT: 50

01 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	49	0	0	0	1	9	24	8	5	2	0	0	0	0	0	0	42.3	49.7
0100	22	0	0	0	2	3	6	9	1	1	0	0	0	0	0	0	42.6	48
0200	13	0	0	0	0	2	3	6	0	2	0	0	0	0	0	0	45.2	56.9
0300	16	0	0	0	0	3	5	7	1	0	0	0	0	0	0	0	43.1	47.8
0400	10	0	0	0	0	1	1	4	2	2	0	0	0	0	0	0	48.2	-
0500	33	1	0	0	0	9	7	12	4	0	0	0	0	0	0	0	41.8	49.5
0600	84	0	0	0	1	10	30	33	9	1	0	0	0	0	0	0	43.4	48.3
0700	202	0	0	0	0	49	86	53	11	3	0	0	0	0	0	0	41.3	46.7
0800	256	0	0	0	5	38	120	75	16	1	1	0	0	0	0	0	41.9	46.4
0900	302	0	0	0	3	73	141	69	14	2	0	0	0	0	0	0	40.8	45.7
1000	385	0	0	0	5	107	195	67	11	0	0	0	0	0	0	0	40	44.6
1100	400	0	0	2	3	74	237	76	7	1	0	0	0	0	0	0	40.6	44.6
1200	415	0	0	0	4	81	256	70	4	0	0	0	0	0	0	0	40.1	43.9
1300	415	0	0	0	2	74	250	77	11	0	1	0	0	0	0	0	40.8	44.7
1400	395	0	0	1	10	93	226	61	4	0	0	0	0	0	0	0	39.7	43.8
1500	373	1	0	0	5	86	186	88	7	0	0	0	0	0	0	0	40.4	45.2
1600	373	0	0	0	12	125	174	56	5	1	0	0	0	0	0	0	39.2	43.6
1700	278	0	0	0	12	57	130	71	6	2	0	0	0	0	0	0	40.5	45.1
1800	265	0	0	0	7	99	123	32	2	1	1	0	0	0	0	0	38.7	43.1
1900	179	0	0	1	7	48	79	41	1	2	0	0	0	0	0	0	39.8	45.6
2000	133	0	0	0	0	28	65	35	5	0	0	0	0	0	0	0	41.1	45.6
2100	140	0	0	0	3	31	62	36	7	0	1	0	0	0	0	0	41.1	46.4
2200	140	0	0	0	4	43	67	23	3	0	0	0	0	0	0	0	39.5	44.3
2300	71	0	0	0	0	11	32	21	7	0	0	0	0	0	0	0	42.8	48.9
07-19	4059	1	0	3	68	956	2124	795	98	11	3	0	0	0	0	0	40.3	44.7
06-22	4595	1	0	4	79	1073	2360	940	120	14	4	0	0	0	0	0	40.4	44.9
06-00	4806	1	0	4	83	1127	2459	984	130	14	4	0	0	0	0	0	40.4	45
00-00	4949	2	0	4	86	1154	2505	1030	143	21	4	0	0	0	0	0	40.5	45.1

02 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	46	0	0	0	1	3	19	18	5	0	0	0	0	0	0	0	43	47.5
0100	27	0	0	0	2	4	5	7	7	2	0	0	0	0	0	0	44.9	52.8
0200	23	0	0	0	0	4	7	4	4	3	1	0	0	0	0	0	46.9	58.5
0300	11	0	0	0	0	0	2	7	2	0	0	0	0	0	0	0	46.4	52.3
0400	11	0	0	0	1	0	4	5	1	0	0	0	0	0	0	0	43.1	47.3
0500	17	0	0	0	0	0	6	6	4	0	1	0	0	0	0	0	46.5	52.8
0600	47	0	0	0	0	3	20	14	7	1	2	0	0	0	0	0	44.9	52.2
0700	105	0	0	0	3	18	42	34	7	1	0	0	0	0	0	0	42.2	48.2
0800	132	0	0	0	2	10	64	51	4	1	0	0	0	0	0	0	42.6	46.4
0900	263	0	0	0	4	42	122	81	12	2	0	0	0	0	0	0	41.7	46.2
1000	340	2	1	2	1	55	193	78	8	0	0	0	0	0	0	0	40.7	45.4
1100	370	0	0	0	16	77	198	71	7	1	0	0	0	0	0	0	40	44.8
1200	386	0	1	0	2	60	236	79	8	0	0	0	0	0	0	0	40.6	44.6
1300	377	0	0	0	2	37	250	83	4	1	0	0	0	0	0	0	41	44.9
1400	329	0	0	2	1	44	169	103	10	0	0	0	0	0	0	0	41.7	46
1500	299	0	0	1	6	46	165	70	10	1	0	0	0	0	0	0	41.2	46
1600	269	0	0	0	2	34	139	73	18	3	0	0	0	0	0	0	42.3	47.2
1700	246	0	0	1	3	34	116	82	9	1	0	0	0	0	0	0	41.8	46.9
1800	179	0	0	1	4	48	86	34	5	1	0	0	0	0	0	0	40	45.1
1900	133	0	0	1	9	35	54	22	11	1	0	0	0	0	0	0	40	45.9
2000	113	0	0	0	1	29	49	27	6	0	1	0	0	0	0	0	41.2	47.2
2100	104	1	2	0	4	22	46	26	2	1	0	0	0	0	0	0	39.7	45.3
2200	59	0	0	0	0	13	22	17	6	1	0	0	0	0	0	0	42.2	47.9
2300	18	0	0	1	0	3	8	2	3	0	0	1	0	0	0	0	43.1	54.4
07-19	3295	2	2	7	46	505	1780	839	102	12	0	0	0	0	0	0	41.2	45.6
06-22	3692	3	4	8	60	594	1949	928	128	15	3	0	0	0	0	0	41.2	45.7
06-00	3769	3	4	9	60	610	1979	947	137	16	3	1	0	0	0	0	41.2	45.9
00-00	3904	3	4	9	64	621	2022	994	160	21	5	1	0	0	0	0	41.3	46

03 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	23	0	0	0	1	2	11	5	2	0	2	0	0	0	0	0	44	53.2
0100	13	0	0	0	0	5	3	2	3	0	0	0	0	0	0	0	41.6	51.2
0200	4	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	45.1	-
0300	14	0	0	0	0	1	1	8	3	1	0	0	0	0	0	0	47.6	53.8
0400	23	0	0	0	0	2	12	5	3	1	0	0	0	0	0	0	43.7	51.9
0500	71	0	0	0	3	10	33	19	4	2	0	0	0	0	0	0	41.9	47
0600	203	0	0	1	7	42	110	37	6	0	0	0	0	0	0	0	39.9	44.3
0700	576	1	3	11	73	206	243	39	0	0	0	0	0	0	0	0	36.5	41.6
0800	470	1	1	6	58	184	198	21	1	0	0	0	0	0	0	0	36.4	41.4
0900	359	0	0	0	7	108	174	61	8	1	0	0	0	0	0	0	39.5	44.2
1000	356	0	0	8	14	88	171	70	5	0	0	0	0	0	0	0	39.1	44.7
1100	328	2	5	9	21	93	151	45	2	0	0	0	0	0	0	0	37.7	43.4
1200	353	0	0	0	9	96	184	59	2	2	0	1	0	0	0	0	39.9	44.1
1300	348	0	0	2	12	101	163	66	4	0	0	0	0	0	0	0	39.4	44.4
1400	338	0	0	0	14	106	169	44	3	2	0	0	0	0	0	0	38.9	43.3
1500	342	1	1	1	13	85	175	60	5	1	0	0	0	0	0	0	39.5	44.4
1600	372	0	0	3	6	105	167	81	9	1	0	0	0	0	0	0	40.1	45.4
1700	377	0	0	1	3	49	231	77	13	2	1	0	0	0	0	0	41.2	45
1800	240	0	0	0	5	55	116	57	6	0	1	0	0	0	0	0	40.4	45.1
1900	191	0	0	0	2	74	85	23	5	2	0	0	0	0	0	0	39.2	43.7
2000	127	0	1	0	1	31	65	26	3	0	0	0	0	0	0	0	40.3	45.3
2100	95	0	0	0	4	26	31	30	3	0	1	0	0	0	0	0	40.6	46.1
2200	48	0	0	0	0	10	19	11	8	0	0	0	0	0	0	0	42.3	50
2300	21	0	0	0	0	3	10	3	4	1	0	0	0	0	0	0	43.8	53.2
07-19	4459	5	10	41	235	1276	2142	680	58	9	2	1	0	0	0	0	38.8	43.8
06-22	5075	5	11	42	249	1449	2433	796	75	11	3	1	0	0	0	0	39	44
06-00	5144	5	11	42	249	1462	2462	810	87	12	3	1	0	0	0	0	39	44
00-00	5292	5	11	42	253	1482	2523	851	103	16	5	1	0	0	0	0	39.1	44.2

04 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	14	0	0	0	0	2	6	3	1	2	0	0	0	0	0	0	44.8	56.4
0100	12	0	0	0	0	0	2	9	1	0	0	0	0	0	0	0	45.1	47.9
0200	5	0	0	0	0	2	0	1	2	0	0	0	0	0	0	0	43.7	-
0300	10	0	0	0	0	1	2	5	2	0	0	0	0	0	0	0	45.6	-
0400	14	0	0	0	0	1	5	7	1	0	0	0	0	0	0	0	44	49.1
0500	77	0	1	0	0	8	30	24	11	2	1	0	0	0	0	0	43.8	50.4
0600	205	0	0	1	1	38	111	46	7	1	0	0	0	0	0	0	40.8	45.2
0700	523	1	1	1	22	159	274	63	2	0	0	0	0	0	0	0	38.5	43.2
0800	479	3	5	11	41	150	206	61	1	1	0	0	0	0	0	0	37.3	43.2
0900	351	1	1	0	10	109	178	47	4	1	0	0	0	0	0	0	39	43.6
1000	344	0	2	2	34	115	145	44	1	0	1	0	0	0	0	0	37.8	43
1100	324	0	0	4	26	95	157	37	4	1	0	0	0	0	0	0	38.2	42.6
1200	315	0	0	7	23	89	150	37	9	0	0	0	0	0	0	0	38.3	43.5
1300	302	0	0	0	10	74	162	52	4	0	0	0	0	0	0	0	39.6	44
1400	330	0	0	0	13	86	152	71	5	3	0	0	0	0	0	0	40	45.1
1500	370	0	1	0	14	90	186	70	7	2	0	0	0	0	0	0	39.8	44.6
1600	388	0	1	0	3	91	207	76	10	0	0	0	0	0	0	0	40.2	44.7
1700	325	0	0	0	1	71	181	64	7	1	0	0	0	0	0	0	40.5	44.7
1800	262	0	0	0	6	100	117	33	6	0	0	0	0	0	0	0	38.8	43.5
1900	205	0	0	0	3	58	99	38	6	0	1	0	0	0	0	0	40.1	45.3
2000	134	0	0	0	1	40	58	26	8	1	0	0	0	0	0	0	40.8	45.5
2100	119	0	0	0	4	21	55	34	4	0	1	0	0	0	0	0	41.3	46.3
2200	50	0	0	0	2	9	17	12	8	2	0	0	0	0	0	0	43.1	52.7
2300	24	0	0	0	1	4	8	6	4	1	0	0	0	0	0	0	43.3	53.6
07-19	4313	5	11	25	203	1229	2115	655	60	9	1	0	0	0	0	0	38.9	43.8
06-22	4976	5	11	26	212	1386	2438	799	85	11	3	0	0	0	0	0	39.2	44.1
06-00	5050	5	11	26	215	1399	2463	817	97	14	3	0	0	0	0	0	39.2	44.1
00-00	5182	5	12	26	215	1413	2508	866	115	18	4	0	0	0	0	0	39.4	44.3

05 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	5	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	42.8	-
0100	6	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	44.4	-
0200	9	0	0	0	0	0	4	3	2	0	0	0	0	0	0	0	45.2	-
0300	9	0	0	0	0	1	2	4	1	1	0	0	0	0	0	0	46.3	-
0400	20	0	0	0	0	0	5	8	5	1	1	0	0	0	0	0	48	54.5
0500	72	0	0	0	1	3	35	24	7	2	0	0	0	0	0	0	43.5	49
0600	200	0	0	0	3	30	98	60	6	3	0	0	0	0	0	0	41.8	46.1
0700	551	1	6	15	66	184	206	70	3	0	0	0	0	0	0	0	36.9	43.2
0800	493	0	0	1	14	152	250	74	2	0	0	0	0	0	0	0	38.9	43.6
0900	350	2	1	7	28	104	167	38	3	0	0	0	0	0	0	0	37.7	42.8
1000	334	0	0	0	15	76	186	50	7	0	0	0	0	0	0	0	39.5	43.7
1100	357	0	0	1	36	92	174	49	5	0	0	0	0	0	0	0	38.6	43.6
1200	343	0	0	1	14	122	167	32	7	0	0	0	0	0	0	0	38.6	42.7
1300	355	0	0	1	17	123	170	38	6	0	0	0	0	0	0	0	38.4	43.2
1400	354	0	0	0	23	81	197	48	5	0	0	0	0	0	0	0	39.2	43.6
1500	364	0	0	0	4	107	198	51	4	0	0	0	0	0	0	0	39.6	43.6
1600	400	1	1	7	39	140	158	46	7	1	0	0	0	0	0	0	37.5	43.2
1700	363	0	0	0	1	66	207	80	8	1	0	0	0	0	0	0	40.7	44.8
1800	261	0	0	0	4	92	112	48	4	1	0	0	0	0	0	0	39.3	44.7
1900	222	0	0	0	10	64	104	37	5	2	0	0	0	0	0	0	39.8	44.2
2000	124	0	1	1	0	23	62	36	1	0	0	0	0	0	0	0	40.3	45.4
2100	97	0	0	0	0	19	41	30	6	1	0	0	0	0	0	0	42.2	48
2200	95	0	0	1	3	27	37	20	6	0	1	0	0	0	0	0	40.5	47.6
2300	25	0	0	0	1	1	12	8	0	2	0	1	0	0	0	0	44.5	49.5
07-19	4525	4	8	33	261	1339	2192	624	61	3	0	0	0	0	0	0	38.6	43.5
06-22	5168	4	9	34	274	1475	2497	787	79	9	0	0	0	0	0	0	38.9	43.8
06-00	5288	4	9	35	278	1503	2546	815	85	11	1	1	0	0	0	0	39	44
00-00	5409	4	9	35	279	1508	2596	859	101	15	2	1	0	0	0	0	39.1	44.2

06 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	16	0	0	0	0	1	3	7	5	0	0	0	0	0	0	0	46.5	52.3
0100	9	0	0	0	0	2	3	2	2	0	0	0	0	0	0	0	43	-
0200	8	0	0	0	0	2	1	2	3	0	0	0	0	0	0	0	44.3	-
0300	10	0	0	0	0	1	5	2	1	1	0	0	0	0	0	0	43.9	-
0400	16	0	0	0	0	1	6	7	1	1	0	0	0	0	0	0	44.8	49.9
0500	81	0	0	0	1	9	35	24	8	4	0	0	0	0	0	0	43.4	50
0600	186	0	0	1	1	20	93	65	5	1	0	0	0	0	0	0	42.2	47
0700	504	13	4	15	40	140	226	62	4	0	0	0	0	0	0	0	36.9	43
0800	417	1	0	1	1	109	248	53	4	0	0	0	0	0	0	0	39.5	43.1
0900	365	1	4	1	20	90	179	67	3	0	0	0	0	0	0	0	39.1	44.4
1000	325	0	0	0	7	71	184	57	6	0	0	0	0	0	0	0	40	44.3
1100	332	0	5	4	12	103	156	47	4	0	1	0	0	0	0	0	38.5	43.8
1200	335	0	1	0	6	99	170	57	2	0	0	0	0	0	0	0	39.4	44
1300	326	0	0	0	10	61	203	47	5	0	0	0	0	0	0	0	40.1	43.6
1400	377	0	1	0	11	115	206	34	10	0	0	0	0	0	0	0	39.1	42.8
1500	396	0	0	0	10	98	217	61	8	2	0	0	0	0	0	0	39.9	44.1
1600	389	0	1	1	3	80	211	79	14	0	0	0	0	0	0	0	40.7	45.2
1700	344	0	0	0	6	67	198	66	7	0	0	0	0	0	0	0	40.3	44.5
1800	245	0	0	0	4	71	124	44	1	1	0	0	0	0	0	0	39.6	44
1900	224	0	0	0	21	46	104	39	13	1	0	0	0	0	0	0	39.9	45.4
2000	151	0	0	1	8	34	64	29	12	2	1	0	0	0	0	0	40.9	47.5
2100	126	0	0	0	2	28	60	30	6	0	0	0	0	0	0	0	40.6	46.6
2200	90	0	0	0	10	25	32	20	1	2	0	0	0	0	0	0	38.9	45.2
2300	38	0	0	0	0	4	18	10	5	1	0	0	0	0	0	0	43.3	50.6
07-19	4355	15	16	22	130	1104	2322	674	68	3	1	0	0	0	0	0	39.3	44
06-22	5042	15	16	24	162	1232	2643	837	104	7	2	0	0	0	0	0	39.5	44.3
06-00	5170	15	16	24	172	1261	2693	867	110	10	2	0	0	0	0	0	39.6	44.3
00-00	5310	15	16	24	173	1277	2746	911	130	16	2	0	0	0	0	0	39.7	44.5

07 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	26	0	0	0	4	5	8	3	6	0	0	0	0	0	0	0	40.7	50.9
0100	14	0	0	0	1	4	1	7	1	0	0	0	0	0	0	0	41.6	48.2
0200	12	0	0	0	1	0	1	4	6	0	0	0	0	0	0	0	46.8	51.1
0300	20	0	0	0	0	0	7	6	5	1	1	0	0	0	0	0	47.5	53
0400	27	0	0	0	1	1	8	7	8	2	0	0	0	0	0	0	47.2	55.3
0500	90	0	0	0	0	12	31	31	9	6	1	0	0	0	0	0	44.7	50.6
0600	194	0	0	0	0	23	91	61	17	1	0	1	0	0	0	0	42.8	47.5
0700	525	1	0	3	40	121	258	92	9	0	0	1	0	0	0	0	39.2	44
0800	482	0	0	1	56	154	191	74	6	0	0	0	0	0	0	0	38	43.7
0900	398	0	2	1	15	130	171	77	2	0	0	0	0	0	0	0	39	44.7
1000	367	0	0	2	13	153	176	21	2	0	0	0	0	0	0	0	37.5	41.4
1100	377	0	1	1	20	152	166	36	1	0	0	0	0	0	0	0	37.8	42.3
1200	342	0	0	0	4	125	171	35	5	2	0	0	0	0	0	0	39.1	43.2
1300	342	0	0	2	4	110	163	58	4	0	1	0	0	0	0	0	39.4	44.1
1400	369	0	0	0	7	98	190	61	11	2	0	0	0	0	0	0	39.8	44.1
1500	390	5	6	3	9	97	196	68	6	0	0	0	0	0	0	0	38.9	44.2
1600	396	3	1	0	1	125	186	69	11	0	0	0	0	0	0	0	39.5	44.5
1700	352	0	1	5	6	89	182	62	4	1	1	1	0	0	0	0	39.9	44.7
1800	284	0	1	1	1	66	141	67	6	0	1	0	0	0	0	0	40.6	45
1900	208	0	0	0	4	58	98	39	6	3	0	0	0	0	0	0	40.2	46
2000	132	0	0	0	2	45	51	28	4	0	2	0	0	0	0	0	40.4	46.6
2100	139	0	0	1	0	13	79	41	2	3	0	0	0	0	0	0	42.1	46
2200	115	0	0	3	7	24	52	22	6	1	0	0	0	0	0	0	40	46.3
2300	66	0	0	0	2	18	22	18	4	1	1	0	0	0	0	0	41.5	48.6
07-19	4624	9	12	19	176	1420	2191	720	67	5	3	2	0	0	0	0	39	43.8
06-22	5297	9	12	20	182	1559	2510	889	96	12	5	3	0	0	0	0	39.3	44.2
06-00	5478	9	12	23	191	1601	2584	929	106	14	6	3	0	0	0	0	39.3	44.3
00-00	5667	9	12	23	198	1623	2640	987	141	23	8	3	0	0	0	0	39.5	44.5

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	35713	43	64	163	1268	9078	17540	6498	893	130	30	6	0	0	0	0	39.7	44.6

02 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	42	0	0	0	9	24	6	3	0	0	0	0	0	0	0	0	34.2	39.7
0100	25	0	0	0	5	13	6	0	1	0	0	0	0	0	0	0	34.8	40.8
0200	26	0	0	0	7	10	9	0	0	0	0	0	0	0	0	0	34	39.1
0300	10	0	0	0	0	8	2	0	0	0	0	0	0	0	0	0	35.3	-
0400	7	0	0	0	0	4	2	1	0	0	0	0	0	0	0	0	37.6	-
0500	17	0	0	0	2	12	3	0	0	0	0	0	0	0	0	0	34.6	38
0600	35	0	0	1	13	16	5	0	0	0	0	0	0	0	0	0	32.6	37.5
0700	66	0	1	1	25	34	4	1	0	0	0	0	0	0	0	0	32.1	35.9
0800	111	0	1	4	25	48	32	1	0	0	0	0	0	0	0	0	34.1	39.7
0900	221	0	4	7	69	116	24	1	0	0	0	0	0	0	0	0	32.2	36.1
1000	310	0	1	7	118	164	19	1	0	0	0	0	0	0	0	0	31.8	35.5
1100	365	0	8	15	153	165	21	3	0	0	0	0	0	0	0	0	31.2	35.5
1200	415	0	3	16	151	219	24	1	0	1	0	0	0	0	0	0	31.7	35.5
1300	390	0	0	11	187	156	31	5	0	0	0	0	0	0	0	0	31.6	35.6
1400	370	0	3	19	159	156	26	6	0	1	0	0	0	0	0	0	31.2	35.4
1500	329	0	1	13	129	155	29	2	0	0	0	0	0	0	0	0	31.9	35.9
1600	346	0	3	13	125	165	35	4	1	0	0	0	0	0	0	0	32.1	36.5
1700	227	0	4	3	72	120	26	2	0	0	0	0	0	0	0	0	32.6	37
1800	165	0	1	5	72	75	12	0	0	0	0	0	0	0	0	0	31.5	35.2
1900	145	0	1	7	48	70	17	2	0	0	0	0	0	0	0	0	31.9	36.7
2000	124	0	1	2	44	59	17	1	0	0	0	0	0	0	0	0	32.6	37.2
2100	83	0	0	3	28	42	9	1	0	0	0	0	0	0	0	0	32.7	36.4
2200	63	0	2	4	23	27	7	0	0	0	0	0	0	0	0	0	31.3	35.5
2300	26	0	0	1	9	12	3	1	0	0	0	0	0	0	0	0	32.8	37.8
07-19	3315	0	30	114	1285	1573	283	27	1	2	0	0	0	0	0	0	31.8	35.9
06-22	3702	0	32	127	1418	1760	331	31	1	2	0	0	0	0	0	0	31.9	36
06-00	3791	0	34	132	1450	1799	341	32	1	2	0	0	0	0	0	0	31.9	36
00-00	3918	0	34	132	1473	1870	369	36	2	2	0	0	0	0	0	0	32	36.1

03 March 2025

[illegible]

05 March 2025

[illegible]

06 March 2025

[illegible]

07 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	25	0	0	0	7	7	10	1	0	0	0	0	0	0	0	0	34.7	40.4
0100	18	0	0	0	6	9	3	0	0	0	0	0	0	0	0	0	32.4	37.7
0200	10	0	0	0	2	2	4	0	2	0	0	0	0	0	0	0	39.5	-
0300	6	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	32.6	-
0400	19	0	0	0	4	8	6	0	1	0	0	0	0	0	0	0	35.3	39.7
0500	51	0	0	1	7	24	18	1	0	0	0	0	0	0	0	0	35.9	40
0600	105	0	2	5	34	46	16	2	0	0	0	0	0	0	0	0	32.7	37.9
0700	287	0	3	11	102	140	31	0	0	0	0	0	0	0	0	0	32	36.9
0800	344	3	4	19	145	140	30	2	1	0	0	0	0	0	0	0	31.2	35.8
0900	385	0	1	19	188	151	24	0	2	0	0	0	0	0	0	0	30.8	34.7
1000	364	0	2	20	166	151	21	3	1	0	0	0	0	0	0	0	30.9	34.8
1100	359	0	11	20	184	123	19	2	0	0	0	0	0	0	0	0	30.2	34.9
1200	420	1	10	35	190	166	16	2	0	0	0	0	0	0	0	0	30.1	34.3
1300	411	0	14	18	184	156	34	5	0	0	0	0	0	0	0	0	30.9	36.3
1400	456	1	6	29	197	187	27	9	0	0	0	0	0	0	0	0	31.1	35.6
1500	430	1	10	26	196	157	40	0	0	0	0	0	0	0	0	0	30.8	35.9
1600	480	2	11	29	193	196	44	5	0	0	0	0	0	0	0	0	31.1	36
1700	489	1	13	38	214	171	47	5	0	0	0	0	0	0	0	0	30.8	36
1800	317	0	4	15	159	112	20	2	5	0	0	0	0	0	0	0	31.1	35.3
1900	239	1	0	10	88	109	29	2	0	0	0	0	0	0	0	0	31.9	36.4
2000	156	0	0	3	61	70	19	1	1	0	1	0	0	0	0	0	32.7	37.2
2100	115	0	0	1	33	64	12	5	0	0	0	0	0	0	0	0	33.4	37.6
2200	106	0	0	3	54	41	8	0	0	0	0	0	0	0	0	0	31.1	35.6
2300	78	0	1	1	25	35	14	2	0	0	0	0	0	0	0	0	33.2	39.6
07-19	4742	9	89	279	2118	1850	353	35	9	0	0	0	0	0	0	0	30.9	35.5
06-22	5357	10	91	298	2334	2139	429	45	10	0	1	0	0	0	0	0	31.1	35.7
06-00	5541	10	92	302	2413	2215	451	47	10	0	1	0	0	0	0	0	31.1	35.7
00-00	5670	10	92	303	2441	2269	492	49	13	0	1	0	0	0	0	0	31.2	35.9

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	36104	51	517	1995	15354	15185	2696	255	43	7	1	0	0	0	0	0	31.1	35.6

K&M TRAFFIC SURVEYS

SITE: ATC 2 - A291, Herne Bay Rd
GRID REFERENCE: 51.310585, 1.116486

LOCATION: Attached to telegraph pole
DIRECTION: SOUTHBOUND SPEED LIMIT: 40

01 March 2025

[illegible]

03 March 2025

[illegible]

04 March 2025

[illegible]

05 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	5	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	30.3	-
0100	6	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	33.3	-
0200	9	0	0	0	2	5	1	1	0	0	0	0	0	0	0	0	34.1	-
0300	9	0	0	0	0	5	4	0	0	0	0	0	0	0	0	0	36.2	-
0400	20	0	0	0	2	12	4	1	1	0	0	0	0	0	0	0	36.4	41.6
0500	71	0	0	0	34	33	3	1	0	0	0	0	0	0	0	0	31.8	36.2
0600	195	0	0	7	82	99	6	1	0	0	0	0	0	0	0	0	31.6	35
0700	542	60	72	118	200	85	6	0	0	0	0	0	1	0	0	0	24.2	31.4
0800	479	31	38	122	201	82	5	0	0	0	0	0	0	0	0	0	25.2	31.5
0900	351	8	50	123	139	29	2	0	0	0	0	0	0	0	0	0	24.1	29.5
1000	344	32	125	137	47	3	0	0	0	0	0	0	0	0	0	0	19.2	24.8
1100	345	11	16	72	179	65	2	0	0	0	0	0	0	0	0	0	26.7	31.9
1200	360	2	5	66	228	56	3	0	0	0	0	0	0	0	0	0	27.5	31.3
1300	357	0	1	61	188	99	8	0	0	0	0	0	0	0	0	0	28.9	33.3
1400	353	8	2	35	172	128	7	1	0	0	0	0	0	0	0	0	29.3	33.4
1500	354	0	1	16	216	111	10	0	0	0	0	0	0	0	0	0	29.9	33.4
1600	405	6	54	80	151	110	4	0	0	0	0	0	0	0	0	0	26.5	32.8
1700	360	1	1	47	220	86	4	1	0	0	0	0	0	0	0	0	28.6	32.4
1800	266	0	0	35	158	69	3	1	0	0	0	0	0	0	0	0	29	33.2
1900	221	0	0	20	83	106	10	2	0	0	0	0	0	0	0	0	31	35.1
2000	126	0	0	7	54	58	7	0	0	0	0	0	0	0	0	0	31.3	35.4
2100	99	0	3	2	30	53	11	0	0	0	0	0	0	0	0	0	32.1	36.2
2200	93	0	0	9	28	45	10	1	0	0	0	0	0	0	0	0	31.9	37.1
2300	27	0	0	1	6	14	4	1	1	0	0	0	0	0	0	0	34.2	40.4
07-19	4516	159	365	912	2099	923	54	3	0	0	0	0	1	0	0	0	26.4	32.1
06-22	5157	159	368	948	2348	1239	88	6	0	0	0	0	1	0	0	0	27	32.8
06-00	5277	159	368	958	2382	1298	102	8	1	0	0	0	1	0	0	0	27.2	32.9
00-00	5397	159	368	958	2425	1357	116	11	2	0	0	0	1	0	0	0	27.3	33

06 March 2025

[illegible]

07 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	26	0	0	4	5	15	1	1	0	0	0	0	0	0	0	0	32	36.2
0100	13	0	0	1	3	7	2	0	0	0	0	0	0	0	0	0	32.9	37.4
0200	13	0	0	0	2	9	2	0	0	0	0	0	0	0	0	0	34.2	37.4
0300	20	0	0	0	3	10	7	0	0	0	0	0	0	0	0	0	35.9	41.3
0400	27	0	0	0	3	16	8	0	0	0	0	0	0	0	0	0	35.5	40.2
0500	90	0	0	5	28	43	14	0	0	0	0	0	0	0	0	0	32.5	37.5
0600	194	0	0	8	85	83	16	2	0	0	0	0	0	0	0	0	31.5	36
0700	509	29	36	107	231	101	5	0	0	0	0	0	0	0	0	0	26.1	32
0800	470	80	62	74	157	94	3	0	0	0	0	0	0	0	0	0	23.4	32.1
0900	397	1	7	65	204	112	8	0	0	0	0	0	0	0	0	0	28.7	33.2
1000	371	0	12	67	226	65	1	0	0	0	0	0	0	0	0	0	27.5	31.7
1100	374	5	27	63	194	82	3	0	0	0	0	0	0	0	0	0	27.1	31.9
1200	341	0	1	27	216	91	6	0	0	0	0	0	0	0	0	0	29.4	32.5
1300	344	1	5	33	186	110	9	0	0	0	0	0	0	0	0	0	29.4	33.6
1400	359	5	3	46	168	124	13	0	0	0	0	0	0	0	0	0	29.4	34.1
1500	387	7	4	68	193	106	9	0	0	0	0	0	0	0	0	0	28.6	33.1
1600	395	8	18	75	160	125	9	0	0	0	0	0	0	0	0	0	28	33.6
1700	352	1	10	64	183	90	3	1	0	0	0	0	0	0	0	0	28.3	33.1
1800	281	0	0	22	140	106	12	1	0	0	0	0	0	0	0	0	30.2	34.1
1900	208	1	7	51	70	72	6	1	0	0	0	0	0	0	0	0	28.7	34.2
2000	136	0	0	5	58	60	11	2	0	0	0	0	0	0	0	0	31.6	35.7
2100	138	0	0	2	37	93	4	2	0	0	0	0	0	0	0	0	32.5	35.5
2200	117	0	0	7	46	59	5	0	0	0	0	0	0	0	0	0	31.5	35.6
2300	67	0	0	2	25	33	5	2	0	0	0	0	0	0	0	0	32.3	36.8
07-19	4580	137	185	711	2258	1206	81	2	0	0	0	0	0	0	0	0	27.8	33
06-22	5256	138	192	777	2508	1514	118	9	0	0	0	0	0	0	0	0	28.2	33.3
06-00	5440	138	192	786	2579	1606	128	11	0	0	0	0	0	0	0	0	28.3	33.4
00-00	5629	138	192	796	2623	1706	162	12	0	0	0	0	0	0	0	0	28.5	33.7

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	35554	780	1133	4347	16697	11442	1082	66	5	1	0	0	1	0	0	0	28.8	33.8

Appendix E: TRICS Data

Calculation Reference: AUDIT-110301-250519-0555

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
	KC KENT	2 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	6 days
09	NORTH	
	DH DURHAM	1 days
	IM ISLE OF MAN	1 days

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

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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: No of Dwellings
Actual Range: 50 to 300 (units:)
Range Selected by User: 50 to 300 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/09/24

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

Selected survey days:

Monday	1 days
Tuesday	7 days
Wednesday	1 days
Thursday	5 days

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

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	12

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

Selected Location Sub Categories:

Residential Zone	11
Out of Town	1
No Sub Category	2

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 Vehicles Counts:

Servicing vehicles Included	15 days - Selected
Servicing vehicles Excluded	52 days - Selected

Secondary Filtering selection:**Use Class:**

C3	14 days
----	---------

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:

All Surveys Included

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Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	11 days

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

Population within 5 miles:

5,001 to 25,000	7 days
25,001 to 50,000	4 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	11 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	11 days
No	3 days

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

PTAL Rating:

No PTAL Present	14 days
-----------------	---------

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

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LIST OF SITES relevant to selection parameters

1	DC-03-A-11 A350 SHAFTESBURY	MIXED HOUSES		DORSET
	Edge of Town No Sub Category Total No of Dwellings:		141	
	Survey date: TUESDAY		31/10/23	Survey Type: MANUAL
2	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED		DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		50	
	Survey date: TUESDAY		28/03/17	Survey Type: MANUAL
3	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY	MIXED HOUSES & FLATS		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		91	
	Survey date: THURSDAY		07/11/19	Survey Type: MANUAL
4	HC-03-A-23 CANADA WAY LIPHOOK	HOUSES & FLATS		HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		62	
	Survey date: TUESDAY		19/11/19	Survey Type: MANUAL
5	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES		HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		160	
	Survey date: MONDAY		08/07/19	Survey Type: MANUAL
6	IM-03-A-06 MOORAGH PROMENADE RAMSEY	MIXED HOUSES		ISLE OF MAN
	Edge of Town Residential Zone Total No of Dwellings:		129	
	Survey date: THURSDAY		23/05/24	Survey Type: MANUAL
7	KC-03-A-07 RECVLVER ROAD HERNE BAY	MIXED HOUSES		KENT
	Edge of Town Residential Zone Total No of Dwellings:		288	
	Survey date: WEDNESDAY		27/09/17	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

8	KC-03-A-10 HEADCORN ROAD STAPLEHURST	MIXED HOUSES		KENT
	Edge of Town Residential Zone Total No of Dwellings:		106	
	Survey date: TUESDAY		09/05/23	Survey Type: MANUAL
9	NF-03-A-30 BRANDON ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		266	
	Survey date: THURSDAY		23/09/21	Survey Type: MANUAL
10	NF-03-A-33 LONDON ROAD ATTLEBOROUGH	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		143	
	Survey date: THURSDAY		29/09/22	Survey Type: MANUAL
11	NF-03-A-34 NORWICH ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Out of Town Total No of Dwellings:		80	
	Survey date: TUESDAY		27/09/22	Survey Type: MANUAL
12	NF-03-A-36 LONDON ROAD WYMONDHAM	MIXED HOUSES		NORFOLK
	Edge of Town No Sub Category Total No of Dwellings:		75	
	Survey date: THURSDAY		29/09/22	Survey Type: MANUAL
13	NF-03-A-39 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		212	
	Survey date: TUESDAY		27/09/22	Survey Type: MANUAL
14	NF-03-A-46 BURGH ROAD AYLSHAM	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		300	
	Survey date: TUESDAY		14/09/21	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.76

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	150	0.078	14	150	0.282	14	150	0.360
08:00 - 09:00	14	150	0.153	14	150	0.319	14	150	0.472
09:00 - 10:00	14	150	0.143	14	150	0.171	14	150	0.314
10:00 - 11:00	14	150	0.117	14	150	0.158	14	150	0.275
11:00 - 12:00	14	150	0.148	14	150	0.159	14	150	0.307
12:00 - 13:00	14	150	0.155	14	150	0.135	14	150	0.290
13:00 - 14:00	14	150	0.158	14	150	0.144	14	150	0.302
14:00 - 15:00	14	150	0.176	14	150	0.169	14	150	0.345
15:00 - 16:00	14	150	0.261	14	150	0.170	14	150	0.431
16:00 - 17:00	14	150	0.267	14	150	0.169	14	150	0.436
17:00 - 18:00	14	150	0.333	14	150	0.156	14	150	0.489
18:00 - 19:00	14	150	0.276	14	150	0.161	14	150	0.437
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.265			2.193			4.458

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

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

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Parameter summary

Trip rate parameter range selected:	50 - 300 (units:)
Survey date range:	01/01/16 - 18/09/24
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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

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Licence No: 110301

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

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	150	0.001	14	150	0.000	14	150	0.001
08:00 - 09:00	14	150	0.000	14	150	0.000	14	150	0.000
09:00 - 10:00	14	150	0.004	14	150	0.002	14	150	0.006
10:00 - 11:00	14	150	0.003	14	150	0.003	14	150	0.006
11:00 - 12:00	14	150	0.003	14	150	0.003	14	150	0.006
12:00 - 13:00	14	150	0.000	14	150	0.001	14	150	0.001
13:00 - 14:00	14	150	0.001	14	150	0.001	14	150	0.002
14:00 - 15:00	14	150	0.002	14	150	0.002	14	150	0.004
15:00 - 16:00	14	150	0.004	14	150	0.003	14	150	0.007
16:00 - 17:00	14	150	0.000	14	150	0.001	14	150	0.001
17:00 - 18:00	14	150	0.002	14	150	0.000	14	150	0.002
18:00 - 19:00	14	150	0.000	14	150	0.001	14	150	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.017			0.037

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	150	0.003	14	150	0.006	14	150	0.009
08:00 - 09:00	14	150	0.002	14	150	0.009	14	150	0.011
09:00 - 10:00	14	150	0.001	14	150	0.002	14	150	0.003
10:00 - 11:00	14	150	0.003	14	150	0.003	14	150	0.006
11:00 - 12:00	14	150	0.001	14	150	0.003	14	150	0.004
12:00 - 13:00	14	150	0.003	14	150	0.001	14	150	0.004
13:00 - 14:00	14	150	0.003	14	150	0.001	14	150	0.004
14:00 - 15:00	14	150	0.003	14	150	0.002	14	150	0.005
15:00 - 16:00	14	150	0.005	14	150	0.002	14	150	0.007
16:00 - 17:00	14	150	0.004	14	150	0.004	14	150	0.008
17:00 - 18:00	14	150	0.005	14	150	0.007	14	150	0.012
18:00 - 19:00	14	150	0.009	14	150	0.004	14	150	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.044			0.086

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	150	0.016	14	150	0.043	14	150	0.059
08:00 - 09:00	14	150	0.042	14	150	0.096	14	150	0.138
09:00 - 10:00	14	150	0.042	14	150	0.037	14	150	0.079
10:00 - 11:00	14	150	0.023	14	150	0.026	14	150	0.049
11:00 - 12:00	14	150	0.038	14	150	0.041	14	150	0.079
12:00 - 13:00	14	150	0.035	14	150	0.030	14	150	0.065
13:00 - 14:00	14	150	0.026	14	150	0.029	14	150	0.055
14:00 - 15:00	14	150	0.032	14	150	0.033	14	150	0.065
15:00 - 16:00	14	150	0.102	14	150	0.061	14	150	0.163
16:00 - 17:00	14	150	0.054	14	150	0.041	14	150	0.095
17:00 - 18:00	14	150	0.056	14	150	0.049	14	150	0.105
18:00 - 19:00	14	150	0.044	14	150	0.053	14	150	0.097
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.510			0.539			1.049

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	150	0.000	14	150	0.026	14	150	0.026
08:00 - 09:00	14	150	0.002	14	150	0.038	14	150	0.040
09:00 - 10:00	14	150	0.002	14	150	0.012	14	150	0.014
10:00 - 11:00	14	150	0.004	14	150	0.002	14	150	0.006
11:00 - 12:00	14	150	0.004	14	150	0.002	14	150	0.006
12:00 - 13:00	14	150	0.004	14	150	0.003	14	150	0.007
13:00 - 14:00	14	150	0.003	14	150	0.003	14	150	0.006
14:00 - 15:00	14	150	0.004	14	150	0.004	14	150	0.008
15:00 - 16:00	14	150	0.018	14	150	0.010	14	150	0.028
16:00 - 17:00	14	150	0.017	14	150	0.003	14	150	0.020
17:00 - 18:00	14	150	0.016	14	150	0.003	14	150	0.019
18:00 - 19:00	14	150	0.027	14	150	0.006	14	150	0.033
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.101			0.112			0.213

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.76

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	150	0.113	14	150	0.469	14	150	0.582
08:00 - 09:00	14	150	0.251	14	150	0.697	14	150	0.948
09:00 - 10:00	14	150	0.223	14	150	0.294	14	150	0.517
10:00 - 11:00	14	150	0.184	14	150	0.251	14	150	0.435
11:00 - 12:00	14	150	0.242	14	150	0.274	14	150	0.516
12:00 - 13:00	14	150	0.252	14	150	0.215	14	150	0.467
13:00 - 14:00	14	150	0.251	14	150	0.223	14	150	0.474
14:00 - 15:00	14	150	0.286	14	150	0.273	14	150	0.559
15:00 - 16:00	14	150	0.581	14	150	0.319	14	150	0.900
16:00 - 17:00	14	150	0.491	14	150	0.291	14	150	0.782
17:00 - 18:00	14	150	0.573	14	150	0.282	14	150	0.855
18:00 - 19:00	14	150	0.487	14	150	0.320	14	150	0.807
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.934			3.908			7.842

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

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

Appendix F: Traffic Distribution

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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			32%	25%	11%	8%	24%
			554	424	185	128	415
place of work	Driving a car or van	Direction	N	W Sturry Road	E	Broad Oak / Sturry / Fordwich	W Broad Oak Road
South East	1,637						
Canterbury	1,150						
E02005025 : Canterbury 016	214	W		214			
E02005023 : Canterbury 014	195	W		195			
E02006856 : Canterbury 020	132	B					132
E02005020 : Canterbury 011	128	Local				128	
E02005021 : Canterbury 012	94	B					94
Thanet	93	E			93		
Dover	78	E / B			39		39
Swale	71	N	71				
Ashford	70	N / B	35				35
E02005010 : Canterbury 001	56	N	56				
E02005019 : Canterbury 010	53	E			53		
Shepway	49	N	49				
E02005014 : Canterbury 005	42	N	42				
E02005022 : Canterbury 013	41	B					41
Maidstone	40	N	40				
E02006855 : Canterbury 019	39	B					39
London	39	N	39				
E02005026 : Canterbury 017	35	B					35
Medway	35	N	35				
E02005018 : Canterbury 009	25	N	25				
E02005011 : Canterbury 002	18	N	18				
E02005015 : Canterbury 006	17	N	17				
East	17	N	17				
E02005013 : Canterbury 004	16	N	16				
E02005027 : Canterbury 018	15	W		15			
Tonbridge and Malling	15	N	15				
E02005012 : Canterbury 003	14	N	14				
E02005017 : Canterbury 008	14	N	14				
Dartford	9	N	9				
North West	5	N	5				
Sevenoaks	5	N	5				
Gravesham	4	N	4				
Wealden	3	N	3				
Yorkshire and The Humber	3	N	3				
Crawley	2	N	2				
E02005016 : Canterbury 007	2	N	2				
Mole Valley	2	N	2				
Reigate and Banstead	2	N	2				
Rother	2	N	2				
Wales	2	N	2				
West Midlands	2	N	2				
Brighton and Hove	1	N	1				
Eastbourne	1	N	1				
Epsom and Ewell	1	N	1				
Horsham	1	N	1				
North East	1	N	1				
Tunbridge Wells	1	N	1				
Woking	1	N	1				
Worthing	1	N	1				

Appendix G: Junction Analysis

Junctions 10									
PICADY 10 - Priority Intersection Module									
Version: 10.0.3.1598 © Copyright TRL Software Limited, 2021									
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com									
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution									

Filename: site access.j10
Path: C:\Jobs\Sturry\Junction Analysis
Report generation date: 16/12/2025 13:24:06

- »2040 with dev, AM
- »2040 with dev, PM
- »2045 with dev, AM
- »2045 with dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2040 with dev									
Stream B-C	D5	0.0	6.45	0.03	A	D6	0.0	7.15	0.01	A
Stream B-A		0.1	16.00	0.12	C		0.1	17.28	0.07	C
Stream C-AB		0.0	6.89	0.01	A		0.0	8.05	0.03	A
	2045 with dev									
Stream B-C	D9	0.0	7.80	0.03	A	D10	0.0	7.92	0.01	A
Stream B-A		0.3	37.50	0.24	E		0.1	33.39	0.13	D
Stream C-AB		0.0	7.92	0.01	A		0.0	8.79	0.03	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	06/01/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SDP\nealm
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

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 iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically	Relationship type	Relationship
D1	2040	AM	ONE HOUR	07:45	09:15	15	✓			
D2	2040	PM	ONE HOUR	16:45	18:15	15	✓			
D3	Dev	AM	ONE HOUR	07:45	09:15	15	✓			
D4	Dev	PM	ONE HOUR	16:45	18:15	15	✓			
D5	2040 with dev	AM	ONE HOUR	07:45	09:15	15	✓	✓	Simple	D1+D3
D6	2040 with dev	PM	ONE HOUR	16:45	18:15	15	✓	✓	Simple	D2+D4
D7	2045	AM	ONE HOUR	07:45	09:15	15	✓			
D8	2045	PM	ONE HOUR	16:45	18:15	15	✓			
D9	2045 with dev	AM	ONE HOUR	07:45	09:15	15	✓	✓	Simple	D7+D3
D10	2045 with dev	PM	ONE HOUR	16:45	18:15	15	✓	✓	Simple	D8+D4

Analysis Set Details

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

2040 with dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - 2040 with dev, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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		0.39	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.39	A

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00		✓	3.40	120.0	✓	7.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	4.30	3.00	3.00	3.00		1.00	80	80

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	580	0.101	0.255	0.161	0.365
B-C	809	0.119	0.300	-	-
C-B	727	0.270	0.270	-	-

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.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically	Relationship type	Relationship
D5	2040 with dev	AM	ONE HOUR	07:45	09:15	15	✓	✓	Simple	D1+D3

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	650	100.000
B		ONE HOUR	✓	41	100.000
C		ONE HOUR	✓	788	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	13	637
	B	28	0	13
	C	782	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	1	5
	B	1	0	1
	C	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	6.45	0.0	A	13	13
B-A	0.12	16.00	0.1	C	28	28
C-AB	0.01	6.89	0.0	A	6	6
C-A					782	782
A-B					13	13
A-C					637	637

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	623	0.019	12	0.0	0.0	5.948	A
B-A	25	6	317	0.080	25	0.1	0.1	12.446	B
C-AB	5	1	570	0.010	5	0.0	0.0	6.440	A
C-A	703	176			703				
A-B	12	3			12				
A-C	573	143			573				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	4	578	0.025	14	0.0	0.0	6.450	A
B-A	31	8	258	0.120	31	0.1	0.1	15.971	C
C-AB	7	2	535	0.012	7	0.0	0.0	6.887	A
C-A	861	215			861				
A-B	14	4			14				
A-C	701	175			701				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	4	578	0.025	14	0.0	0.0	6.451	A
B-A	31	8	258	0.120	31	0.1	0.1	15.997	C
C-AB	7	2	535	0.012	7	0.0	0.0	6.887	A
C-A	861	215			861				
A-B	14	4			14				
A-C	701	175			701				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	623	0.019	12	0.0	0.0	5.950	A
B-A	25	6	317	0.080	26	0.1	0.1	12.472	B
C-AB	5	1	570	0.010	5	0.0	0.0	6.443	A
C-A	703	176			703				
A-B	12	3			12				
A-C	573	143			573				

2040 with dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D6 - 2040 with dev, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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		0.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.26	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically	Relationship type	Relationship
D6	2040 with dev	PM	ONE HOUR	16:45	18:15	15	✓	✓	Simple	D2+D4

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	880	100.000
B		ONE HOUR	✓	20	100.000
C		ONE HOUR	✓	612	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	29	851
	B	14	0	6
	C	599	13	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	1	5
	B	1	0	1
	C	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	7.15	0.0	A	6	6
B-A	0.07	17.28	0.1	C	14	14
C-AB	0.03	8.05	0.0	A	13	13
C-A					599	599
A-B					29	29
A-C					851	851

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	570	0.010	5	0.0	0.0	6.436	A
B-A	13	3	291	0.044	13	0.0	0.0	13.068	B
C-AB	12	3	514	0.023	12	0.0	0.0	7.237	A
C-A	538	135			538				
A-B	26	7			26				
A-C	765	191			765				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	515	0.013	7	0.0	0.0	7.149	A
B-A	16	4	226	0.069	15	0.0	0.1	17.261	C
C-AB	14	4	466	0.031	14	0.0	0.0	8.048	A
C-A	660	165			660				
A-B	32	8			32				
A-C	937	234			937				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	515	0.013	7	0.0	0.0	7.150	A
B-A	16	4	226	0.069	16	0.1	0.1	17.279	C
C-AB	14	4	466	0.031	14	0.0	0.0	8.048	A
C-A	660	165			660				
A-B	32	8			32				
A-C	937	234			937				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	570	0.010	5	0.0	0.0	6.439	A
B-A	13	3	291	0.044	13	0.1	0.0	13.081	B
C-AB	12	3	514	0.023	12	0.0	0.0	7.238	A
C-A	538	135			538				
A-B	26	7			26				
A-C	765	191			765				

2045 with dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D9 - 2045 with dev, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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		0.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.58	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically	Relationship type	Relationship
D9	2045 with dev	AM	ONE HOUR	07:45	09:15	15	✓	✓	Simple	D7+D3

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	882	100.000
B		ONE HOUR	✓	41	100.000
C		ONE HOUR	✓	1157	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	13	869
	B	28	0	13
	C	1151	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	1	5
	B	1	0	1
	C	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	7.80	0.0	A	13	13
B-A	0.24	37.50	0.3	E	28	28
C-AB	0.01	7.92	0.0	A	6	6
C-A					1151	1151
A-B					13	13
A-C					869	869

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	555	0.021	12	0.0	0.0	6.690	A
B-A	25	6	211	0.121	25	0.1	0.1	19.564	C
C-AB	5	1	514	0.011	5	0.0	0.0	7.153	A
C-A	1035	259			1035				
A-B	12	3			12				
A-C	781	195			781				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	4	482	0.030	14	0.0	0.0	7.784	A
B-A	31	8	128	0.243	30	0.1	0.3	37.018	E
C-AB	7	2	466	0.014	7	0.0	0.0	7.921	A
C-A	1267	317			1267				
A-B	14	4			14				
A-C	957	239			957				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	4	480	0.030	14	0.0	0.0	7.803	A
B-A	31	8	128	0.243	31	0.3	0.3	37.499	E
C-AB	7	2	466	0.014	7	0.0	0.0	7.921	A
C-A	1267	317			1267				
A-B	14	4			14				
A-C	957	239			957				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	554	0.021	12	0.0	0.0	6.703	A
B-A	25	6	211	0.121	26	0.3	0.1	19.751	C
C-AB	5	1	514	0.011	5	0.0	0.0	7.156	A
C-A	1035	259			1035				
A-B	12	3			12				
A-C	781	195			781				

2045 with dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D10 - 2045 with dev, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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		0.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.32	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically	Relationship type	Relationship
D10	2045 with dev	PM	ONE HOUR	16:45	18:15	15	✓	✓	Simple	D8+D4

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1008	100.000
B		ONE HOUR	✓	20	100.000
C		ONE HOUR	✓	983	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	29	979
	B	14	0	6
	C	970	13	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	1	5
	B	1	0	1
	C	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	7.92	0.0	A	6	6
B-A	0.13	33.39	0.1	D	14	14
C-AB	0.03	8.79	0.0	A	13	13
C-A					970	970
A-B					29	29
A-C					979	979

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	534	0.010	5	0.0	0.0	6.882	A
B-A	13	3	208	0.061	13	0.0	0.1	18.605	C
C-AB	12	3	483	0.024	12	0.0	0.0	7.714	A
C-A	872	218			872				
A-B	26	7			26				
A-C	880	220			880				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	466	0.014	7	0.0	0.0	7.916	A
B-A	16	4	124	0.125	15	0.1	0.1	33.215	D
C-AB	14	4	428	0.034	14	0.0	0.0	8.787	A
C-A	1068	267			1068				
A-B	32	8			32				
A-C	1078	269			1078				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	466	0.014	7	0.0	0.0	7.922	A
B-A	16	4	124	0.125	16	0.1	0.1	33.394	D
C-AB	14	4	428	0.034	14	0.0	0.0	8.787	A
C-A	1068	267			1068				
A-B	32	8			32				
A-C	1078	269			1078				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	533	0.010	5	0.0	0.0	6.886	A
B-A	13	3	208	0.061	13	0.1	0.1	18.680	C
C-AB	12	3	483	0.024	12	0.0	0.0	7.715	A
C-A	872	218			872				
A-B	26	7			26				
A-C	880	220			880				

Junctions 10										
PICADY 10 - Priority Intersection Module										
Version: 10.0.3.1598										
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Filename: Sweechgate junction.j10
Path: C:\Jobs\Sturry\Junction Analysis
Report generation date: 16/12/2025 13:58:02

»2040, AM
 »2040, PM
 »2040 with dev, AM
 »2040 with dev, PM
 »2045, AM
 »2045, PM
 »2045 with dev, AM
 »2045 with dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2040									
Stream B-C	D5	0.2	9.00	0.16	A	D6	0.9	16.03	0.47	C
Stream B-A		0.2	20.85	0.17	C		0.6	28.00	0.40	D
Stream C-AB		0.5	6.24	0.21	A		0.3	6.38	0.15	A
	2040 with dev									
Stream B-C	D7	0.2	9.11	0.16	A	D8	0.9	17.01	0.48	C
Stream B-A		0.2	21.84	0.17	C		0.7	30.36	0.42	D
Stream C-AB		0.5	6.18	0.21	A		0.3	6.40	0.15	A
	2045									
Stream B-C	D9	0.4	16.39	0.27	C	D10	3.3	62.97	0.81	F
Stream B-A		1.0	112.25	0.53	F		2.9	134.07	0.80	F
Stream C-AB		2.3	6.35	0.41	A		0.8	5.71	0.26	A
	2045 with dev									
Stream B-C	D11	0.4	20.02	0.31	C	D12	6.5	114.71	0.96	F
Stream B-A		1.3	145.75	0.60	F		4.1	180.95	0.90	F
Stream C-AB		2.5	6.30	0.42	A		0.8	5.71	0.27	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	06/01/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SDP\nealm
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

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 iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Results for central hour only	Run automatically	Relationship type	Relationship
D3	Development	AM	ONE HOUR	07:45	09:15		15	✓			
D4	Development	PM	ONE HOUR	16:45	18:15		15	✓			
D5	2040	AM	ONE HOUR	07:45	09:15		15	✓	✓		
D6	2040	PM	ONE HOUR	16:45	18:15		15	✓	✓		
D7	2040 with dev	AM	ONE HOUR	07:45	09:15		15	✓	✓	Simple	D3+D5
D8	2040 with dev	PM	ONE HOUR	16:45	18:15		15	✓	✓	Simple	D4+D6
D9	2045	AM	ONE HOUR	07:45	09:15		15	✓	✓		
D10	2045	PM	ONE HOUR	16:45	18:15		15	✓	✓		
D11	2045 with dev	AM	ONE HOUR	07:45	09:15		15	✓	✓	Simple	D3+D9
D12	2045 with dev	PM	ONE HOUR	16:45	18:15		15	✓	✓	Simple	D4+D10
D15	2045 with dev (flat profile)	AM	FLAT	07:45	09:15	90	15			Simple	D3+D9
D16	2045 with dev (flat profile)	PM	FLAT	16:45	18:15	90	15			Simple	D4+D10

Analysis Set Details

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

2040, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - 2040, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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		1.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.23	A

Arms

Arms

Arm	Name	Description	Arm type
A	Herne Bay Road (S)		Major
B	Sweechgate		Minor
C	Herne Bay Road (N)		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)
C	7.16			107.9	✓	0.50

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	5.83	3.86	3.20	3.19	✓	1.00	13	28

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	515	0.089	0.225	0.142	0.322
B-C	697	0.101	0.256	-	-
C-B	636	0.234	0.234	-	-

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.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D5	2040	AM	ONE HOUR	07:45	09:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	843	100.000
B		ONE HOUR	✓	102	100.000
C		ONE HOUR	✓	782	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	277	566
	B	31	0	71
	C	704	78	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	1	7
	B	1	0	1
	C	9	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.16	9.00	0.2	A	71	71
B-A	0.17	20.85	0.2	C	31	31
C-AB	0.21	6.24	0.5	A	133	133
C-A					649	649
A-B					277	277
A-C					566	566

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	64	16	526	0.121	64	0.1	0.1	7.868	A
B-A	28	7	265	0.106	28	0.1	0.1	15.303	C
C-AB	108	27	707	0.153	108	0.2	0.3	6.218	A
C-A	595	149			595				
A-B	249	62			249				
A-C	509	127			509				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	20	482	0.162	78	0.1	0.2	8.985	A
B-A	34	9	209	0.165	34	0.1	0.2	20.771	C
C-AB	158	40	770	0.206	158	0.3	0.5	6.125	A
C-A	703	176			703				
A-B	305	76			305				
A-C	623	156			623				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	20	482	0.162	78	0.2	0.2	9.001	A
B-A	34	9	209	0.165	34	0.2	0.2	20.852	C
C-AB	158	40	773	0.205	158	0.5	0.5	6.137	A
C-A	703	176			703				
A-B	305	76			305				
A-C	623	156			623				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	64	16	525	0.122	64	0.2	0.1	7.887	A
B-A	28	7	265	0.106	28	0.2	0.1	15.366	C
C-AB	108	27	712	0.152	109	0.5	0.3	6.238	A
C-A	595	149			595				
A-B	249	62			249				
A-C	509	127			509				

2040, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D6 - 2040, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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		3.50	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.50	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D6	2040	PM	ONE HOUR	16:45	18:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	740	100.000
B		ONE HOUR	✓	257	100.000
C		ONE HOUR	✓	599	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	69	671
	B	77	0	180
	C	539	60	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	1	4
	B	1	0	1
	C	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.47	16.03	0.9	C	180	180
B-A	0.40	28.00	0.6	D	77	77
C-AB	0.15	6.38	0.3	A	86	86
C-A					513	513
A-B					69	69
A-C					671	671

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	162	40	494	0.328	161	0.3	0.5	10.922	B
B-A	69	17	277	0.250	69	0.2	0.3	17.408	C
C-AB	72	18	645	0.112	72	0.1	0.2	6.367	A
C-A	466	117			466				
A-B	62	16			62				
A-C	603	151			603				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	198	50	426	0.465	197	0.5	0.9	15.725	C
B-A	85	21	215	0.394	84	0.3	0.6	27.422	D
C-AB	100	25	676	0.148	100	0.2	0.3	6.332	A
C-A	559	140			559				
A-B	76	19			76				
A-C	739	185			739				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	198	50	425	0.467	198	0.8	0.9	16.033	C
B-A	85	21	214	0.395	85	0.6	0.6	28.004	D
C-AB	100	25	676	0.148	100	0.3	0.3	6.341	A
C-A	559	140			559				
A-B	76	19			76				
A-C	739	185			739				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	162	40	492	0.329	163	0.9	0.5	11.109	B
B-A	69	17	277	0.250	70	0.6	0.3	17.716	C
C-AB	72	18	645	0.112	73	0.3	0.2	6.381	A
C-A	466	117			466				
A-B	62	16			62				
A-C	603	151			603				

2040 with dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D7 - 2040 with dev, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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		1.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.24	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically	Relationship type	Relationship
D7	2040 with dev	AM	ONE HOUR	07:45	09:15	15	✓	✓	Simple	D3+D5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	856	100.000
B		ONE HOUR	✓	102	100.000
C		ONE HOUR	✓	810	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	277	579
	B	31	0	71
	C	731	79	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	1	7
	B	1	0	1
	C	9	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.16	9.11	0.2	A	71	71
B-A	0.17	21.84	0.2	C	31	31
C-AB	0.21	6.18	0.5	A	138	138
C-A					672	672
A-B					277	277
A-C					579	579

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	64	16	522	0.122	64	0.1	0.1	7.926	A
B-A	28	7	259	0.109	28	0.1	0.1	15.729	C
C-AB	112	28	716	0.156	111	0.2	0.3	6.155	A
C-A	617	154			617				
A-B	249	62			249				
A-C	521	130			521				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	20	478	0.164	78	0.1	0.2	9.090	A
B-A	34	9	201	0.172	34	0.1	0.2	21.747	C
C-AB	165	41	784	0.210	164	0.3	0.5	6.047	A
C-A	727	182			727				
A-B	305	76			305				
A-C	638	159			638				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	20	477	0.164	78	0.2	0.2	9.107	A
B-A	34	9	201	0.172	34	0.2	0.2	21.842	C
C-AB	165	41	787	0.209	165	0.5	0.5	6.062	A
C-A	727	182			727				
A-B	305	76			305				
A-C	638	159			638				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	64	16	522	0.122	64	0.2	0.1	7.946	A
B-A	28	7	259	0.109	28	0.2	0.1	15.801	C
C-AB	112	28	721	0.155	113	0.5	0.3	6.182	A
C-A	617	154			617				
A-B	249	62			249				
A-C	521	130			521				

2040 with dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D8 - 2040 with dev, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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		3.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.65	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically	Relationship type	Relationship
D8	2040 with dev	PM	ONE HOUR	16:45	18:15	15	✓	✓	Simple	D4+D6

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	768	100.000
B		ONE HOUR	✓	258	100.000
C		ONE HOUR	✓	612	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	69	699
	B	77	0	181
	C	552	60	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	1	4
	B	1	0	1
	C	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.48	17.01	0.9	C	181	181
B-A	0.42	30.36	0.7	D	77	77
C-AB	0.15	6.40	0.3	A	88	88
C-A					525	525
A-B					69	69
A-C					699	699

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	163	41	486	0.335	162	0.3	0.5	11.203	B
B-A	69	17	269	0.257	69	0.2	0.3	18.080	C
C-AB	73	18	644	0.114	73	0.1	0.2	6.384	A
C-A	477	119			477				
A-B	62	16			62				
A-C	628	157			628				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	199	50	415	0.480	198	0.5	0.9	16.624	C
B-A	85	21	205	0.414	83	0.3	0.7	29.599	D
C-AB	102	25	677	0.151	102	0.2	0.3	6.346	A
C-A	572	143			572				
A-B	76	19			76				
A-C	770	192			770				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	199	50	413	0.483	199	0.9	0.9	17.008	C
B-A	85	21	204	0.415	85	0.7	0.7	30.363	D
C-AB	102	25	677	0.151	102	0.3	0.3	6.353	A
C-A	572	143			572				
A-B	76	19			76				
A-C	770	192			770				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	163	41	484	0.336	164	0.9	0.5	11.421	B
B-A	69	17	269	0.257	71	0.7	0.4	18.449	C
C-AB	73	18	644	0.114	74	0.3	0.2	6.400	A
C-A	477	119			477				
A-B	62	16			62				
A-C	628	157			628				

2045, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D9 - 2045, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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		2.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.71	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D9	2045	AM	ONE HOUR	07:45	09:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1270	100.000
B		ONE HOUR	✓	104	100.000
C		ONE HOUR	✓	1151	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	474	796
	B	31	0	73
	C	1036	115	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	1	7
	B	1	0	1
	C	9	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.27	16.39	0.4	C	73	73
B-A	0.53	112.25	1.0	F	31	31
C-AB	0.41	6.35	2.3	A	335	335
C-A					816	816
A-B					474	474
A-C					796	796

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	66	16	445	0.148	65	0.1	0.2	9.582	A
B-A	28	7	150	0.188	28	0.1	0.2	29.755	D
C-AB	242	61	862	0.281	241	0.5	0.9	6.101	A
C-A	792	198			792				
A-B	426	107			426				
A-C	716	179			716				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	80	20	319	0.252	80	0.2	0.3	15.162	C
B-A	34	9	67	0.518	32	0.2	0.9	98.796	F
C-AB	427	107	1039	0.411	422	0.9	2.2	6.244	A
C-A	840	210			840				
A-B	522	130			522				
A-C	876	219			876				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	80	20	302	0.266	80	0.3	0.4	16.391	C
B-A	34	9	66	0.525	34	0.9	1.0	112.251	F
C-AB	427	107	1042	0.410	427	2.2	2.3	6.351	A
C-A	840	210			840				
A-B	522	130			522				
A-C	876	219			876				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	66	16	440	0.149	66	0.4	0.2	9.757	A
B-A	28	7	149	0.189	31	1.0	0.2	31.525	D
C-AB	242	61	871	0.278	248	2.3	1.0	6.240	A
C-A	792	198			792				
A-B	426	107			426				
A-C	716	179			716				

2045, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D10 - 2045, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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		10.98	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.98	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D10	2045	PM	ONE HOUR	16:45	18:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	883	100.000
B		ONE HOUR	✓	262	100.000
C		ONE HOUR	✓	970	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	87	796
	B	79	0	183
	C	873	97	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	1	4
	B	1	0	1
	C	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.81	62.97	3.3	F	183	183
B-A	0.80	134.07	2.9	F	79	79
C-AB	0.26	5.71	0.8	A	195	195
C-A					775	775
A-B					87	87
A-C					796	796

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	165	41	439	0.375	164	0.4	0.6	13.172	B
B-A	71	18	196	0.362	70	0.3	0.5	28.544	D
C-AB	155	39	798	0.194	154	0.3	0.4	5.672	A
C-A	717	179			717				
A-B	78	20			78				
A-C	716	179			716				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	201	50	280	0.720	195	0.6	2.2	40.133	E
B-A	87	22	113	0.772	80	0.5	2.3	96.998	F
C-AB	236	59	903	0.261	235	0.4	0.8	5.482	A
C-A	832	208			832				
A-B	96	24			96				
A-C	876	219			876				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	201	50	250	0.805	197	2.2	3.3	62.970	F
B-A	87	22	108	0.803	84	2.3	2.9	134.074	F
C-AB	236	59	903	0.261	236	0.8	0.8	5.502	A
C-A	832	208			832				
A-B	96	24			96				
A-C	876	219			876				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	165	41	422	0.390	175	3.3	0.7	15.305	C
B-A	71	18	193	0.367	80	2.9	0.6	34.368	D
C-AB	155	39	799	0.193	156	0.8	0.4	5.707	A
C-A	717	179			717				
A-B	78	20			78				
A-C	716	179			716				

2045 with dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D11 - 2045 with dev, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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		3.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.20	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically	Relationship type	Relationship
D11	2045 with dev	AM	ONE HOUR	07:45	09:15	15	✓	✓	Simple	D3+D9

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1283	100.000
B		ONE HOUR	✓	104	100.000
C		ONE HOUR	✓	1179	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	474	809
	B	31	0	73
	C	1063	116	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	1	7
	B	1	0	1
	C	9	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.31	20.02	0.4	C	73	73
B-A	0.60	145.75	1.3	F	31	31
C-AB	0.42	6.30	2.5	A	348	348
C-A					831	831
A-B					474	474
A-C					809	809

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	66	16	440	0.149	65	0.1	0.2	9.692	A
B-A	28	7	143	0.197	28	0.1	0.2	31.393	D
C-AB	250	63	877	0.286	249	0.5	0.9	6.038	A
C-A	810	202			810				
A-B	426	107			426				
A-C	727	182			727				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	80	20	290	0.277	80	0.2	0.4	17.206	C
B-A	34	9	59	0.589	31	0.2	1.1	121.525	F
C-AB	445	111	1062	0.419	440	0.9	2.4	6.188	A
C-A	853	213			853				
A-B	522	130			522				
A-C	891	223			891				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	80	20	261	0.307	80	0.4	0.4	20.022	C
B-A	34	9	58	0.599	34	1.1	1.3	145.746	F
C-AB	445	111	1066	0.418	445	2.4	2.5	6.304	A
C-A	853	213			853				
A-B	522	130			522				
A-C	891	223			891				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	66	16	434	0.151	67	0.4	0.2	9.935	A
B-A	28	7	143	0.197	32	1.3	0.3	33.934	D
C-AB	250	63	885	0.283	256	2.5	1.0	6.187	A
C-A	810	202			810				
A-B	426	107			426				
A-C	727	182			727				

2045 with dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D12 - 2045 with dev, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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		16.94	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	16.94	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically	Relationship type	Relationship
D12	2045 with dev	PM	ONE HOUR	16:45	18:15	15	✓	✓	Simple	D4+D10

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	911	100.000
B		ONE HOUR	✓	263	100.000
C		ONE HOUR	✓	983	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	87	824
	B	79	0	184
	C	886	97	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	1	4
	B	1	0	1
	C	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.96	114.71	6.5	F	184	184
B-A	0.90	180.95	4.1	F	79	79
C-AB	0.27	5.71	0.8	A	199	199
C-A					784	784
A-B					87	87
A-C					824	824

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	165	41	429	0.385	165	0.4	0.6	13.683	B
B-A	71	18	189	0.377	70	0.3	0.6	30.369	D
C-AB	157	39	800	0.196	156	0.3	0.4	5.676	A
C-A	727	182			727				
A-B	78	20			78				
A-C	741	185			741				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	203	51	249	0.814	192	0.6	3.3	56.487	F
B-A	87	22	102	0.854	78	0.6	2.9	121.977	F
C-AB	242	60	908	0.266	240	0.4	0.8	5.488	A
C-A	841	210			841				
A-B	96	24			96				
A-C	907	227			907				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	203	51	211	0.959	190	3.3	6.5	114.710	F
B-A	87	22	97	0.899	82	2.9	4.1	180.947	F
C-AB	242	60	908	0.266	241	0.8	0.8	5.512	A
C-A	841	210			841				
A-B	96	24			96				
A-C	907	227			907				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	165	41	402	0.412	188	6.5	0.7	18.804	C
B-A	71	18	182	0.391	85	4.1	0.7	42.009	E
C-AB	157	39	801	0.196	158	0.8	0.5	5.713	A
C-A	727	182			727				
A-B	78	20			78				
A-C	741	185			741				

Junctions 10										
PICADY 10 - Priority Intersection Module										
Version: 10.0.3.1598										
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution										

Filename: Popes Lane junction.j10
Path: C:\Jobs\Sturry\Junction Analysis
Report generation date: 16/12/2025 14:42:31

»2040, AM
 »2040, PM
 »2040 with dev, AM
 »2040 with dev, PM
 »2045, AM
 »2045, PM
 »2045 with dev, AM
 »2045 with dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2040									
Stream B-AC	D5	2.3	29.92	0.70	D	D6	1.0	18.56	0.49	C
Stream C-AB		0.2	4.65	0.09	A		0.4	4.39	0.15	A
	2040 with dev									
Stream B-AC	D7	2.5	32.37	0.72	D	D8	1.0	19.34	0.50	C
Stream C-AB		0.2	4.63	0.10	A		0.4	4.33	0.15	A
	2045									
Stream B-AC	D9	5.6	84.45	0.88	F	D10	1.6	42.49	0.63	E
Stream C-AB		0.1	4.09	0.04	A		0.1	3.94	0.06	A
	2045 with dev									
Stream B-AC	D11	6.8	100.35	0.91	F	D12	1.8	47.04	0.65	E
Stream C-AB		0.1	4.07	0.04	A		0.1	3.87	0.06	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	06/01/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SDP\nealm
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

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 iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically	Relationship type	Relationship
D3	Dev	AM	ONE HOUR	07:45	09:15	15	✓			
D4	Dev	PM	ONE HOUR	16:45	18:15	15	✓			
D5	2040	AM	ONE HOUR	07:45	09:15	15	✓	✓		
D6	2040	PM	ONE HOUR	16:45	18:15	15	✓	✓		
D7	2040 with dev	AM	ONE HOUR	07:45	09:15	15	✓	✓	Simple	D3+D5
D8	2040 with dev	PM	ONE HOUR	16:45	18:15	15	✓	✓	Simple	D4+D6
D9	2045	AM	ONE HOUR	07:45	09:15	15	✓	✓		
D10	2045	PM	ONE HOUR	16:45	18:15	15	✓	✓		
D11	2045 with dev	AM	ONE HOUR	07:45	09:15	15	✓	✓	Simple	D3+D9
D12	2045 with dev	PM	ONE HOUR	16:45	18:15	15	✓	✓	Simple	D4+D10

Analysis Set Details

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

2040, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - 2040, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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		5.62	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.62	A

Arms

Arms

Arm	Name	Description	Arm type
A	Herne Bay Road (N)		Major
B	Popes Lane		Minor
C	Herne Bay Road (S)		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)
C	7.32			144.7	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.66	146	29

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	575	0.099	0.249	0.157	0.356
B-C	685	0.099	0.250	-	-
C-B	658	0.240	0.240	-	-

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.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D5	2040	AM	ONE HOUR	07:45	09:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	623	100.000
B		ONE HOUR	✓	261	100.000
C		ONE HOUR	✓	565	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	47	576
	B	102	0	159
	C	537	28	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	3	5
	B	3	0	3
	C	5	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.70	29.92	2.3	D	261	261
C-AB	0.09	4.65	0.2	A	72	72
C-A					493	493
A-B					47	47
A-C					576	576

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	235	59	454	0.517	233	0.7	1.1	16.648	C
C-AB	57	14	866	0.066	57	0.1	0.1	4.633	A
C-A	451	113			451				
A-B	42	11			42				
A-C	518	129			518				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	287	72	410	0.701	283	1.1	2.2	28.204	D
C-AB	86	22	922	0.094	86	0.1	0.2	4.487	A
C-A	536	134			536				
A-B	52	13			52				
A-C	634	159			634				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	287	72	410	0.701	287	2.2	2.3	29.924	D
C-AB	86	22	923	0.094	86	0.2	0.2	4.494	A
C-A	536	134			536				
A-B	52	13			52				
A-C	634	159			634				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	235	59	454	0.517	239	2.3	1.1	17.597	C
C-AB	57	14	866	0.066	58	0.2	0.1	4.646	A
C-A	451	113			451				
A-B	42	11			42				
A-C	518	129			518				

2040, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D6 - 2040, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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		2.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.59	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D6	2040	PM	ONE HOUR	16:45	18:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	572	100.000
B		ONE HOUR	✓	173	100.000
C		ONE HOUR	✓	706	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	93	479
	B	85	0	88
	C	666	40	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	3	5
	B	3	0	3
	C	5	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.49	18.56	1.0	C	173	173
C-AB	0.15	4.39	0.4	A	125	125
C-A					581	581
A-B					93	93
A-C					479	479

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	156	39	437	0.356	155	0.4	0.6	13.116	B
C-AB	97	24	955	0.101	96	0.1	0.2	4.369	A
C-A	538	134			538				
A-B	84	21			84				
A-C	431	108			431				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	190	48	390	0.488	189	0.6	0.9	18.283	C
C-AB	152	38	1034	0.148	152	0.2	0.4	4.263	A
C-A	625	156			625				
A-B	102	26			102				
A-C	527	132			527				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	190	48	390	0.488	190	0.9	1.0	18.560	C
C-AB	153	38	1034	0.148	153	0.4	0.4	4.275	A
C-A	624	156			624				
A-B	102	26			102				
A-C	527	132			527				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	156	39	437	0.356	157	1.0	0.6	13.334	B
C-AB	97	24	956	0.102	98	0.4	0.2	4.386	A
C-A	537	134			537				
A-B	84	21			84				
A-C	431	108			431				

2040 with dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D7 - 2040 with dev, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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		5.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.90	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically	Relationship type	Relationship
D7	2040 with dev	AM	ONE HOUR	07:45	09:15	15	✓	✓	Simple	D3+D5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	650	100.000
B		ONE HOUR	✓	261	100.000
C		ONE HOUR	✓	578	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	47	603
	B	102	0	159
	C	550	28	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	3	5
	B	3	0	3
	C	5	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.72	32.37	2.5	D	261	261
C-AB	0.10	4.63	0.2	A	74	74
C-A					504	504
A-B					47	47
A-C					603	603

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	235	59	447	0.525	233	0.7	1.1	17.222	C
C-AB	59	15	870	0.067	58	0.1	0.1	4.615	A
C-A	461	115			461				
A-B	42	11			42				
A-C	542	136			542				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	287	72	400	0.718	282	1.1	2.4	30.213	D
C-AB	89	22	928	0.096	89	0.1	0.2	4.471	A
C-A	547	137			547				
A-B	52	13			52				
A-C	664	166			664				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	287	72	400	0.718	287	2.4	2.5	32.371	D
C-AB	89	22	928	0.096	89	0.2	0.2	4.475	A
C-A	547	137			547				
A-B	52	13			52				
A-C	664	166			664				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	235	59	447	0.525	240	2.5	1.2	18.342	C
C-AB	59	15	870	0.068	59	0.2	0.1	4.627	A
C-A	461	115			461				
A-B	42	11			42				
A-C	542	136			542				

2040 with dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D8 - 2040 with dev, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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		2.62	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.62	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically	Relationship type	Relationship
D8	2040 with dev	PM	ONE HOUR	16:45	18:15	15	✓	✓	Simple	D4+D6

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	585	100.000
B		ONE HOUR	✓	173	100.000
C		ONE HOUR	✓	734	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	93	492
	B	85	0	88
	C	694	40	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	3	5
	B	3	0	3
	C	5	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.50	19.34	1.0	C	173	173
C-AB	0.15	4.33	0.4	A	131	131
C-A					603	603
A-B					93	93
A-C					492	492

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	156	39	431	0.361	155	0.4	0.6	13.407	B
C-AB	101	25	972	0.104	101	0.1	0.2	4.308	A
C-A	559	140			559				
A-B	84	21			84				
A-C	442	111			442				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	190	48	382	0.498	189	0.6	1.0	19.011	C
C-AB	161	40	1054	0.153	160	0.2	0.4	4.206	A
C-A	647	162			647				
A-B	102	26			102				
A-C	542	135			542				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	190	48	382	0.499	190	1.0	1.0	19.341	C
C-AB	162	40	1055	0.153	162	0.4	0.4	4.216	A
C-A	647	162			647				
A-B	102	26			102				
A-C	542	135			542				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	156	39	430	0.361	157	1.0	0.6	13.646	B
C-AB	102	25	972	0.104	102	0.4	0.2	4.325	A
C-A	559	140			559				
A-B	84	21			84				
A-C	442	111			442				

2045, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D9 - 2045, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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		11.76	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.76	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D9	2045	AM	ONE HOUR	07:45	09:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	774	100.000
B		ONE HOUR	✓	237	100.000
C		ONE HOUR	✓	702	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	75	699
	B	163	0	74
	C	693	9	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	3	5
	B	3	0	3
	C	5	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.88	84.45	5.6	F	237	237
C-AB	0.04	4.09	0.1	A	32	32
C-A					670	670
A-B					75	75
A-C					699	699

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	213	53	355	0.599	211	0.8	1.4	25.136	D
C-AB	25	6	944	0.026	25	0.0	0.0	4.082	A
C-A	607	152			607				
A-B	67	17			67				
A-C	628	157			628				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	261	65	296	0.882	248	1.4	4.8	64.606	F
C-AB	40	10	1024	0.039	40	0.0	0.1	3.819	A
C-A	733	183			733				
A-B	83	21			83				
A-C	770	192			770				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	261	65	296	0.883	257	4.8	5.6	84.446	F
C-AB	40	10	1024	0.039	40	0.1	0.1	3.825	A
C-A	733	183			733				
A-B	83	21			83				
A-C	770	192			770				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	213	53	355	0.599	229	5.6	1.7	32.363	D
C-AB	25	6	944	0.026	25	0.1	0.0	4.090	A
C-A	607	152			607				
A-B	67	17			67				
A-C	628	157			628				

2045, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D10 - 2045, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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		3.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.16	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D10	2045	PM	ONE HOUR	16:45	18:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	900	100.000
B		ONE HOUR	✓	132	100.000
C		ONE HOUR	✓	801	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	155	745
	B	112	0	20
	C	790	11	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	3	5
	B	3	0	3
	C	5	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.63	42.49	1.6	E	132	132
C-AB	0.06	3.94	0.1	A	48	48
C-A					753	753
A-B					155	155
A-C					745	745

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	119	30	299	0.397	118	0.4	0.7	20.307	C
C-AB	35	9	991	0.035	35	0.0	0.1	3.930	A
C-A	685	171			685				
A-B	139	35			139				
A-C	670	167			670				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	145	36	231	0.628	142	0.7	1.6	39.803	E
C-AB	61	15	1087	0.056	61	0.1	0.1	3.667	A
C-A	821	205			821				
A-B	171	43			171				
A-C	820	205			820				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	145	36	231	0.628	145	1.6	1.6	42.491	E
C-AB	61	15	1087	0.056	61	0.1	0.1	3.673	A
C-A	821	205			821				
A-B	171	43			171				
A-C	820	205			820				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	119	30	299	0.397	122	1.6	0.7	21.388	C
C-AB	35	9	991	0.035	35	0.1	0.1	3.938	A
C-A	685	171			685				
A-B	139	35			139				
A-C	670	167			670				

2045 with dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D11 - 2045 with dev, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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		13.64	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.64	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically	Relationship type	Relationship
D11	2045 with dev	AM	ONE HOUR	07:45	09:15	15	✓	✓	Simple	D3+D9

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	801	100.000
B		ONE HOUR	✓	237	100.000
C		ONE HOUR	✓	715	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	75	726
	B	163	0	74
	C	706	9	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	3	5
	B	3	0	3
	C	5	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.91	100.35	6.8	F	237	237
C-AB	0.04	4.07	0.1	A	33	33
C-A					682	682
A-B					75	75
A-C					726	726

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	213	53	347	0.613	210	0.8	1.5	26.513	D
C-AB	25	6	949	0.027	25	0.0	0.0	4.063	A
C-A	618	154			618				
A-B	67	17			67				
A-C	653	163			653				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	261	65	285	0.914	245	1.5	5.5	73.267	F
C-AB	42	10	1031	0.040	42	0.0	0.1	3.798	A
C-A	746	186			746				
A-B	83	21			83				
A-C	800	200			800				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	261	65	285	0.914	256	5.5	6.8	100.350	F
C-AB	42	10	1031	0.040	42	0.1	0.1	3.800	A
C-A	746	186			746				
A-B	83	21			83				
A-C	800	200			800				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	213	53	347	0.613	233	6.8	1.8	36.951	E
C-AB	25	6	949	0.027	25	0.1	0.0	4.072	A
C-A	618	154			618				
A-B	67	17			67				
A-C	653	163			653				

2045 with dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D12 - 2045 with dev, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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		3.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.42	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically	Relationship type	Relationship
D12	2045 with dev	PM	ONE HOUR	16:45	18:15	15	✓	✓	Simple	D4+D10

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	913	100.000
B		ONE HOUR	✓	132	100.000
C		ONE HOUR	✓	829	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	155	758
	B	112	0	20
	C	818	11	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	3	5
	B	3	0	3
	C	5	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.65	47.04	1.8	E	132	132
C-AB	0.06	3.87	0.1	A	51	51
C-A					778	778
A-B					155	155
A-C					758	758

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	119	30	292	0.406	118	0.4	0.7	21.096	C
C-AB	37	9	1008	0.036	37	0.0	0.1	3.865	A
C-A	709	177			709				
A-B	139	35			139				
A-C	682	170			682				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	145	36	223	0.652	141	0.7	1.7	43.469	E
C-AB	65	16	1109	0.058	65	0.1	0.1	3.600	A
C-A	848	212			848				
A-B	171	43			171				
A-C	835	209			835				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	145	36	223	0.652	145	1.7	1.8	47.036	E
C-AB	65	16	1109	0.059	65	0.1	0.1	3.603	A
C-A	848	212			848				
A-B	171	43			171				
A-C	835	209			835				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	119	30	292	0.406	123	1.8	0.7	22.410	C
C-AB	37	9	1008	0.037	37	0.1	0.1	3.872	A
C-A	709	177			709				
A-B	139	35			139				
A-C	682	170			682				

Junctions 10									
ARCADY 10 - Roundabout Module									
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Filename: Link Road - Herne Bay Road roundabout.j10

Path: C:\Jobs\Sturry\Junction Analysis

Report generation date: 16/12/2025 15:27:52

»2040, AM
»2040, PM
»2040 with dev, AM
»2040 with dev, PM
»2045, AM
»2045, PM
»2045 with dev, AM
»2045 with dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2040									
Arm 1	D1	3.2	12.20	0.76	B	D2	1.0	6.19	0.50	A
Arm 2		0.8	5.55	0.44	A		0.8	4.70	0.43	A
Arm 3		0.6	3.74	0.36	A		1.4	5.39	0.58	A
Arm 4		0.0	3.75	0.03	A		0.0	4.97	0.02	A
	2040 with dev									
Arm 1	D5	3.5	13.23	0.78	B	D6	1.1	6.31	0.51	A
Arm 2		0.8	5.67	0.45	A		0.8	4.76	0.43	A
Arm 3		0.6	3.77	0.36	A		1.5	5.60	0.60	A
Arm 4		0.0	3.78	0.03	A		0.0	5.07	0.02	A
	2045									
Arm 1	D7	2.7	10.16	0.72	B	D8	1.0	6.19	0.50	A
Arm 2		0.3	4.16	0.21	A		0.8	4.66	0.43	A
Arm 3		0.5	3.19	0.34	A		1.4	5.60	0.58	A
Arm 4		0.0	3.46	0.03	A		0.0	4.83	0.02	A
	2045 with dev									
Arm 1	D9	3.0	10.83	0.74	B	D10	1.1	6.31	0.51	A
Arm 2		0.3	4.23	0.21	A		0.8	4.72	0.43	A
Arm 3		0.5	3.22	0.35	A		1.5	5.82	0.60	A
Arm 4		0.0	3.49	0.03	A		0.0	4.93	0.02	A

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

File summary

File Description

Title	
Location	
Site number	
Date	24/01/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SDP\nealm
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

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 iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2040	AM	ONE HOUR	07:45	09:15	15	✓		
D2	2040	PM	ONE HOUR	16:45	18:15	15	✓		
D3	Dev	AM	ONE HOUR	07:45	09:15	15			
D4	Dev	PM	ONE HOUR	16:45	18:15	15			
D5	2040 with dev	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1+D3
D6	2040 with dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2+D4
D7	2045	AM	ONE HOUR	07:45	09:15	15	✓		
D8	2045	PM	ONE HOUR	16:45	18:15	15	✓		
D9	2045 with dev	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D7+D3
D10	2045 with dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D8+D4

Analysis Set Details

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

2040, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	8.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.01	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Herne Bay Road (N)		
2	Herne Bay Road (S)		
3	Link Road		
4	NW Access		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1	3.67	7.60	6.2	11.3	45.0	35.7		
2	4.06	7.46	11.3	36.0	45.0	58.5		
3	3.47	7.36	17.8	26.8	45.0	23.5		
4	3.60	7.28	7.5	7.5	45.0	22.9		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.556	1419
2	0.589	1620
3	0.659	1806
4	0.560	1438

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2040	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	866	100.000
2		ONE HOUR	✓	489	100.000
3		ONE HOUR	✓	541	100.000
4		ONE HOUR	✓	27	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	251	611	4
	2	184	0	300	5
	3	290	247	0	4
	4	9	7	11	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	
From	1	0	6	2	1
	2	6	0	3	4
	3	9	14	0	10
	4	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.76	12.20	3.2	B	795	1192
2	0.44	5.55	0.8	A	449	673
3	0.36	3.74	0.6	A	496	745
4	0.03	3.75	0.0	A	25	37

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	652	163	199	1308	0.498	648	362	0.0	1.0	5.589	A
2	368	92	468	1344	0.274	367	378	0.0	0.4	3.830	A
3	407	102	145	1711	0.238	406	690	0.0	0.3	3.066	A
4	20	5	541	1135	0.018	20	10	0.0	0.0	3.241	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	779	195	238	1286	0.605	776	434	1.0	1.5	7.247	A
2	440	110	561	1289	0.341	439	453	0.4	0.5	4.407	A
3	486	122	173	1692	0.287	486	827	0.3	0.4	3.320	A
4	24	6	648	1075	0.023	24	12	0.0	0.0	3.437	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	953	238	291	1257	0.759	947	531	1.5	3.1	11.766	B
2	538	135	685	1216	0.443	537	554	0.5	0.8	5.513	A
3	596	149	212	1666	0.357	595	1010	0.4	0.6	3.736	A
4	30	7	793	994	0.030	30	14	0.0	0.0	3.746	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	953	238	292	1257	0.759	953	532	3.1	3.2	12.202	B
2	538	135	689	1214	0.444	538	556	0.8	0.8	5.550	A
3	596	149	212	1666	0.358	596	1015	0.6	0.6	3.740	A
4	30	7	794	994	0.030	30	14	0.0	0.0	3.749	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	779	195	239	1286	0.605	785	435	3.2	1.6	7.490	A
2	440	110	567	1285	0.342	441	456	0.8	0.5	4.443	A
3	486	122	174	1691	0.288	487	834	0.6	0.5	3.325	A
4	24	6	649	1074	0.023	24	12	0.0	0.0	3.441	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	652	163	200	1308	0.499	654	364	1.6	1.0	5.700	A
2	368	92	473	1341	0.275	369	381	0.5	0.4	3.857	A
3	407	102	146	1710	0.238	408	696	0.5	0.3	3.077	A
4	20	5	543	1134	0.018	20	10	0.0	0.0	3.245	A

2040, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.42	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2040	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	548	100.000
2		ONE HOUR	✓	536	100.000
3		ONE HOUR	✓	848	100.000
4		ONE HOUR	✓	14	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	0	182	358	8
	2	251	0	273	12
	3	497	347	0	4
	4	4	4	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
From	1	0	6	1	3
	2	5	0	1	3
	3	2	0	0	0
	4	8	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.50	6.19	1.0	A	503	754
2	0.43	4.70	0.8	A	492	738
3	0.58	5.39	1.4	A	778	1167
4	0.02	4.97	0.0	A	13	19

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	413	103	268	1270	0.325	411	564	0.0	0.5	4.290	A
2	404	101	279	1455	0.277	402	400	0.0	0.4	3.512	A
3	638	160	203	1672	0.382	636	477	0.0	0.6	3.505	A
4	11	3	821	978	0.011	10	18	0.0	0.0	3.838	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	493	123	321	1241	0.397	492	675	0.5	0.7	4.931	A
2	482	120	334	1423	0.339	481	479	0.4	0.5	3.932	A
3	762	191	243	1646	0.463	761	572	0.6	0.9	4.114	A
4	13	3	983	888	0.014	13	22	0.0	0.0	4.245	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	603	151	392	1201	0.502	602	826	0.7	1.0	6.155	A
2	590	148	409	1379	0.428	589	586	0.5	0.8	4.684	A
3	934	233	298	1610	0.580	932	700	0.9	1.4	5.354	A
4	15	4	1203	764	0.020	15	26	0.0	0.0	4.959	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	603	151	393	1200	0.503	603	828	1.0	1.0	6.189	A
2	590	148	410	1378	0.428	590	587	0.8	0.8	4.698	A
3	934	233	298	1609	0.580	934	701	1.4	1.4	5.388	A
4	15	4	1206	763	0.020	15	26	0.0	0.0	4.968	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	493	123	322	1240	0.397	494	678	1.0	0.7	4.962	A
2	482	120	335	1422	0.339	483	480	0.8	0.5	3.948	A
3	762	191	244	1645	0.463	764	574	1.4	0.9	4.143	A
4	13	3	987	885	0.014	13	22	0.0	0.0	4.257	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	413	103	269	1269	0.325	413	567	0.7	0.5	4.320	A
2	404	101	281	1454	0.277	404	402	0.5	0.4	3.530	A
3	638	160	204	1671	0.382	639	480	0.9	0.6	3.534	A
4	11	3	826	976	0.011	11	18	0.0	0.0	3.848	A

2040 with dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	8.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.54	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D5	2040 with dev	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1+D3

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	888	100.000
2		ONE HOUR	✓	490	100.000
3		ONE HOUR	✓	551	100.000
4		ONE HOUR	✓	27	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	253	631	4
	2	185	0	300	5
	3	300	247	0	4
	4	9	7	11	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	
From	1	0	6	2	1
	2	6	0	3	4
	3	9	14	0	10
	4	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.78	13.23	3.5	B	815	1222
2	0.45	5.67	0.8	A	450	674
3	0.36	3.77	0.6	A	506	758
4	0.03	3.78	0.0	A	25	37

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	669	167	199	1308	0.511	664	371	0.0	1.1	5.724	A
2	369	92	483	1335	0.276	367	380	0.0	0.4	3.867	A
3	415	104	145	1710	0.243	413	705	0.0	0.4	3.080	A
4	20	5	549	1131	0.018	20	10	0.0	0.0	3.254	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	798	200	238	1286	0.621	796	444	1.1	1.7	7.528	A
2	440	110	579	1278	0.345	440	455	0.4	0.5	4.467	A
3	495	124	174	1691	0.293	495	845	0.4	0.5	3.341	A
4	24	6	657	1070	0.023	24	12	0.0	0.0	3.455	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	978	244	291	1257	0.778	971	543	1.7	3.4	12.664	B
2	540	135	706	1203	0.448	538	556	0.5	0.8	5.624	A
3	607	152	213	1666	0.364	606	1031	0.5	0.6	3.770	A
4	30	7	805	987	0.030	30	14	0.0	0.0	3.773	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	978	244	292	1257	0.778	977	544	3.4	3.5	13.234	B
2	540	135	711	1201	0.449	539	558	0.8	0.8	5.668	A
3	607	152	214	1665	0.364	607	1037	0.6	0.6	3.774	A
4	30	7	806	987	0.030	30	14	0.0	0.0	3.775	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	798	200	239	1286	0.621	805	445	3.5	1.7	7.829	A
2	440	110	586	1274	0.346	442	458	0.8	0.6	4.508	A
3	495	124	175	1691	0.293	496	853	0.6	0.5	3.349	A
4	24	6	659	1069	0.023	24	12	0.0	0.0	3.459	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	669	167	200	1308	0.511	671	372	1.7	1.1	5.852	A
2	369	92	488	1332	0.277	370	383	0.6	0.4	3.898	A
3	415	104	146	1710	0.243	415	711	0.5	0.4	3.088	A
4	20	5	552	1129	0.018	20	10	0.0	0.0	3.259	A

2040 with dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.57	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	2040 with dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2+D4

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	559	100.000
2		ONE HOUR	✓	539	100.000
3		ONE HOUR	✓	869	100.000
4		ONE HOUR	✓	14	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1	2	3	4
	1	0	183	368	8
	2	254	0	273	12
	3	518	347	0	4
	4	4	4	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1	2	3	4
	1	0	6	1	3
	2	5	0	1	3
	3	2	0	0	0
	4	8	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.51	6.31	1.1	A	513	769
2	0.43	4.76	0.8	A	495	742
3	0.60	5.60	1.5	A	797	1196
4	0.02	5.07	0.0	A	13	19

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	421	105	268	1270	0.331	419	582	0.0	0.5	4.326	A
2	406	101	286	1451	0.280	404	400	0.0	0.4	3.534	A
3	654	164	205	1671	0.392	652	485	0.0	0.6	3.565	A
4	11	3	839	968	0.011	10	18	0.0	0.0	3.879	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	503	126	321	1241	0.405	502	697	0.5	0.7	4.994	A
2	485	121	343	1418	0.342	484	479	0.4	0.5	3.965	A
3	781	195	246	1644	0.475	780	581	0.6	0.9	4.211	A
4	13	3	1005	876	0.014	13	22	0.0	0.0	4.304	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	615	154	392	1201	0.513	614	853	0.7	1.1	6.278	A
2	593	148	420	1372	0.432	592	587	0.5	0.8	4.742	A
3	957	239	301	1608	0.595	955	711	0.9	1.5	5.557	A
4	15	4	1229	750	0.021	15	26	0.0	0.0	5.058	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	615	154	393	1200	0.513	615	854	1.1	1.1	6.315	A
2	593	148	421	1372	0.433	593	588	0.8	0.8	4.757	A
3	957	239	302	1607	0.595	957	712	1.5	1.5	5.597	A
4	15	4	1232	748	0.021	15	26	0.0	0.0	5.069	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	503	126	322	1240	0.405	504	699	1.1	0.7	5.029	A
2	485	121	344	1417	0.342	486	481	0.8	0.5	3.982	A
3	781	195	247	1643	0.475	783	583	1.5	0.9	4.246	A
4	13	3	1009	873	0.014	13	22	0.0	0.0	4.317	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	421	105	269	1269	0.332	422	585	0.7	0.5	4.363	A
2	406	101	288	1450	0.280	406	403	0.5	0.4	3.552	A
3	654	164	207	1670	0.392	655	488	0.9	0.7	3.592	A
4	11	3	844	966	0.011	11	18	0.0	0.0	3.891	A

2045, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.01	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2045	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	890	100.000
2		ONE HOUR	✓	214	100.000
3		ONE HOUR	✓	547	100.000
4		ONE HOUR	✓	28	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	0	126	758	6
	2	39	0	171	4
	3	461	83	0	3
	4	12	5	11	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
From	1	0	1	8	5
	2	1	0	2	3
	3	4	1	0	5
	4	1	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.72	10.16	2.7	B	817	1225
2	0.21	4.16	0.3	A	196	295
3	0.34	3.19	0.5	A	502	753
4	0.03	3.46	0.0	A	26	39

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	670	168	74	1377	0.486	666	384	0.0	1.0	5.381	A
2	161	40	580	1278	0.126	161	160	0.0	0.1	3.279	A
3	412	103	37	1782	0.231	411	704	0.0	0.3	2.715	A
4	21	5	438	1193	0.018	21	10	0.0	0.0	3.096	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	800	200	89	1369	0.584	798	460	1.0	1.5	6.716	A
2	192	48	695	1210	0.159	192	192	0.1	0.2	3.601	A
3	492	123	44	1777	0.277	491	843	0.3	0.4	2.899	A
4	25	6	524	1145	0.022	25	12	0.0	0.0	3.241	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	980	245	109	1358	0.721	975	563	1.5	2.7	9.924	A
2	236	59	849	1119	0.211	235	235	0.2	0.3	4.147	A
3	602	151	54	1771	0.340	602	1031	0.4	0.5	3.187	A
4	31	8	641	1079	0.029	31	14	0.0	0.0	3.462	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	980	245	109	1358	0.721	980	564	2.7	2.7	10.156	B
2	236	59	853	1117	0.211	236	236	0.3	0.3	4.159	A
3	602	151	54	1770	0.340	602	1035	0.5	0.5	3.189	A
4	31	8	642	1079	0.029	31	14	0.0	0.0	3.463	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	800	200	89	1369	0.584	805	461	2.7	1.5	6.878	A
2	192	48	701	1207	0.159	193	193	0.3	0.2	3.615	A
3	492	123	44	1777	0.277	492	849	0.5	0.4	2.902	A
4	25	6	525	1144	0.022	25	12	0.0	0.0	3.242	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	670	168	75	1377	0.486	672	386	1.5	1.0	5.473	A
2	161	40	585	1275	0.126	161	161	0.2	0.1	3.294	A
3	412	103	37	1782	0.231	412	710	0.4	0.3	2.721	A
4	21	5	439	1192	0.018	21	10	0.0	0.0	3.101	A

2045, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.50	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.50	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2045	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	548	100.000
2		ONE HOUR	✓	536	100.000
3		ONE HOUR	✓	848	100.000
4		ONE HOUR	✓	14	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	0	182	358	8
	2	251	0	273	12
	3	497	347	0	4
	4	4	4	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
From	1	0	0	4	1
	2	0	0	4	1
	3	4	7	0	2
	4	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.50	6.19	1.0	A	503	754
2	0.43	4.66	0.8	A	492	738
3	0.58	5.60	1.4	A	778	1167
4	0.02	4.83	0.0	A	13	19

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	413	103	268	1270	0.325	411	564	0.0	0.5	4.288	A
2	404	101	279	1455	0.277	402	400	0.0	0.4	3.482	A
3	638	160	203	1672	0.382	636	477	0.0	0.6	3.645	A
4	11	3	821	978	0.011	10	18	0.0	0.0	3.734	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	493	123	321	1241	0.397	492	675	0.5	0.7	4.929	A
2	482	120	334	1423	0.339	481	478	0.4	0.5	3.899	A
3	762	191	243	1646	0.463	761	572	0.6	0.9	4.278	A
4	13	3	983	888	0.014	13	22	0.0	0.0	4.131	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	603	151	392	1201	0.502	602	826	0.7	1.0	6.152	A
2	590	148	409	1379	0.428	589	585	0.5	0.8	4.645	A
3	934	233	298	1610	0.580	932	700	0.9	1.4	5.565	A
4	15	4	1203	764	0.020	15	26	0.0	0.0	4.826	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	603	151	393	1200	0.503	603	828	1.0	1.0	6.186	A
2	590	148	410	1378	0.428	590	587	0.8	0.8	4.659	A
3	934	233	298	1609	0.580	934	701	1.4	1.4	5.603	A
4	15	4	1206	763	0.020	15	26	0.0	0.0	4.835	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	493	123	322	1240	0.397	494	678	1.0	0.7	4.962	A
2	482	120	335	1422	0.339	483	480	0.8	0.5	3.914	A
3	762	191	244	1645	0.463	764	574	1.4	0.9	4.309	A
4	13	3	987	885	0.014	13	22	0.0	0.0	4.143	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	413	103	269	1269	0.325	413	567	0.7	0.5	4.318	A
2	404	101	281	1454	0.277	404	402	0.5	0.4	3.498	A
3	638	160	204	1671	0.382	639	480	0.9	0.7	3.672	A
4	11	3	826	976	0.011	11	18	0.0	0.0	3.747	A

2045 with dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.40	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	2045 with dev	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D7+D3

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	912	100.000
2		ONE HOUR	✓	215	100.000
3		ONE HOUR	✓	557	100.000
4		ONE HOUR	✓	28	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	128	778	6
	2	40	0	171	4
	3	471	83	0	3
	4	12	5	11	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	
From	1	0	1	8	5
	2	1	0	2	3
	3	4	1	0	5
	4	1	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.74	10.83	3.0	B	837	1255
2	0.21	4.23	0.3	A	197	296
3	0.35	3.22	0.5	A	511	767
4	0.03	3.49	0.0	A	26	39

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	687	172	74	1377	0.498	682	393	0.0	1.0	5.498	A
2	162	40	595	1269	0.128	161	162	0.0	0.1	3.307	A
3	419	105	37	1781	0.235	418	719	0.0	0.3	2.730	A
4	21	5	446	1188	0.018	21	10	0.0	0.0	3.108	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	820	205	89	1369	0.599	818	470	1.0	1.6	6.943	A
2	193	48	713	1200	0.161	193	194	0.1	0.2	3.642	A
3	501	125	45	1776	0.282	500	861	0.3	0.4	2.919	A
4	25	6	534	1139	0.022	25	12	0.0	0.0	3.257	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1004	251	109	1358	0.739	999	575	1.6	2.9	10.536	B
2	237	59	871	1107	0.214	236	237	0.2	0.3	4.212	A
3	613	153	55	1770	0.347	613	1052	0.4	0.5	3.218	A
4	31	8	653	1072	0.029	31	14	0.0	0.0	3.484	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1004	251	109	1358	0.739	1004	576	2.9	3.0	10.829	B
2	237	59	875	1104	0.214	237	238	0.3	0.3	4.226	A
3	613	153	55	1770	0.347	613	1057	0.5	0.5	3.220	A
4	31	8	654	1072	0.029	31	14	0.0	0.0	3.485	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	820	205	89	1369	0.599	825	471	3.0	1.6	7.132	A
2	193	48	719	1196	0.162	194	195	0.3	0.2	3.658	A
3	501	125	45	1776	0.282	501	868	0.5	0.4	2.922	A
4	25	6	535	1139	0.022	25	12	0.0	0.0	3.261	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	687	172	75	1377	0.499	689	394	1.6	1.1	5.600	A
2	162	40	600	1266	0.128	162	163	0.2	0.1	3.323	A
3	419	105	38	1781	0.235	420	725	0.4	0.3	2.738	A
4	21	5	448	1187	0.018	21	10	0.0	0.0	3.113	A

2045 with dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.65	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	2045 with dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D8+D4

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	559	100.000
2		ONE HOUR	✓	539	100.000
3		ONE HOUR	✓	869	100.000
4		ONE HOUR	✓	14	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	183	368	8
	2	254	0	273	12
	3	518	347	0	4
	4	4	4	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	
From	1	0	0	4	1
	2	0	0	4	1
	3	4	7	0	2
	4	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.51	6.31	1.1	A	513	769
2	0.43	4.72	0.8	A	495	742
3	0.60	5.82	1.5	A	797	1196
4	0.02	4.93	0.0	A	13	19

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	421	105	268	1270	0.331	419	582	0.0	0.5	4.324	A
2	406	101	286	1451	0.280	404	400	0.0	0.4	3.504	A
3	654	164	205	1671	0.392	652	485	0.0	0.7	3.703	A
4	11	3	839	968	0.011	10	18	0.0	0.0	3.774	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	503	126	320	1241	0.405	502	697	0.5	0.7	4.992	A
2	485	121	343	1418	0.342	484	479	0.4	0.5	3.932	A
3	781	195	246	1644	0.475	780	581	0.7	0.9	4.374	A
4	13	3	1005	876	0.014	13	22	0.0	0.0	4.189	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	615	154	392	1201	0.513	614	853	0.7	1.1	6.275	A
2	593	148	420	1372	0.432	592	587	0.5	0.8	4.703	A
3	957	239	301	1608	0.595	954	711	0.9	1.5	5.771	A
4	15	4	1229	750	0.021	15	26	0.0	0.0	4.922	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	615	154	393	1200	0.513	615	854	1.1	1.1	6.312	A
2	593	148	421	1372	0.433	593	588	0.8	0.8	4.718	A
3	957	239	302	1607	0.595	957	712	1.5	1.5	5.815	A
4	15	4	1232	748	0.021	15	26	0.0	0.0	4.932	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	503	126	322	1240	0.405	504	699	1.1	0.7	5.027	A
2	485	121	344	1417	0.342	486	481	0.8	0.5	3.947	A
3	781	195	247	1643	0.475	784	583	1.5	1.0	4.410	A
4	13	3	1009	873	0.014	13	22	0.0	0.0	4.202	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	421	105	269	1269	0.332	422	585	0.7	0.5	4.360	A
2	406	101	288	1450	0.280	406	403	0.5	0.4	3.520	A
3	654	164	207	1670	0.392	655	488	1.0	0.7	3.732	A
4	11	3	844	966	0.011	11	18	0.0	0.0	3.784	A

Junctions 10										
ARCADY 10 - Roundabout Module										
Version: 10.0.3.1598										
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution										

Filename: A28 Link Road.j10
Path: C:\Jobs\Sturry\Junction Analysis
Report generation date: 16/12/2025 16:01:59

»2040, AM
 »2040, PM
 »2040 with dev, AM
 »2040 with dev, PM
 »2045, AM
 »2045, PM
 »2045 with dev, AM
 »2045 with dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2040									
Arm 1	D1	1.5	9.18	0.57	A	D2	0.6	5.12	0.36	A
Arm 2		0.4	3.52	0.29	A		1.1	5.05	0.52	A
Arm 3		0.4	2.71	0.27	A		0.2	2.57	0.17	A
	2040 with dev									
Arm 1	D5	1.5	9.31	0.58	A	D6	0.6	5.14	0.36	A
Arm 2		0.4	3.53	0.30	A		1.2	5.13	0.53	A
Arm 3		0.4	2.73	0.27	A		0.2	2.58	0.17	A
	2045									
Arm 1	D7	19.8	89.72	0.99	F	D8	1.1	8.09	0.52	A
Arm 2		0.7	4.25	0.41	A		1.6	6.16	0.61	A
Arm 3		1.1	4.40	0.53	A		1.0	4.27	0.48	A
	2045 with dev									
Arm 1	D9	21.2	95.43	1.00	F	D10	1.1	8.14	0.52	A
Arm 2		0.7	4.28	0.42	A		1.6	6.28	0.61	A
Arm 3		1.2	4.46	0.54	A		1.0	4.29	0.49	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	12/12/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SDP\nealm
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

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 iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2040	AM	ONE HOUR	07:45	09:15	15	✓		
D2	2040	PM	ONE HOUR	16:45	18:15	15	✓		
D3	Dev	AM	ONE HOUR	07:45	09:15	15			
D4	Dev	PM	ONE HOUR	16:45	18:15	15			
D5	2040 with dev	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1+D3
D6	2040 with dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2+D4
D7	2045	AM	ONE HOUR	07:45	09:15	15	✓		
D8	2045	PM	ONE HOUR	16:45	18:15	15	✓		
D9	2045 with dev	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D7+D3
D10	2045 with dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D8+D4

Analysis Set Details

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

2040, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	5.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.43	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A28 (East)		
2	A28 (West)		
3	Link Road		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1	3.70	5.04	0.9	19.7	50.0	15.3		
2	4.13	7.08	3.7	17.9	50.0	18.9		
3	3.46	7.17	86.9	18.1	50.0	32.8		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.538	1251
2	0.590	1552
3	0.662	2007

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2040	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	531	100.000
2		ONE HOUR	✓	406	100.000
3		ONE HOUR	✓	444	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1	2	3
	1	0	487	44
	2	258	0	148
	3	51	393	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1	2	3
	1	0	11	8
	2	6	0	4
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.57	9.18	1.5	A	487	731
2	0.29	3.52	0.4	A	373	559
3	0.27	2.71	0.4	A	407	611

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	400	100	295	1093	0.366	397	232	0.0	0.6	5.712	A
2	306	76	33	1533	0.199	305	659	0.0	0.3	3.082	A
3	334	84	194	1879	0.178	333	144	0.0	0.2	2.328	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	477	119	353	1061	0.450	476	278	0.6	0.9	6.800	A
2	365	91	39	1529	0.239	365	790	0.3	0.3	3.254	A
3	399	100	232	1854	0.215	399	172	0.2	0.3	2.474	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	585	146	432	1019	0.574	582	340	0.9	1.5	9.087	A
2	447	112	48	1524	0.293	447	966	0.3	0.4	3.515	A
3	489	122	284	1819	0.269	488	211	0.3	0.4	2.705	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	585	146	433	1019	0.574	585	340	1.5	1.5	9.181	A
2	447	112	48	1524	0.293	447	969	0.4	0.4	3.518	A
3	489	122	284	1819	0.269	489	211	0.4	0.4	2.705	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	477	119	354	1061	0.450	480	278	1.5	0.9	6.880	A
2	365	91	40	1529	0.239	365	793	0.4	0.3	3.257	A
3	399	100	232	1853	0.215	400	173	0.4	0.3	2.476	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	400	100	296	1092	0.366	401	233	0.9	0.6	5.775	A
2	306	76	33	1533	0.199	306	664	0.3	0.3	3.088	A
3	334	84	194	1878	0.178	334	145	0.3	0.2	2.333	A

2040, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.59	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2040	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	374	100.000
2		ONE HOUR	✓	728	100.000
3		ONE HOUR	✓	262	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
From	1	0	353	21
	2	389	0	339
	3	90	172	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
From	1	0	5	4
	2	3	0	4
	3	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.36	5.12	0.6	A	343	515
2	0.52	5.05	1.1	A	668	1002
3	0.17	2.57	0.2	A	240	361

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	282	70	129	1182	0.238	280	359	0.0	0.3	4.184	A
2	548	137	16	1543	0.355	546	394	0.0	0.6	3.727	A
3	197	49	292	1814	0.109	197	270	0.0	0.1	2.286	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	336	84	155	1168	0.288	336	430	0.3	0.4	4.536	A
2	654	164	19	1541	0.425	654	472	0.6	0.8	4.193	A
3	236	59	349	1776	0.133	235	323	0.1	0.2	2.399	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	412	103	189	1150	0.358	411	527	0.4	0.6	5.111	A
2	802	200	23	1539	0.521	800	577	0.8	1.1	5.034	A
3	288	72	428	1724	0.167	288	396	0.2	0.2	2.574	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	412	103	189	1150	0.358	412	527	0.6	0.6	5.120	A
2	802	200	23	1539	0.521	802	578	1.1	1.1	5.052	A
3	288	72	428	1723	0.167	288	396	0.2	0.2	2.575	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	336	84	155	1168	0.288	337	431	0.6	0.4	4.549	A
2	654	164	19	1541	0.425	656	473	1.1	0.8	4.213	A
3	236	59	350	1775	0.133	236	324	0.2	0.2	2.401	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	282	70	130	1182	0.238	282	361	0.4	0.3	4.202	A
2	548	137	16	1543	0.355	549	396	0.8	0.6	3.748	A
3	197	49	293	1813	0.109	197	271	0.2	0.1	2.289	A

2040 with dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	5.47	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.47	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D5	2040 with dev	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1+D3

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	531	100.000
2		ONE HOUR	✓	411	100.000
3		ONE HOUR	✓	454	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
	1	0	487	44
	2	258	0	153
	3	51	403	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
	1	0	11	8
	2	6	0	4
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.58	9.31	1.5	A	487	731
2	0.30	3.53	0.4	A	377	566
3	0.27	2.73	0.4	A	417	625

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	400	100	303	1089	0.367	397	232	0.0	0.6	5.746	A
2	309	77	33	1533	0.202	308	667	0.0	0.3	3.090	A
3	342	85	194	1879	0.182	341	148	0.0	0.2	2.340	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	477	119	362	1057	0.452	476	278	0.6	0.9	6.857	A
2	369	92	39	1529	0.242	369	799	0.3	0.3	3.265	A
3	408	102	232	1854	0.220	408	177	0.2	0.3	2.490	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	585	146	443	1013	0.577	582	340	0.9	1.5	9.209	A
2	453	113	48	1524	0.297	452	977	0.3	0.4	3.531	A
3	500	125	284	1819	0.275	499	217	0.3	0.4	2.728	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	585	146	444	1013	0.577	585	340	1.5	1.5	9.308	A
2	453	113	48	1524	0.297	453	980	0.4	0.4	3.534	A
3	500	125	284	1819	0.275	500	217	0.4	0.4	2.729	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	477	119	363	1056	0.452	480	278	1.5	0.9	6.939	A
2	369	92	40	1529	0.242	370	803	0.4	0.3	3.268	A
3	408	102	232	1853	0.220	409	177	0.4	0.3	2.492	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	400	100	304	1088	0.367	401	233	0.9	0.6	5.810	A
2	309	77	33	1533	0.202	310	671	0.3	0.3	3.096	A
3	342	85	194	1878	0.182	342	149	0.3	0.2	2.345	A

2040 with dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.64	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	2040 with dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2+D4

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	374	100.000
2		ONE HOUR	✓	739	100.000
3		ONE HOUR	✓	267	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
	1	0	353	21
	2	389	0	350
	3	90	177	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
	1	0	5	4
	2	3	0	4
	3	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.36	5.14	0.6	A	343	515
2	0.53	5.13	1.2	A	678	1017
3	0.17	2.58	0.2	A	245	368

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	282	70	133	1180	0.239	280	359	0.0	0.3	4.193	A
2	556	139	16	1543	0.361	554	397	0.0	0.6	3.757	A
3	201	50	292	1814	0.111	201	278	0.0	0.1	2.290	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	336	84	159	1166	0.288	336	430	0.3	0.4	4.549	A
2	664	166	19	1541	0.431	664	476	0.6	0.8	4.239	A
3	240	60	349	1776	0.135	240	333	0.1	0.2	2.405	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	412	103	195	1147	0.359	411	527	0.4	0.6	5.132	A
2	814	203	23	1539	0.529	812	583	0.8	1.1	5.114	A
3	294	73	428	1724	0.171	294	408	0.2	0.2	2.583	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	412	103	195	1147	0.359	412	527	0.6	0.6	5.141	A
2	814	203	23	1539	0.529	814	584	1.1	1.2	5.134	A
3	294	73	428	1723	0.171	294	408	0.2	0.2	2.584	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	336	84	159	1166	0.288	337	431	0.6	0.4	4.562	A
2	664	166	19	1541	0.431	666	477	1.2	0.8	4.261	A
3	240	60	350	1775	0.135	240	334	0.2	0.2	2.407	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	282	70	133	1180	0.239	282	361	0.4	0.3	4.211	A
2	556	139	16	1543	0.361	557	399	0.8	0.6	3.781	A
3	201	50	293	1813	0.111	201	280	0.2	0.1	2.292	A

2045, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	33.55	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	33.55	D

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2045	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	732	100.000
2		ONE HOUR	✓	566	100.000
3		ONE HOUR	✓	842	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
	1	0	671	61
	2	360	0	206
	3	97	745	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
	1	0	11	8
	2	6	0	4
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.99	89.72	19.8	F	672	1008
2	0.41	4.25	0.7	A	519	779
3	0.53	4.40	1.1	A	773	1159

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	551	138	559	951	0.580	545	343	0.0	1.5	9.696	A
2	426	107	45	1526	0.279	424	1059	0.0	0.4	3.437	A
3	634	158	270	1828	0.347	632	200	0.0	0.5	3.004	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	658	165	669	891	0.738	652	410	1.5	2.9	16.280	C
2	509	127	54	1520	0.335	508	1267	0.4	0.5	3.742	A
3	757	189	323	1793	0.422	756	239	0.5	0.7	3.471	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	806	201	819	811	0.994	761	502	2.9	14.2	55.251	F
2	623	156	63	1515	0.411	622	1516	0.5	0.7	4.242	A
3	927	232	396	1745	0.531	925	290	0.7	1.1	4.385	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	806	201	820	810	0.995	784	503	14.2	19.8	89.720	F
2	623	156	65	1514	0.412	623	1538	0.7	0.7	4.254	A
3	927	232	396	1745	0.531	927	292	1.1	1.1	4.403	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	658	165	671	890	0.739	724	412	19.8	3.4	31.353	D
2	509	127	60	1517	0.335	510	1334	0.7	0.5	3.767	A
3	757	189	324	1792	0.422	759	246	1.1	0.7	3.489	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	551	138	562	949	0.581	558	344	3.4	1.6	10.386	B
2	426	107	47	1525	0.279	427	1074	0.5	0.4	3.451	A
3	634	158	271	1827	0.347	635	202	0.7	0.5	3.022	A

2045, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	5.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.90	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2045	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	452	100.000
2		ONE HOUR	✓	846	100.000
3		ONE HOUR	✓	737	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
From	1	0	427	25
	2	452	0	394
	3	253	484	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
From	1	0	5	4
	2	3	0	4
	3	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.52	8.09	1.1	A	415	622
2	0.61	6.16	1.6	A	776	1164
3	0.48	4.27	1.0	A	676	1014

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	340	85	363	1056	0.322	338	529	0.0	0.5	5.251	A
2	637	159	19	1541	0.413	634	683	0.0	0.7	4.092	A
3	555	139	339	1783	0.311	553	314	0.0	0.5	3.002	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	406	102	435	1018	0.399	406	633	0.5	0.7	6.165	A
2	761	190	22	1539	0.494	759	818	0.7	1.0	4.770	A
3	663	166	406	1738	0.381	662	376	0.5	0.6	3.432	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	498	124	532	965	0.516	496	775	0.7	1.1	8.025	A
2	931	233	27	1536	0.606	929	1001	1.0	1.6	6.113	A
3	811	203	496	1678	0.484	810	460	0.6	1.0	4.252	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	498	124	533	965	0.516	498	776	1.1	1.1	8.087	A
2	931	233	28	1536	0.606	931	1003	1.6	1.6	6.159	A
3	811	203	498	1677	0.484	811	461	1.0	1.0	4.267	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	406	102	436	1017	0.400	408	635	1.1	0.7	6.219	A
2	761	190	23	1539	0.494	763	821	1.6	1.0	4.811	A
3	663	166	408	1737	0.381	664	378	1.0	0.6	3.449	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	340	85	365	1055	0.323	341	532	0.7	0.5	5.296	A
2	637	159	19	1541	0.413	638	687	1.0	0.7	4.130	A
3	555	139	341	1781	0.311	556	316	0.6	0.5	3.018	A

2045 with dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	35.31	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	35.31	E

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	2045 with dev	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D7+D3

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	732	100.000
2		ONE HOUR	✓	571	100.000
3		ONE HOUR	✓	852	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
	1	0	671	61
	2	360	0	211
	3	97	755	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
	1	0	11	8
	2	6	0	4
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1.00	95.43	21.2	F	672	1008
2	0.42	4.28	0.7	A	524	786
3	0.54	4.46	1.2	A	782	1173

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	551	138	566	947	0.582	545	343	0.0	1.5	9.789	A
2	430	107	45	1526	0.282	428	1066	0.0	0.4	3.448	A
3	641	160	270	1828	0.351	639	204	0.0	0.5	3.023	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	658	165	678	887	0.742	652	410	1.5	3.0	16.586	C
2	513	128	54	1520	0.338	513	1276	0.4	0.5	3.757	A
3	766	191	323	1793	0.427	765	244	0.5	0.7	3.499	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	806	201	830	805	1.001	758	502	3.0	14.9	57.571	F
2	629	157	63	1515	0.415	628	1525	0.5	0.7	4.266	A
3	938	235	396	1745	0.538	936	295	0.7	1.2	4.444	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	806	201	831	804	1.002	781	503	14.9	21.2	95.431	F
2	629	157	65	1514	0.415	629	1547	0.7	0.7	4.278	A
3	938	235	396	1745	0.538	938	297	1.2	1.2	4.463	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	658	165	680	885	0.743	729	412	21.2	3.5	34.321	D
2	513	128	61	1517	0.338	514	1348	0.7	0.5	3.784	A
3	766	191	324	1792	0.427	768	251	1.2	0.8	3.517	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	551	138	569	945	0.583	559	344	3.5	1.6	10.513	B
2	430	107	47	1525	0.282	430	1081	0.5	0.4	3.464	A
3	641	160	271	1827	0.351	642	206	0.8	0.5	3.039	A

2045 with dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	5.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.97	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	2045 with dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D8+D4

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	452	100.000
2		ONE HOUR	✓	857	100.000
3		ONE HOUR	✓	742	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
	1	0	427	25
	2	452	0	405
	3	253	489	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
	1	0	5	4
	2	3	0	4
	3	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.52	8.14	1.1	A	415	622
2	0.61	6.28	1.6	A	786	1180
3	0.49	4.29	1.0	A	681	1021

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	340	85	367	1054	0.323	338	529	0.0	0.5	5.262	A
2	645	161	19	1541	0.419	642	687	0.0	0.7	4.128	A
3	559	140	339	1783	0.313	557	322	0.0	0.5	3.011	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	406	102	439	1015	0.400	406	633	0.5	0.7	6.190	A
2	770	193	22	1539	0.501	769	822	0.7	1.0	4.830	A
3	667	167	406	1738	0.384	666	386	0.5	0.6	3.446	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	498	124	538	962	0.517	496	775	0.7	1.1	8.075	A
2	944	236	27	1536	0.614	941	1006	1.0	1.6	6.233	A
3	817	204	496	1678	0.487	816	472	0.6	1.0	4.278	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	498	124	538	962	0.517	498	776	1.1	1.1	8.138	A
2	944	236	28	1536	0.614	944	1008	1.6	1.6	6.283	A
3	817	204	498	1677	0.487	817	473	1.0	1.0	4.294	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	406	102	440	1014	0.401	408	635	1.1	0.7	6.245	A
2	770	193	23	1539	0.501	773	826	1.6	1.0	4.873	A
3	667	167	408	1737	0.384	668	388	1.0	0.6	3.461	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	340	85	369	1053	0.323	341	532	0.7	0.5	5.313	A
2	645	161	19	1541	0.419	646	691	1.0	0.8	4.166	A
3	559	140	341	1781	0.314	559	324	0.6	0.5	3.025	A

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