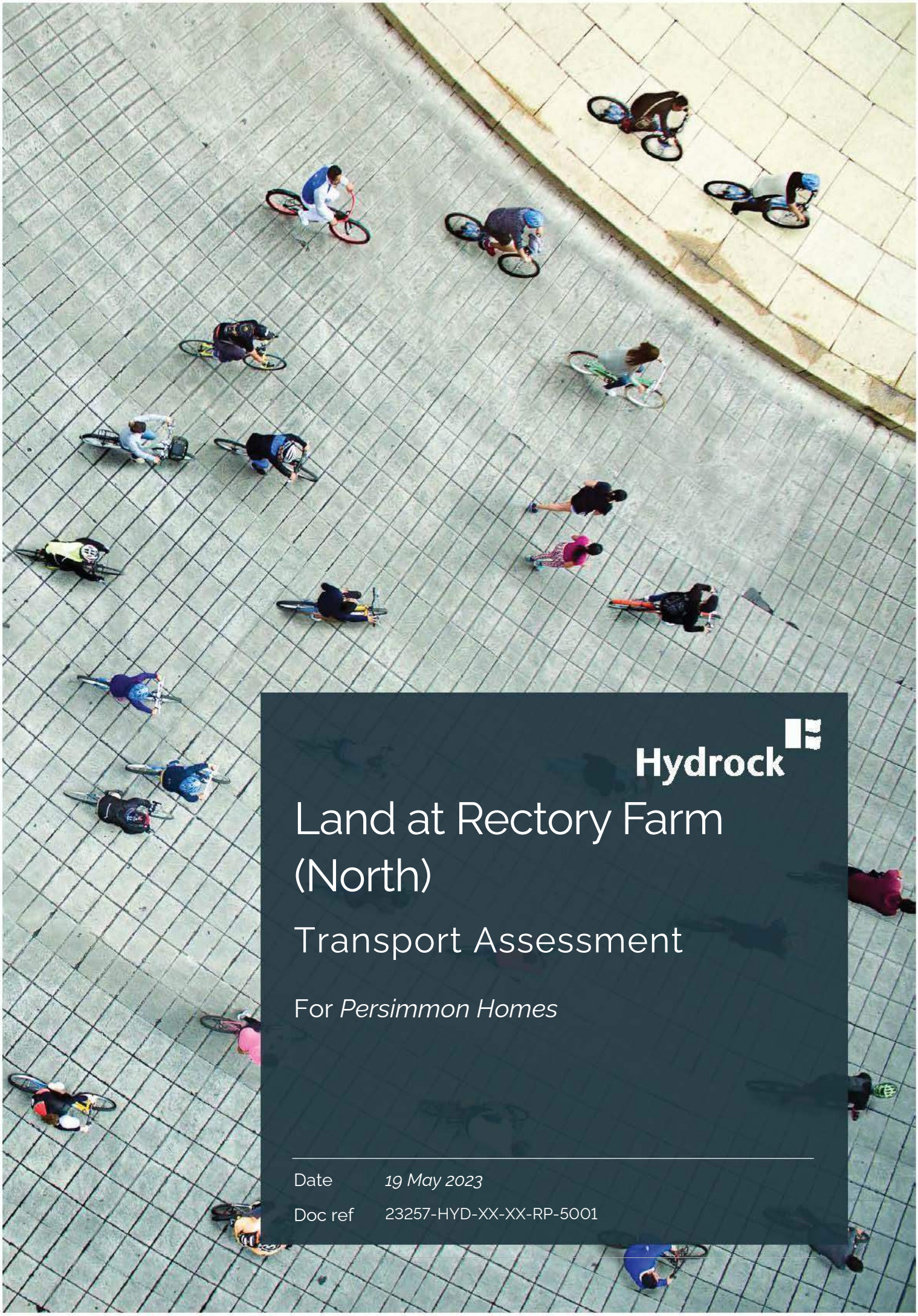

Hydrock

Land at Rectory Farm (North)

Transport Assessment

For *Persimmon Homes*

Date	*19 May 2023*
Doc ref	23257-HYD-XX-XX-RP-5001

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1. Executive summary

1.1.1 This transport assessment (TA) has been produced by Hydrock on behalf of Persimmon Homes in support of an outline planning application for a new development for up to 190 dwellings (50% affordable) at Rectory Farm (North), located in the west of the village of Yatton, North Somerset.

1.1.1 A travel plan (TP) has been prepared in support of the redevelopment of the site. The TP identifies measures and initiatives to encourage travel to and from the site by sustainable modes of travel, and is submitted as a separate document.

1.1.2 Following a review of the personal injury accident data records within the vicinity of the site, it is not considered that there is an inherent highway safety deficiency which would be exacerbated by the proposed development. It is noted that a highways safety scheme is due to be implemented by NSC on the B3133 High Street, which will improve the pedestrian environment along the high street.

1.1.3 The site is well connected to surrounding facilities and services via the existing network of footways and cycle routes. The facilities and services in Yatton are mainly located on High Street, which are within a 10-minute walk. The site can therefore be considered a 20-minute neighbourhood as set out by Sustrans. The site is also well positioned to connect to existing dedicated cycle routes including National Cycle Network (NCN) Route 26 which is also known as the Strawberry Line.

1.1.4 The nearest station to the site is Yatton Rail Station, an 8-minute walk or 2-minute cycle to the north. The station provides a direct line to Bristol Temple Meads in c.20 minutes with two trains in each direction per hour. This provides a genuine choice of sustainable travel to access opportunities within the major city, including employment and leisure travel. Yatton Rail Station also provides local connectivity through North Somerset, with direct trains to Weston-super-Mare's three stops and Nailsea & Backwell.

1.1.2 Yatton is set to be served by demand responsive public transport. The services will use a smaller vehicles and route according to the demand, without a set timetable. The X5 bus service is also proposed to begin re-routing through Yatton in the summer of 2023, after the Yatton High Street improvements are complete.

1.1.5 Due to the site being located in close proximity to a range of sustainable transport options, residents would benefit from a genuine choice of sustainable travel options that are already available.

1.1.6 There are two vehicular access locations for the site. The first access point will be the continuation of Shiners Elms, located north-east of the site. Footways and carriageways will be appropriately provided to tie in to the existing highway network. Means of access via Shiners Elms forms part of this outline consent.

1.1.7 The second access point will be through the approved Rectory Farm development onto Chescombe Road. This development for 100 homes was allowed at appeal (reference: APP/D0121/W/21/3286677). The North Somerset Council reference is 21/P/0236/OUT.

1.1.8 The layout of this permitted site is subject to a reserved matters application and so the precise route of the access for this application will also be a reserved matter. Persimmon Homes have rights of access over the Rectory Farm sites including stepping rights should

the access not be built out by the Rectory Farm developer. It can therefore be relied upon to provide the second access to the site.

1.1.3 The surveyed network peak hours have been tested alongside the development peak hours resulting from a TRICS analysis of the site's trip generation. This has tested the 190 residential dwellings, and consider office use for the land reserved for use class E.

1.1.9 The trip generation results in 97 two-way trips in the AM peak and 96 in the PM peak, spread across the two access points. The distribution of trips has been established using 2011 Census data for journeys to work (WU03EW). Given the choice of routes on the local network, the trips rapidly disperse, diluting the impact in any one area.

1.1.10 The application has assessed the cumulative impact of the development in planning terms. This has been achieved through the use of TEMPRO growth rates to reflect background/planned growth, and the inclusion of committed development where appropriate.

1.1.11 Detailed operational assessments have been carried out to determine the potential impact of the proposed development on the performance of the following junctions:

- Grassmere Road/B3133 High Street priority junction; and
- Chescombe Road/High Street priority junction.

1.1.12 The analysis demonstrated that the modelled and observed queues are within typical daily variations in queue lengths. There is minimal queueing at these junctions in both peak periods.

1.1.13 A sensitivity assessment of the development traffic's impact on the surrounding highway network was carried out considering the use of Shiners Elms as the only vehicular access.

1.1.14 This sensitivity assessment has been undertaken to support the phased delivery of the site. It is noted that the development proposes two accesses which form the basis for the access strategy. This sensitivity assessment demonstrates that the total development can be served by a single access if required as part of the construction phasing.

1.1.15 Consequently, the development will not have a 'severe' impact upon the local highway network and there are no material highway or transportation matter that could preclude the local authority from approving this planning application.

2. INTRODUCTION

2.1 Background

2.1.1 This transport assessment (TA) has been produced by Hydrock on behalf of Persimmon Homes in support of an outline planning application for a new residential development at Rectory Farm (North), located in the west of the village of Yatton, North Somerset.

2.1.2 The site known as Rectory Farm (North) currently comprises of farm land and farm buildings. The proposal is for the development of up to 190 homes (including 50% affordable homes), 0.13ha of land reserved for Class E uses, allotments, car parking, earthworks to facilitate sustainable drainage systems, open space and all other ancillary infrastructure and enabling works with means of access from Shiners Elms for consideration.

2.1.3 All other matters including the means of access from Chescombe Road, internal access, scale and layout are reserved for subsequent approval.

2.1.4 This TA demonstrates that the above development is acceptable in terms of transportation, highway safety and access matters, and that it is compliant with relevant national and local planning policies.

2.1.5 The TA has been prepared in accordance with industry standards and best practice. It sets out the transport issues relating to the development site (existing conditions) and provides details of the development proposals; including those associated with accessibility and connectivity, an assessment of the traffic predicted to be generated by the development and the corresponding traffic impact on the surrounding local highway network.

2.1.6 A travel plan (TP) has been prepared in support of the development of the site. The TP identifies measures and initiatives to encourage travel to and from the site by sustainable modes of travel, and is submitted as a separate document. The TP is submitted as a separate document, reference 23257-HYD-XX-XX-RP-TP-6001.

2.2 Pre-Application Highways Discussions

2.2.1 A transport assessment scoping report (doc ref: 23257-HYD-XX-XX-RP-TP-3001) was submitted to North Somerset Council (NSC) on 8th November 2022 for review/comment; email correspondence is attached as Appendix A. It is noted that the scoping was for c.280 dwellings, and since submitting the pre-application scoping report, the proposed scheme has reduced to up to 190 dwellings.

2.2.2 Comments from NSC highways & transport (dated 31 October 2022) were provided by NSC on 19 January 2023, confirming the requirement for a Transport Assessment, but not commenting on the scoping document submitted.

2.2.3 The comments stated that contributions will be required towards public transport to fund infrastructure improvements and bus services. This request appears to be made in the absence of an assessment of the impact, and so it is unclear how the conclusion that mitigation is necessary was reached. This has been considered further within this TA.

2.3 Scope of Transport Assessment

2.3.1 This TA has been compiled to reflect guidance set out in the National Planning Policy Framework (NPPF) and accompanying National Planning Policy Guidance (NPPG). It also considers advice set out in various local and national guidance documents including; Transport Evidence in Plan Making (DfT), Manual for Streets (DfT), Providing for Journeys on Foot (CIHT), Local Transport Note 1/20: Cycle Infrastructure Design (DfT) and the North Somerset Council (NSC) and Somerset County Council (SCC) planning policy documents and supplementary guidance.

3. SITE DESCRIPTION AND EXISTING CONDITIONS

3.1 Site Location and Existing Use

3.1.1 The proposed development site is located on the west of Yatton, and to the north of Chescombe Road and Rectory Farm. Yatton is a village and civil parish within the unitary authority of North Somerset. The village is located 17.7km south-west of Bristol.

3.1.2 The site is bound to the north and west by agricultural land, existing residential properties to the east, and what is currently Rectory Farm to the south, which has been granted planning permission at appeal for a residential scheme of up to 100 dwellings in June 2022

3.1.3 The National Cycle Network (NCN) Route 26, also known as the 'Strawberry Line', broadly runs adjacent to the west of the site.

3.1.4 The indicative site location is shown in red in Figure 3.1.

Figure 3.1: Indicative Site Location

3.2 Strategic Highway Network

3.2.1 The strategic road network (SRN) within the vicinity of the site is summarised in Table 3.1.

Table 3.1: Summary of Strategic Road Network

Junction Ref:	Description:	Travelling Distance (km):	Alignment / Destination:
M5 J20	Clevedon Interchange (Grade separated Roundabout) accessed via the B3133 route into Clevedon	8.2	North-South/West Bromwich-Exeter
M5 J21	St Georges Interchange (Grade separated Roundabout) accessed via the A370 to the southwest of the site	9.2	North-South/West Bromwich-Exeter

3.3 Local Highway Network

3.3.1 The local highway network within the vicinity of the site is summarised in Table 3.2.

Table 3.2: Local Highway Network Summary

Location:	Road Type:	Carriageway width (m):	Alignment:	Speed Limit (mph):
Mendip Close	Unclassified	5.1m	North/south	30
Shiners Elms	Unclassified	5.5m	East/West	30
Chescombe Road	Unclassified	4m-5.1m	Northwest/South east	30
Mendip Road (West)	Unclassified	5.5m	East/West	30
Mendip Road (East)	Unclassified	6.7m	Southeast/North west	30
B3133 High Street	B road	7.2m	Northeast/South west	30

3.3.2 Chescombe Road and Shiners Elms will provide access to the site.

3.3.3 Table 3.3 further describes the characteristics of local highway network.

Table 3.3: Local Highway Network Characteristics

Route Name	Pedestrian footways	Street lighting	Crossing facilities	Description/comments:
Mendip Road	Yes	Yes	Yes	Local distributer road that crosses Chescombe Road 120m east of the site, joining to the B3133 at either end of the village. The pedestrian route along Mendip Road is of a high standard, with street lighting, dropped kerbs and tactile paving at crossing points.
Shiners Elms	Yes	Yes	No	Cul-de-sac serving 15 dwellings. The carriageway measures 5.5m wide with 1.8m wide footways on either side. It has a turning head at its mid-point to allow large vehicles to exit the street in a forward gear.
Chescombe Road	Yes	Yes	Yes	Chescombe Road is a residential road that continues north and forms a junction with the B3133 High Street at its northern extent, providing access to the village high street with a wide range of services and facilities, including shops, education and public transport.
B3133 High Street	Yes	Yes	Yes	Provides the main road to and from Yatton, with Clevedon and the M5 in the north and the A370 in the south. At the end of Chescombe Road, it forms the village High Street, with a wide range of services and facilities, including shops, education and public transport.
NCN Route 26	NA	No	NA	The Strawberry Line is a traffic free walking and cycling route between Yatton and Cheddar, forming part of the National Cycle Network (NCN). It provides a high-quality active travel link between the site and Yatton Train Station, as well as a nine-mile-long leisure route.

3.4 Highway Safety

3.4.1 Personal Injury Accident (PIA) data has been obtained from recorded road safety data published annually by the Department for Transport (DfT). The statistics provide PIA data reported in each local authority recorded using the STATS19 accident reporting form.

3.4.2 The most recent five-year dataset has been reviewed, covering between January 1st 2017 and 31st December 2021. The study area includes the length of Chescombe Road and its priority junction with the B3133 High Street, and the Grassmere Road and Heathgate routes between Shiners Elm and the High Street, as shown in Figure 3.2.

Figure 3.2: PIA Search Area and Recorded Collisions

3.4.3 The PIA data is reviewed to establish if the highway may be a causal factor in PIA events.

3.4.4 It is unlikely that a single incident will lead to a conclusion that highway design resulted in the incident. Therefore, the review focuses on patterns and clusters of accidents.

3.4.5 In spite of this, hazardous weather conditions can also affect the level of highway risk. However, mitigating weather conditions is not usually achieved through alterations to the highway.

3.4.6 Within the study a total of four PIAs were recorded, all slight in nature; there were no serious or fatal accidents recorded within the study.

3.4.7 The slight accident located on Grassmere Road/High Street junction was a head on collision involving a motorcycle and a car. The motorcycle was proceeding normally along the carriageway and the car pulled out into oncoming traffic.

3.4.8 Two out of the four slight accidents recorded involved heavy goods vehicles and pedal cycles. One goods vehicle hit the front of the pedal cycle on their nearside whilst both proceeding normally. The second accident was a shunting collision with the goods vehicle hitting the offside of the pedal cycle, both were proceeding normally. One of these incidents took place at the Heathgate/High Street junction, and the other occurred near the Chescombe Road/High Street junction.

3.4.9 The slight accident located the B3133 High Street just east of Chescombe Road involved a vehicle and a pedestrian. The pedestrian was walking along the carriageway with their back to the traffic and the vehicle failed to see them.

3.4.10 Following this review of personal injury accident data records within the vicinity of the site, it is not considered that there is an inherent highway safety deficiency which would be exacerbated by the proposed development.

3.4.11 It is noted that a highways safety scheme is being implemented by NSC on the B3133 High Street, which will improve the pedestrian environment along the high street.

3.4.12 The accident output is provided in Appendix B.

3.5 Traffic survey data

3.5.1 Hydrock instructed independent traffic surveys (Manual Classified Count and Queue data) in the following locations:

- Grassmere Road/ B3133 High Street priority T-junction
- B3133 High Street/Chescombe Road priority T-junction
- Mendip Road/Shiners Elms priority T-junction
- B3133 High Street/Heathgate priority T-junction

3.5.2 The surveys have been carried out within school term time on the neutral weekday Thursday 1st December 2022. The surveys recorded between the hours of 07:00 and 19:00 to ensure that the development and local AM and PM network peak periods are captured.

3.5.3 The full survey data outputs are attached as Appendix C.

B3133 High Street/Grassmere Road priority T-junction

3.5.4 The traffic survey results at B3133 High Street/Grassmere Road priority T-junction have been analysed to ascertain the network peak hours. The results are summarised in Table 3.4.

Table 3.4: B3133 High Street/Grassmere Road priority T-junction survey results

Peak Period	Time	Grassmere Road/High Street priority T-junction			
		B3133 High Street (N)	B3133 High Street (S)	Grassmere Road	Total
AM	07:00	317	327	50	694
	08:00	470	353	77	900
	09:00	409	403	67	879
PM	16:00	560	409	52	1021
	17:00	499	402	57	958
	18:00	418	369	22	809

B3133 High Street/Chescombe Road priority T-junction

3.5.5 The traffic survey results at B3133 High Street/Chescombe Road priority T-junction have been analysed to ascertain the network peak hours. The results are summarised in Table 3.5.

Table 3.5: B3133 High Street/Chescombe Road priority T-junction survey results

Peak Period	Time	High Street/Chescombe Road priority T-junction			
		B3133 High Street (E)	B3133 High Street (W)	Chescombe Road	Total
AM	07:00	320	332	27	679
	08:00	377	416	40	833
	09:00	402	437	58	897
PM	16:00	427	523	70	1020
	17:00	408	463	60	931
	18:00	332	461	97	890

Mendip Road/Shiners Elms priority T-junction

3.5.6 The traffic survey results at Mendip Road/Shiners Elms priority T-junction have been analysed to ascertain the network peak hours. The results are summarised in Table 3.6.

Table 3.6: Mendip Road/Shiners Elms priority T-junction survey results

Peak Period	Time	Mendip Road/ Shiners Elms priority T-junction			
		Mendip Road (E)	Mendip Road (W)	Shiners Elms	Total
AM	07:00	48	20	4	70
	08:00	71	41	3	115
	09:00	70	36	4	110
PM	16:00	64	36	3	103
	17:00	66	26	2	94
	18:00	35	25	4	64

B3133 High Street/Heathgate priority T-junction

3.5.7 The traffic survey results at B3133 High Street/Heathgate priority T-junction have been analysed to ascertain the network peak hours. The results are summarised in Table 3.7.

Table 3.7: B3133 High Street/Heathgate priority T-junction survey results

Peak Period	Time	B3133 High Street/Heathgate priority T-junction			
		B3133 High Street (N)	B3133 High Street (S)	Heathgate	Total
AM	07:00	313	329	18	570
	08:00	451	357	22	830
	09:00	386	396	22	804
PM	16:00	544	427	17	988
	17:00	462	400	25	887
	18:00	413	390	38	841

4. SUSTAINABLE CONNECTIVITY OF THE SITE

4.1 Introduction

4.1.1 This chapter sets out the connectivity of the site to the surrounding area by sustainable modes of travel.

4.1.2 The principal of locating dwellings near to key services and facilities is not new, and the benefits of residents being able to walk or cycle for their daily needs is well understood. There are a number of concepts that capture this ideal and provide a framework for its delivery. One such example is Sustrans 20-minute neighbourhood, which has gained significant traction in the UK, as illustrated by publications such as the RTPI's Briefing Paper *20 Minute Neighbourhoods* (2021).

4.1.3 Key to the concept is ensuring that most of people's daily needs can be met within a short walk or cycle. This results in multiple benefits including improved mental and physical wellbeing, reduced traffic congestion, improved noise and air quality and a stronger community.

4.1.4 For Sustrans, this means a 20-minute return walk, 10 minutes there and 10 minutes back, which is consistent with the 800m 'Walkable Neighbourhood' described in Manual for Streets.

4.1.5 Although now superseded by CD143, TA91/05 *Provision for Non-Motorised Users* states at paragraph 2.3 that 'Walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles' (3.2km). Paragraph 2.2 of TA91/05 stated that 2 miles is 'a distance that could easily be walked by the majority of people' and (at paragraph 2.3) that 'Walking and rambling can also be undertaken as a leisure activity, often over longer distances'. In relation to shorter trips in particular, the CIHT publication Planning for Walking (section 2.1) states that across Britain about '80% of journeys shorter than 1 mile are made wholly on foot'.

4.1.6 Consequently, whilst a 10-minute walking distance to key everyday facilities should be the target for new neighbourhoods, the 20-minute neighbourhood concept can be based around that length of walk each-way to wider locations including employment and less-frequently visited facilities (e.g. healthcare provision).

4.2 Pedestrian connectivity

4.2.1 Figure 4.1 shows actual walking distances from the site. The resulting isochrones are broken down into the distances able to be travel in 10-, 20- and 30-minute.

4.2.2 This shows that the amenities on the High Street are within a 10-minute walk, in line with the 20-minute neighbourhood principle.

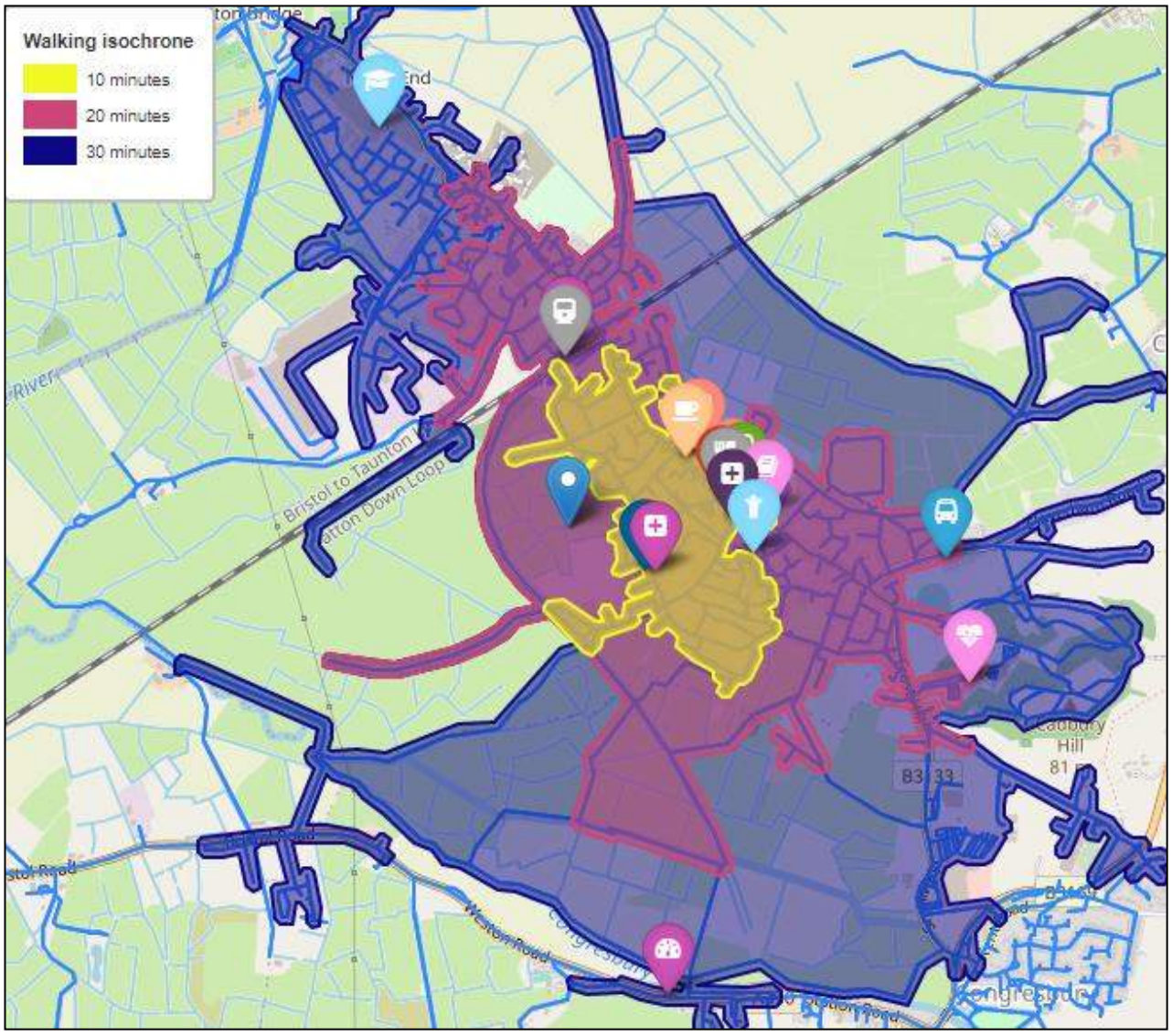

Figure 4.1: Pedestrian Isochrone

4.2.3 The site is located within a residential area where there is an existing network of footways and footpath connections giving access to local facilities and services. The key pedestrian routes from the development site are set out below:

High Street

4.2.4 High Street benefits from a range of facilities and services including educational facilities, retail and other local amenities within suitable walking distance. From the site, High Street is accessible via Mendip Road and Elborough Avenue, or Elm Close and Chescombe Road. These routes benefit from street lighting and footways on both sides of the carriageway, with dropped kerb facilities at crossing points along the route. Dropped kerbs are present along Chescombe Road at local junctions. Moreover, there are existing formalised crossing points, such as zebra crossing facilities and tactile paving, along the High Street which provides ready access for town centre relates uses on either side of the road.

4.2.5 NSC are progressing a well-developed scheme to improve parts of the High Street for all users and create a more accessible and safer street. Local improvement and enhancement works include a widening of parts of the pavement on the High Street, bus

stop improvements, reducing traffic speeds and enhancing the school pedestrian and cycle zone on Mendip Road. Works were due to start in February 2023, but are undergoing additional consultation at the time of writing.

Railway station

4.2.6 Yatton Rail Station is some 600m north of the development site and is accessible by either the existing pedestrian footways on Mendip Road (West) or by an off-road route, which forms part of the NCN 26.

4.2.7 The route along Mendip Road (West) is provided with dropped kerb crossing facilities at local junctions and is provided with street lighting. The NCN 26 is unlit but provides a traffic free route and direct access to the Rail Station.

4.1 Pedestrian route audit

4.1.1 A site visit was undertaken to assess the pedestrian routes taken to travel to different destinations within Yatton. A map displaying the four key routes assessed is shown in Figure 4.2.

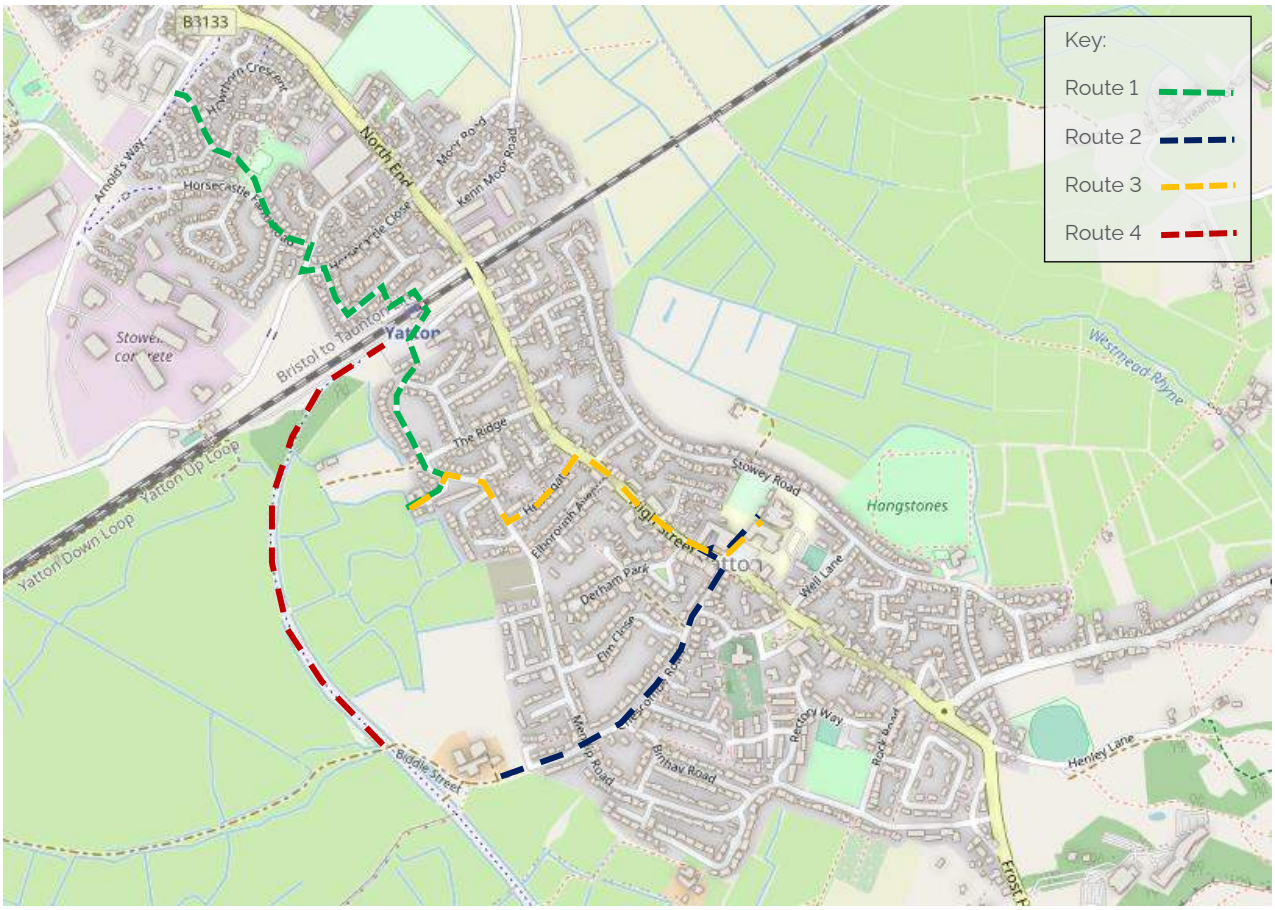

Figure 4.2: Key walking routes in Yatton

Route 1

4.1.2 Route 1 provides a connection to the proposed Sainsbury's development site from the access point on Shiner's Elms, via the railway station. The route follows Shiner's Elms, and routes north onto Mendip Road at the junction which connects to the train station. The

railway bridge allows for access over the tracks, and continues through the residential streets towards the cut-through in Horsecastle Playground.

4.1.3 The cut-through provides a connection to Meadowland Lane; the route continues north along Meadowland Lane which forms a junction with Arnold's way. The route is c1.3km which falls in line with the guidance set out within paragraph 2.2 of TA91/05., Guidance for walking and cycling. This is deemed an appropriate distance which would take approximately 16 minutes on foot or a 4-minute cycle.

4.1.4 The streets are of a good standard with street lighting, dropped kerbs, tactile paving, and footways typically measuring 1.8m in width.

Figure 4.3: Pedestrian route from Yatton Rail Station north

Figure 4.4: Entrance and Footpath in Horsecastle Playground

Route 2

4.1.5 Route 2 connects to Yatton Primary School from the southern access on Chescombe Road. The route follows Chescombe Road heading north until its junction with High Street. The route crossing the High Street using the zebra crossing.

4.1.6 The roads are of a good standard with street lighting, dropped kerbs, tactile paving and footways typically measuring 1.8m as well as a zebra crossing opposite the Co-op.

4.1.7 Although already of a good standard, improvement works to Chescombe Road are due to be completed as part of the development proposals at Rectory Farm, to the south of the site (21/P/2791/OUT).

Figure 4.5: Zebra Crossing on the High Street

Route 3

4.1.8 Route 3 provides an alternative route to the school as well as the High Street from the northern access. It follows Shiners Elms, Mendip Road to the south, along Heathgate and finally onto the High Street.

4.1.9 The roads are of a good standard with street lighting, dropped kerbs, tactile paving and footways typically measuring 1.8m in width. The route is c.1km and falls under the Walkable Distance outlined by TA91/05.

Route 4

4.1.10 Route 4 follows the Strawberry Line and offers a walking/cycling route to Yatton Rail Station. As illustrated in Figure 4.5 the Strawberry Line is a gravel path dedicated to pedestrians and cyclists. It forms part of the National Cycle Network (NCN) Route 26.

Figure 4.6: Entrance to the Strawberry Line outside Yatton Rail Station

4.2 Public Rights of Way

4.2.1 No Public Rights of Way (PRoW) cross the site. The closest PRoW is (LA21/28/10), which connects Chescombe Road and the Strawberry line. The PRoWs within the vicinity of the site are shown in Figure 4.7.

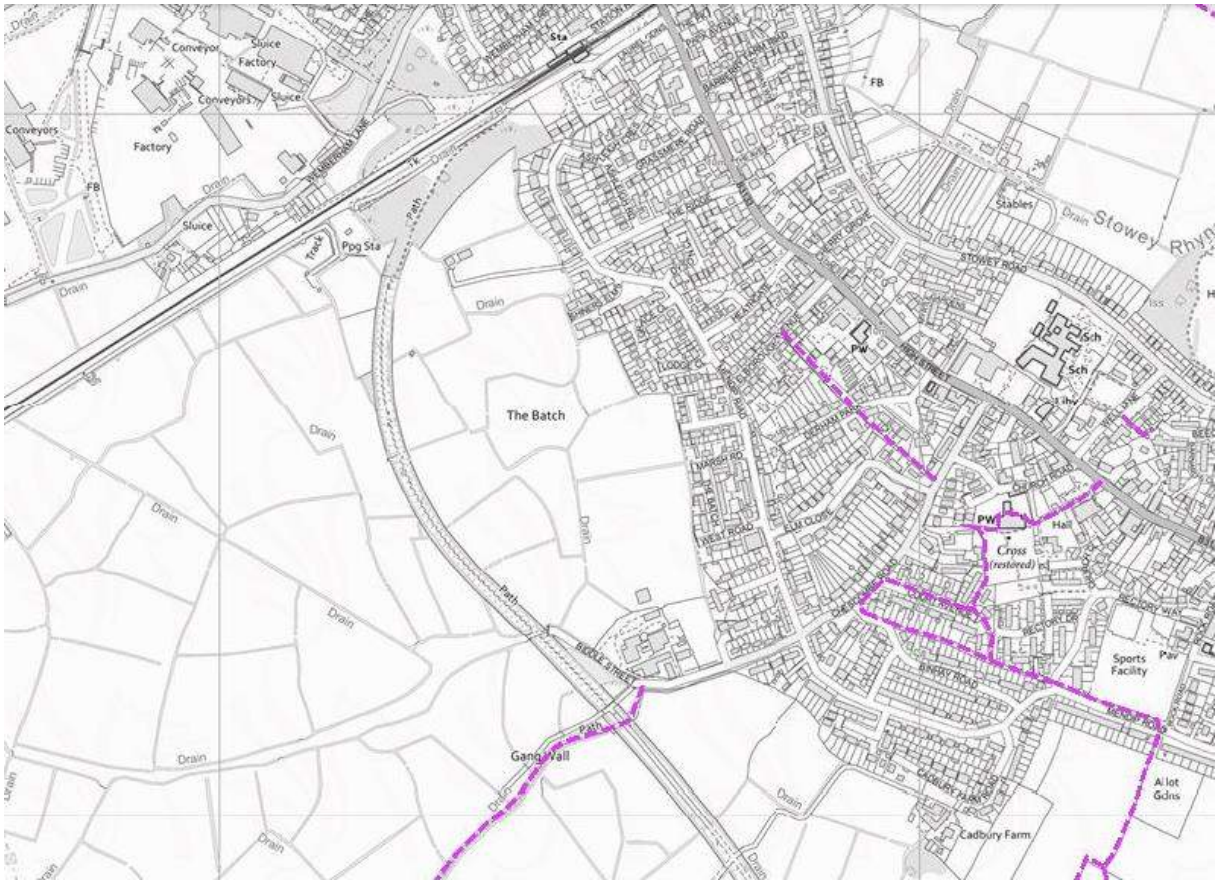

Figure 4.7: PRoW routes within the vicinity of the site

4.3 Cycle Connectivity

4.3.1 TA91/05 states (in paragraph 2.11) that 'Cycling is used for accessing a variety of different destinations, including educational facilities, shops and places of work, up to a range of around 5 miles. Cycling is also undertaken as a leisure activity, often over much longer distances.' At paragraph 2.9, TA91/05 states that 5 miles (8km) is a distance 'that could easily be cycled by the majority of people'.

4.3.2 This is consistent with the statement in LTN01/20 (paragraph 2.2.2) that 'Two out of every three personal trips are less than five miles in length - an achievable distance to cycle for most people, with many shorter journeys also suitable for walking.'

4.3.3 The development site is located in close to the National Cycle Network (NCN) route 26 which is located directly along the western boundary of the site. NCN 26 is also known as the Strawberry Line and is a traffic free walking and cycle route between Yatton and Cheddar. It provides a high-quality active travel link between the site and Yatton Train Station.

4.3.4 The Strawberry Line also provides a 14.5km leisure route, connecting locally to Clevedon and Cheddar to the north and south of the site respectively. There is also planning for

further phased extension of the route. To the east of the site the existing road network is suitable for on-road cycling with access to the Avon Cycleway some 6km north of Yatton.

4.3.5 The existing cycle routes within close proximity to the site are shown in Figure 4.8.

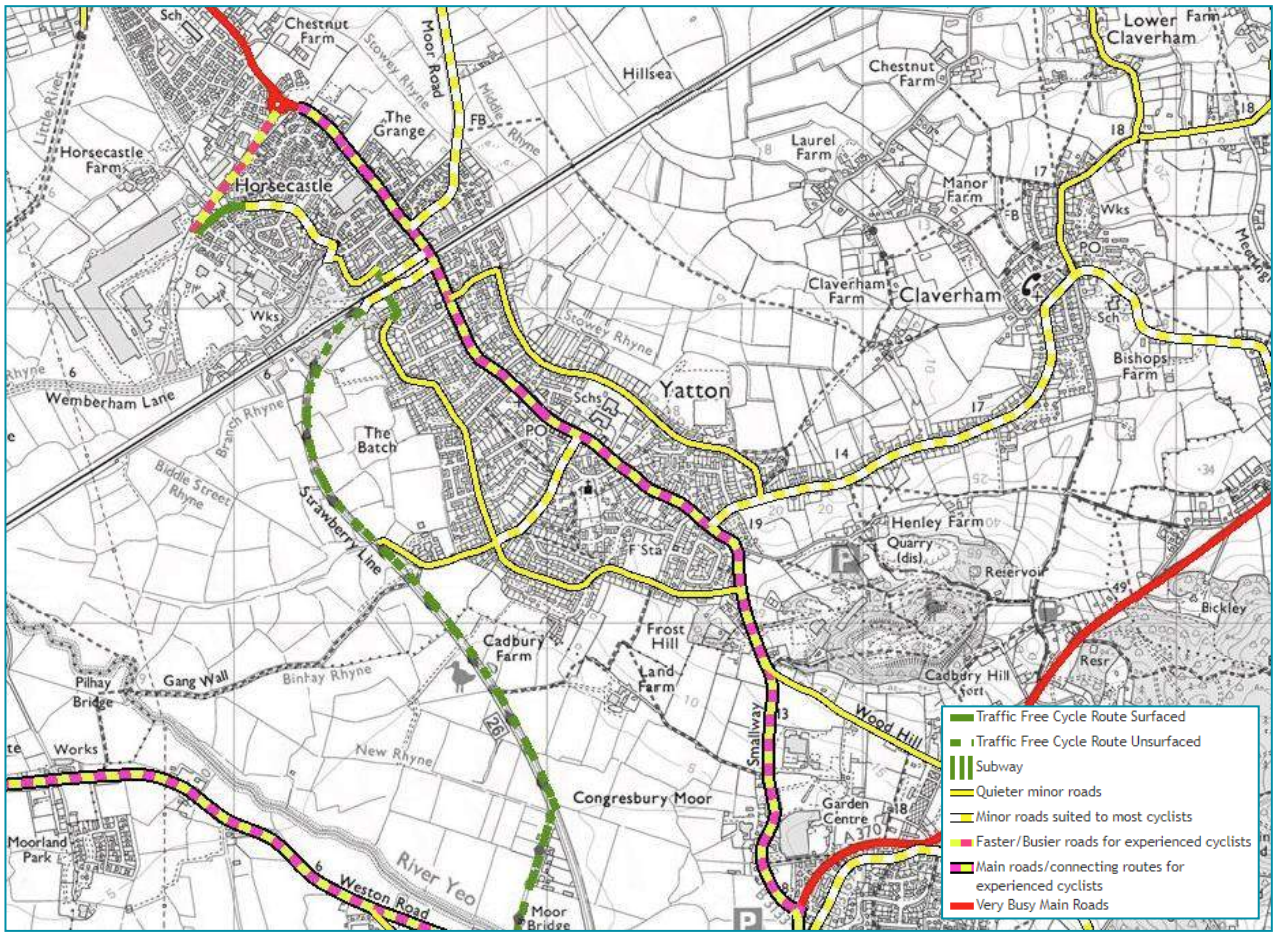

Figure 4.8: Local Cycle Routes

Local Cycle Usage

4.3.6 Strava is a tool to track physical exercise, and is used by many cyclists to track their cycle activity, whether for leisure or commuting. Strava produce heatmaps showing records of their users recorded activities. The heatmap shown in Figure 4.9 has been filtered to include cyclists only, and shows that the local highway network is currently well used by cyclists.

Figure 4.9: Strava Heatmap – Cycling

4.4 Existing Local Services and Facilities

4.4.1 As can be seen in Figure 4.10 the site lies within walking/cycling distance of a range of local services, facilities and employment opportunities.

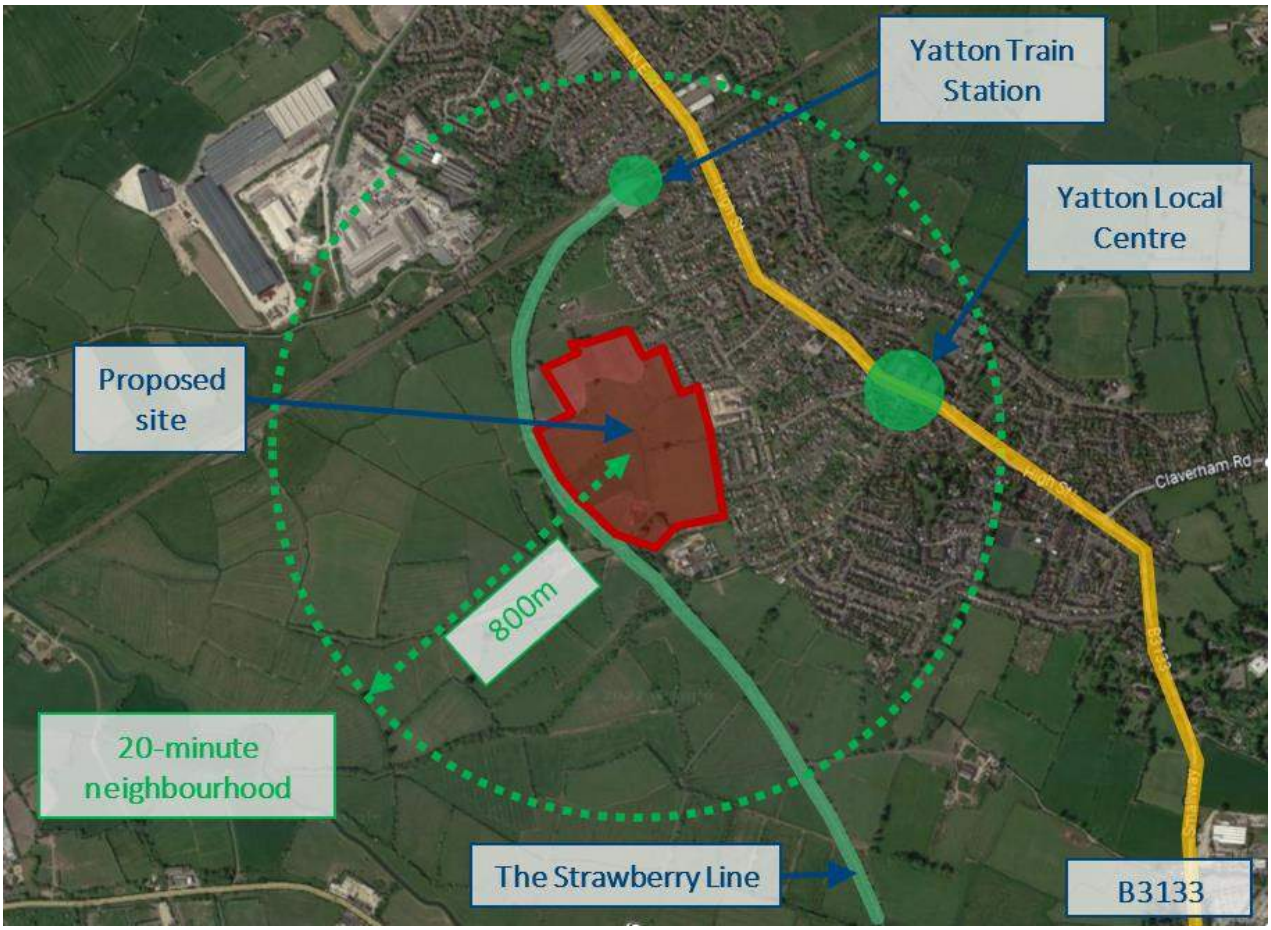

Figure 4.10: 20-minute neighbourhood context plan

4.4.2 Local facilities and amenities are summarised in Table 4.1 and the location of local facilities is shown on Figure 4.11.

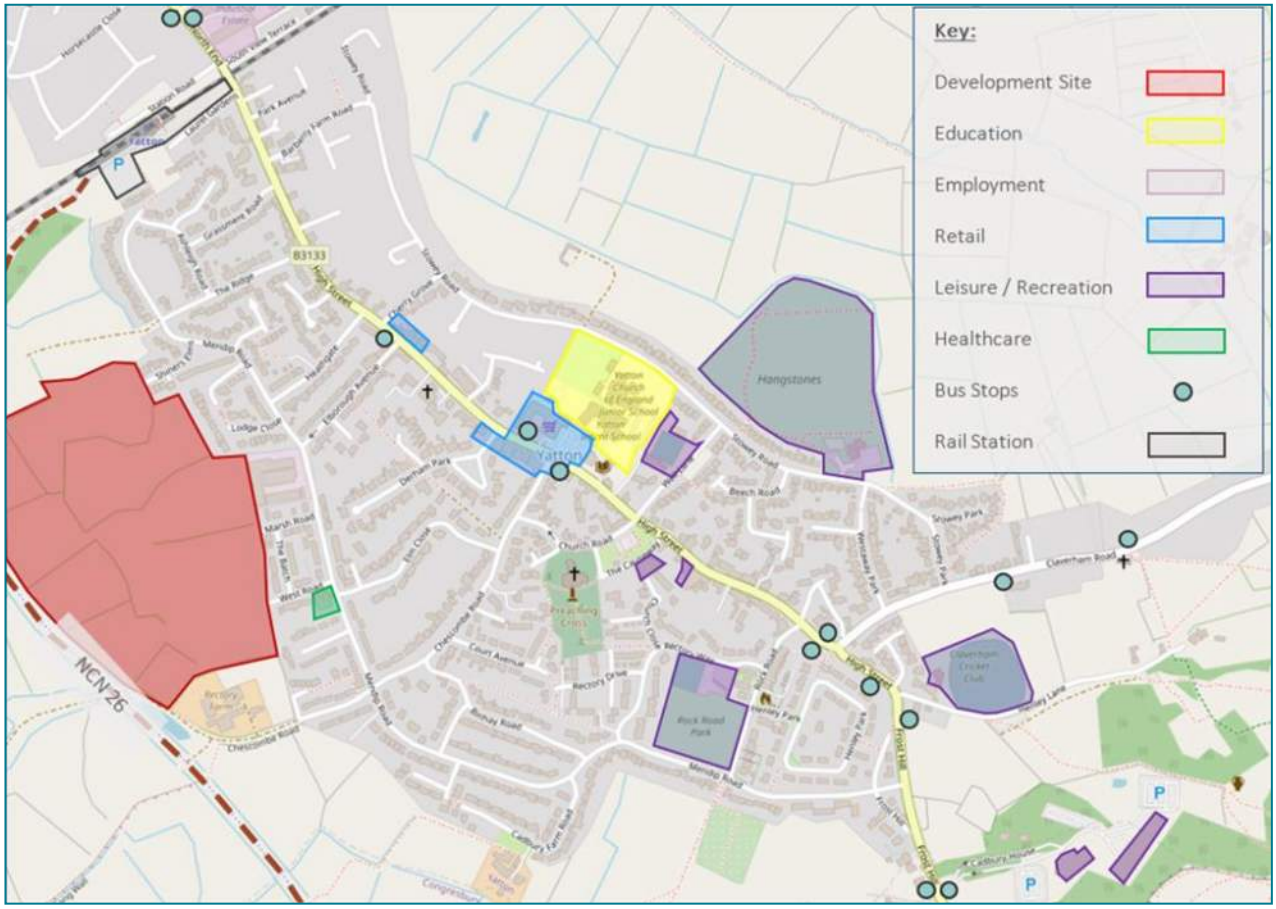

Figure 4.11: Site Location and Local Facilities

Table 4.1: Local Facilities and Services

Category:	Facility:	Name:	Distance (m)	Walking Time (Mins)	Cycle time (Mins)
Transport	Cycle	NCN 26	250m	3	1
	Rail Station	Yatton Station	750m	8	2
Education	Nursery	Yatton VC Infants School	850m	11	3
	Primary School	Yatton C of E School	1000m	13	3
	Secondary School	Churchill Academy and Sixth Form	7000m	-	22
	Sixth Form	Churchill Academy and Sixth Form	7000m	-	22
Healthcare	GP Practice	Mendip Vale Medical Practice	300m	4	1
	Pharmacy	Lloyds Pharmacy	350m	4	1
High Street / Retail / Amenities	Bakery	Pullin's Bakery	550m	7	2
	Veterinary Practice(s)	Watkins & Tasker	700m	9	2
	Food Store	Cooperative	750m	9	2
	Hairdresser	Broad Street Hair Yatton	750m	9	2
	Restaurant	Yatton Tandoori	800m	10	3
	Post Office	Post Office	850m	11	3
	Public House	Butchers Arms Public House	950m	12	3
	Public House	Market Inn Public House	950m	12	3
	Public House	The Railway	1100m	14	3
	Village Hall	Yatton Village Hall	950m	12	3
Leisure	Recreation Ground	Rectory Way	1100m	14	4
	Recreation Ground	Hangstones Pavilion	1300m	16	4
	Cricket Club	Claverham C.C.	1500m	19	5
	Gym	CommandoFit	1500m	19	5
	Rugby/Football Club	Yatton R.F.C	1500m	19	5

4.4.3 The travel time set out in Table 4.1 is based on walking speed of 80m/minute, taken from 'Providing for Journeys on Foot', IHT and cycling speed of 320m/minute (19.2kph), taken from Cycling England Design Guide.

4.4.4 Table 4.1 indicates that there is one supermarket that is accessible by foot. In addition, a new Sainsbury's store c.840sqm has been approved at Arnolds Way, in north Yatton.

4.4.5 The site is 1.3km away from the village's main shopping precinct which falls under the suitable walking distance. The additional food store would serve the demand of residents in Yatton as well as widen the choice of supermarkets that can be accessed sustainably from the site.

4.4.6 Table 4.1 demonstrates that there are a wide range of services and facilities within an acceptable walking and cycling distance to/from the site which ensure that future residents have the choice to travel by sustainable modes for their everyday needs, and will not be reliant on the car. The calculations are based upon a point in the centre of the site which is robust, as the illustrative masterplan shows that dwellings are likely to be centred to the east of the site meaning walking and cycling times will be less.

4.5 Public Transport Connectivity

Bus Services

4.5.1 Due to local authority budget cuts bus services were removed temporarily from Yatton at the beginning of September 2022. In response, demand responsive transport is set to be introduced in North Somerset. The services will use a smaller vehicle and route according to the demand, without a set timetable.

4.5.2 Initially this service will run from 7am until 7pm Monday to Saturday. Passengers will be able to book their journeys by phone or through mobile app. Pricing will be in line with fares for the previous local buses.

4.5.3 The new service is due to start running from the 3 March 2023.

4.5.4 The X5 bus service is also proposed to begin re-routing through Yatton in the summer of 2023, after the Yatton High Street improvements are complete.

4.5.5 There is also a local community bus service available, provided by the Yeo Valley Lions Club, known as the 'Big Yellow Minibus'. The service operates in a number of local villages including Yatton. The service is used by a variety of youth organisations, lunch groups and sports clubs as well as the elderly for scheduled trips to local food stores and shops.

4.5.6 Trip schedule includes: Tuesday, Thursday and Friday mornings.

Rail Services

4.5.7 The nearest station to the site is Yatton Rail Station, located approximately 550m north of the development (as the crow flies). Access to the rail facility by foot or cycle can be achieved via Mendip Road (650m walking/cycling distance) or the NCN 26 (700m walking/cycling distance), equating to approximately an 8-minute walk or 2-minute cycle.

4.5.8 Yatton Rail Station offers a direct line to Bristol Temple Meads as part of the Great Western Railway service. The full route runs between Cardiff Central and Taunton, with some services terminating short at Weston-super-Mare and Bristol Parkway.

4.5.9 The service provides two trains in each direction per hour and takes c.20 minutes to reach Bristol Temple Meads. This provides an attractive option to reach the City of Bristol and the wide range of services, facilities and employment it offers. Yatton Rail Station also provides local connectivity through North Somerset, with direct trains to Weston-super-Mare's three stops and Nailsea & Backwell.

4.5.10 This provides a genuine choice of sustainable travel to access opportunities within the major city, including employment and leisure travel.

4.5.11 Yatton Rail Station offers 20 sheltered storage spaces for bicycles including CCTV coverage and a cycle Pods bike pump.

4.5.12 The public transport isochrone for the site can be seen in Figure 4.12 which shows that central Bristol, Weston-super-Mare and Nailsea are all available within a 30-minute journey time, with most of west Bristol available within an hour.

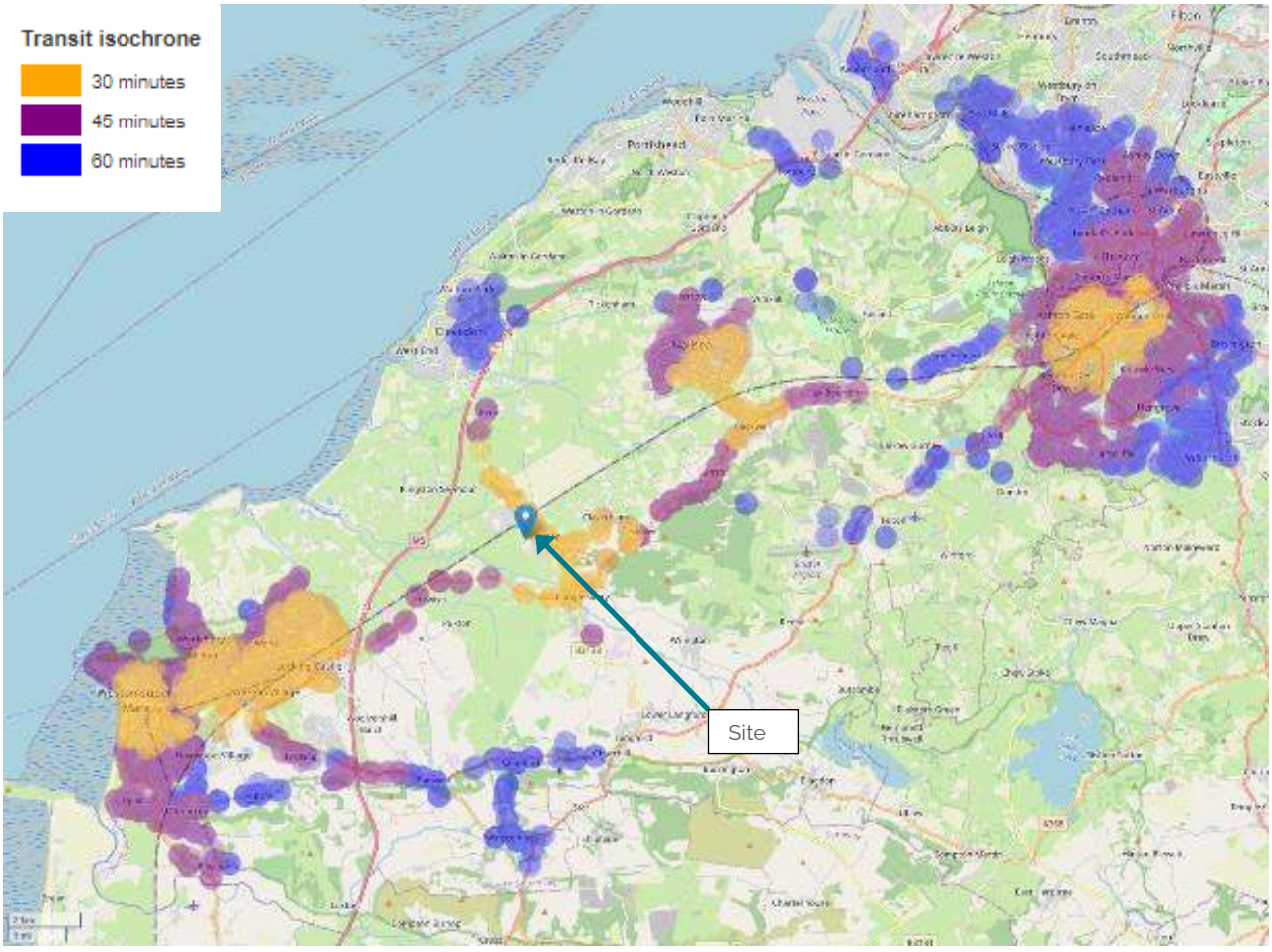

Figure 4.12: Public Transport Isochrone

4.6 Connectivity Summary

4.6.1 The site is well connected to surrounding facilities and services via the existing network of footways and cycle routes which in turn encourages alternative sustainable modes of transport

4.6.2 The site is located within walking distance of a wide range of day-to-day services and facilities within Yatton, including convenience stores, takeaways, pubs and cafés, a library and a village hall. It will form part of a 20-minute neighbourhood, ensuring that future residents have a genuine choice of sustainable transport and are not reliant on the private car.

4.6.3 It is within cycling distance of a larger range of services, facilities and employment opportunities in Clevedon.

4.6.4 The site is also within a reasonable walking distance of Yatton Rail Station with a frequent service between Cardiff and Taunton, notably calling at Bristol Temple Meads with a c.15-minute journey time and a 30-minute frequency. This provides a genuine choice of sustainable travel to access opportunities within the major city, including employment, retail and leisure uses. Yatton Rail Station also provides local connectivity through North Somerset, with direct trains to Weston-super-Mare's three stops and Nailsea & Backwell.

4.6.5 Consequently, due to the site being located in close proximity to good existing sustainable transport infrastructure and demand responsive bus services, residents would benefit from the diverse range of sustainable travel options that are already available. Their use by new residents will also support their ongoing viability. The site is in a sustainable location in transport terms.

5. DEVELOPMENT PROPOSALS

5.1 Overview

5.1.1 The proposal is for the outline planning application for the development of up to 190 homes (including 50% affordable homes), 0.13 ha of land reserved for Class E uses, allotments, car parking, earthworks to facilitate sustainable drainage systems, open space and all other ancillary infrastructure and enabling workings with means of access from Shiners Elms for consideration

5.1.2 All other matters (means of access from Chescombe Road, internal access, scale, layout, appearance and landscaping) reserved for subsequent approval.

5.1.3 An extract of the illustrative masterplan is shown in Figure 5.1 for context.

Figure 5.1: Illustrative masterplan

5.2 Proposed Access Arrangements

Vehicular Access

5.2.1 There are two vehicular access locations for the site, shown in Figure 5.2 . The first access point will be the continuation of Shiners Elms, located north-east of the site. Footways and carriageways will be appropriately provided to tie in to the existing highway network. Means of access via Shiners Elms forms part of this outline planning application.

5.2.2 The proposed site access general arrangement is provided at Appendix E.

5.2.3 The second access point will be through the approved Rectory Farm development onto Chescombe Road. This development for 100 homes was allowed at appeal (reference: APP/D0121/W/21/3286677). The North Somerset Council reference is 21/P/0236/OUT.

5.2.4 The layout of this permitted site is subject to a reserved matters application and so the precise route of the road for the development and its access point on to the approved Rectory Farm site will be confirmed through the subsequent reserved matters stage.

5.2.5 Persimmon Homes have rights of access from the Rectory Farm development proposal including step in rights should the access not be built out by the Rectory Farm developer which ensures that the second access at the southern end of the site can be provided.

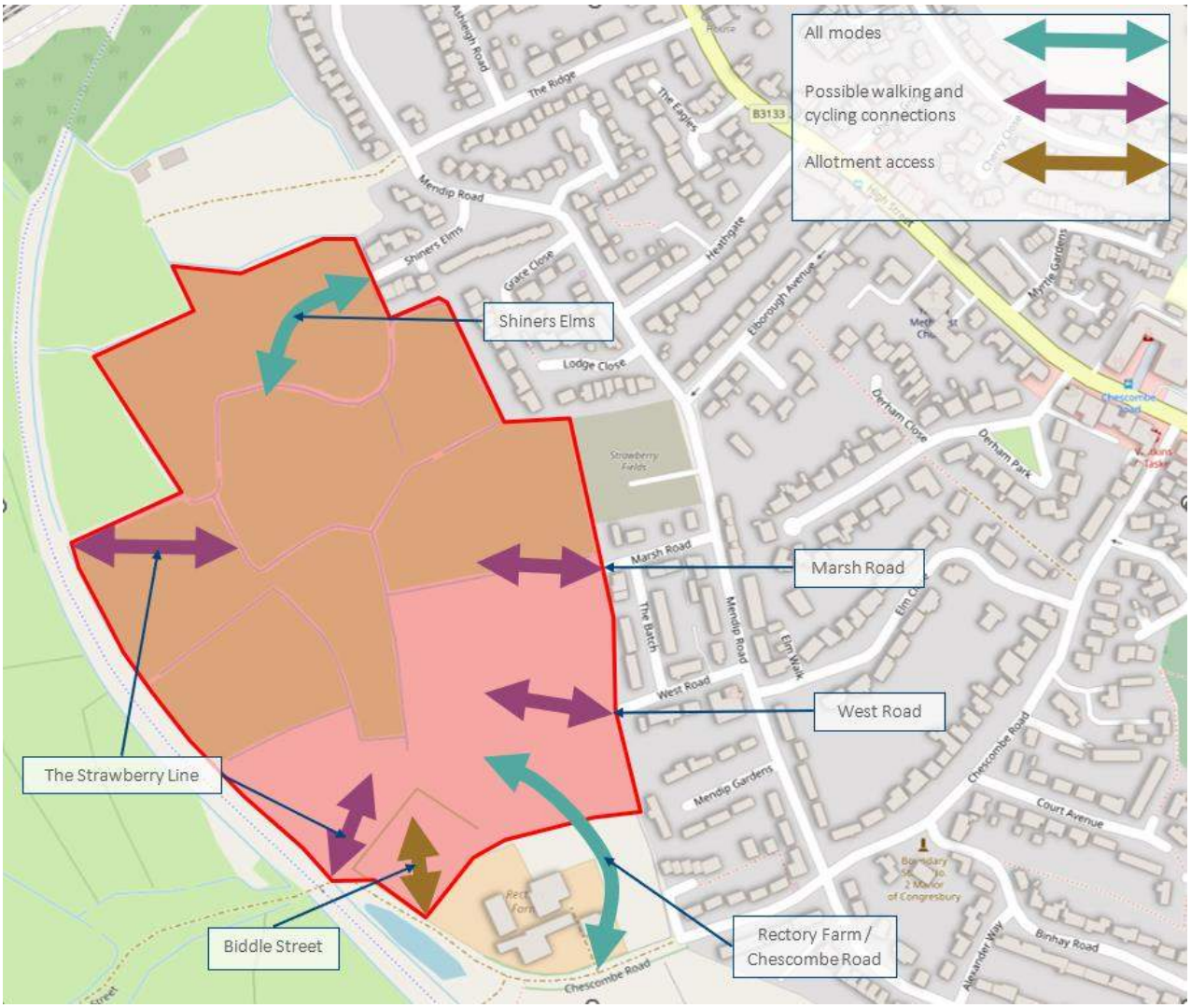

Figure 5.2: Access points for the site

Pedestrian and Cycle Access

5.2.6 Pedestrian and cycle access will be provided at both vehicular access points.

5.2.7 In addition, the development will facilitate access up to the boundary of the site at Marsh Road and West Road to aid integration and active travel permeability. We note that these locations are NSC owned, but unadopted highway.

5.2.8 Pedestrian and cycle access will be located where there are existing access points to the Strawberry Line.

5.3 Internal Layout

5.3.1 As part of the outline application, the internal layout is not a detailed matter and is reserved for future consideration. The masterplan shown in Figure 5.1 is indicative only.

5.4 Parking Requirements

5.4.1 The North Somerset Parking Standards SPD, 2021, provides the parking requirements for the site.

5.4.2 Car parking is proposed in accordance with the NSC parking standards, for detailed consideration as part of the reserved matters application. Cycle parking provision would be accommodated either in a lockable garden shed, secure garden space or space within a garage detailed as part of the reserved matters application.

6. TRAFFIC GENERATION

6.1 Introduction

6.1.1 The surveyed network peak hours shown in Section 3.5 have been considered alongside the development peak hours as shown in the TRICS analysis. It is considered that the most robust hours of analysis are the typical local highway network peak hours of 08:00 – 09:00 and 17:00 – 18:00 for the AM and PM respectively, which have therefore been used to assess the impact of the proposed development. A TRICS multimodal assessment has been undertaken to establish the trip rates associated with the development.

6.2 Existing use trip generation

6.2.1 The site currently generates trips associated with its agricultural use. However, for robustness, no offsetting has been applied.

6.3 Residential use trip generation

6.3.1 A robust approach of assessing 190 dwellings has been applied for traffic generation calculations.

6.3.2 The TRICS 7.9.3 database is an industry standard tool for predicting the likely number of trips from a proposed development by comparing the site with existing developments of a similar size and characteristic within the UK.

6.3.3 The following TRICS categories have been selected for assessing 50% affordable dwellings and 50% private dwellings in order to derive trip rates.

03A Houses privately owned

6.3.4 The database has been filtered in order to achieve the most representative sites; the following parameters have been applied to the search criteria:

- The removal of sites in London and Ireland
- The selection of Edge of Town location type
- Population < 1 mile = 5,001 to 15,000 (2011 Census population of Yatton = 7,552)
- Population < 5 miles = 25,001 to 250,000 (2011 Census population of MSOAs North Somerset 005,007-016, 0024 and 026 = 99,343)
- Date range: 01/01/2014 to 24/11/22

03B Affordable/Local Authority.

6.3.5 The search criteria for affordable/local authority have been adjusted slightly to incorporate a wider selection of surveys and therefore providing a more robust assessment.

- The removal of sites in London and Ireland
- The selection of Edge of Town and Edge of Town Centre location type
- Population < 1 mile = 10,001 to 15,000 (2011 Census population of Yatton = 7,552)
- Population < 5 miles = 25,001 to 100,000 (2011 Census population of MSOAs North Somerset 005,007-016, 0024 and 026 = 99,343)
- Date range: 01/01/00 to 31/12/22

6.3.6 These search criteria match those used in support of the development proposals at the Rectory Farm site, which were included within the Statement of Common Ground with NSC at appeal.

6.3.7 The trip rates and trip generation for open market dwellings are summarised in Table 6.1 to Table 6.4 and the TRICS outputs are attached as Appendix F.

Table 6.1: Proposed trip rates and trip generation-houses privately owned (total vehicles)

Time	Trip rate			Trip generation		
	ARR	DEP	TOT	ARR	DEP	TOT
08:00-09:00	0.144	0.401	0.545	14	38	52
17:00-18:00	0.352	0.145	0.497	33	14	47

Table 6.2: Proposed trip rates and trip generation-houses privately owned (cyclists)

Time	Trip rate			Trip generation		
	ARR	DEP	TOT	ARR	DEP	TOT
08:00-09:00	0.004	0.018	0.022	0	2	2
17:00-18:00	0.008	0.005	0.013	1	0	1

Table 6.3: Proposed trip rates and trip generation-houses privately owned (pedestrians)

Time	Trip rate			Trip generation		
	ARR	DEP	TOT	ARR	DEP	TOT
08:00-09:00	0.03	0.103	0.133	3	10	13
17:00-18:00	0.037	0.033	0.07	4	3	7

Table 6.4: Proposed trip rates and trip generation-houses privately owned (public transport users)

Time	Trip rate			Trip generation		
	ARR	DEP	TOT	ARR	DEP	TOT
08:00-09:00	0	0.029	0.029	0	3	3
17:00-18:00	0.019	0.366	0.023	2	0	2

6.3.8 The trip rates and trip generation for affordable/local authority dwellings are summarised in Table 6.5 to Table 6.8 and the TRICS outputs are attached as Appendix F.

Table 6.5: Proposed trip rates and trip generation-affordable/local authority (total vehicles)

Time	Trip rate			Trip generation		
	ARR	DEP	TOT	ARR	DEP	TOT
08:00-09:00	0.138	0.293	0.431	13	28	41
17:00-18:00	0.252	0.089	0.341	24	8	32

Table 6.6: Proposed trip rates and trip generation-affordable/local authority (cyclists)

Time	Trip rate			Trip generation		
	ARR	DEP	TOT	ARR	DEP	TOT
08:00-09:00	0.008	0.024	0.032	1	2	3
17:00-18:00	0.008	0	0.008	1	0	1

Table 6.7: Proposed trip rates and trip generation-affordable/local authority (pedestrians)

Time	Trip rate			Trip generation		
	ARR	DEP	TOT	ARR	DEP	TOT
08:00-09:00	0.065	0.26	0.325	6	25	31
17:00-18:00	0.146	0.049	0.195	14	5	19

Table 6.8: Proposed trip rates and trip generation-affordable/local authority (public transport users)

Time	Trip rate			Trip generation		
	ARR	DEP	TOT	ARR	DEP	TOT
08:00-09:00	0	0.008	0.008	0	1	1
17:00-18:00	0.008	0	0.008	1	0	1

6.3.9 The number of vehicles trips generated by the site needs to be considered in the context of the vehicle movements, which will be spread across the local highway network from the two access points. This is considered further in the next section.

6.4 Use class E trip generation

6.4.1 The precise use and floor area 0.13ha of land reserved for Class E uses is not known at this stage. Trip generation has been undertaken for office use as a robust assessment of the forecast trip generation; the assessment has been based on 500sqm of office use.

6.4.2 The following TRICS category has been selected to derive trip rates for the proposed development:

- 02/A Employment/Office

6.4.3 The database has been filtered in order to achieve the most representative sites; the following parameters have been applied to the search criteria:

- The removal of sites in London and Ireland
- The selection of Edge of Town location type
- Population < 1 mile = 5,001 to 10,000 and 10,001 to 15,000 (2011 Census population of Yatton = 7,552)
- Population < 5 miles = 50,001 to 75,000 and 100,001 to 125,000 (2011 Census population of MSOAs North Somerset 005,007-016, 0024 and 026 = 99,343)

6.4.4 The trip rates and trip generation for office/employment space are summarised in Table 6.9 to Table 6.12 and the TRICS outputs are attached as Appendix F.

Table 6.9: Proposed trip rates and trip generation-office/employment space (total vehicles)

Time	Trip rate			Trip generation		
	ARR	DEP	TOT	ARR	DEP	TOT
08:00-09:00	1.762	0.043	1.805	10	0	10
17:00-18:00	0.129	2.048	2.177	1	11	12

Table 6.10: Proposed trip rates and trip generation-office/employment space (cyclists)

Time	Trip rate			Trip generation		
	ARR	DEP	TOT	ARR	DEP	TOT
08:00-09:00	0.258	0	0.258	1	0	1
17:00-18:00	0	0.172	0.172	0	1	1

Table 6.11: Proposed trip rates and trip generation-office/employment space (pedestrians)

Time	Trip rate			Trip generation		
	ARR	DEP	TOT	ARR	DEP	TOT
08:00-09:00	0.917	0	0.917	5	0	5
17:00-18:00	0.043	1.131	1.174	0	6	6

Table 6.12: Proposed trip rates and trip generation-office/employment space (public transport users)

Time	Trip rate			Trip generation		
	ARR	DEP	TOT	ARR	DEP	TOT
08:00-09:00	2.564	0	2.564	14	0	14
17:00-18:00	0	1.876	1.876	0	10	10

6.4.5 The assessment of office use is considered a robust assessment for the proposed use class E development; the trip generation displayed in Table 6.9, Table 6.10, Table 6.11 and

Table 6.12 demonstrate that office use would not have a material impact on the operation of the local highway network and its impact would not be severe. Others permitted uses under use class E are considered to have a reduced impact in traffic and transport terms.

6.5 Total trip generation-employment and residential use

6.5.1 Table 6.13 to Table 6.16 show the total combined total trip generation for both residential (affordable and privately owned) and employment use.

Table 6.13: Total trip generation-employment/office 02/A and residential use (total vehicles)

Time	Trip generation		
	ARR	DEP	TOT
08:00-09:00	36	66	103
17:00-18:00	58	33	92

Table 6.14: Total trip generation-employment/office 02/A and residential use (cyclists)

Time	Trip generation		
	ARR	DEP	TOT
08:00-09:00	3	4	7
17:00-18:00	2	1	3

Table 6.15: Total trip generation-employment/office 02/A and residential use (pedestrians)

Time	Trip generation		
	ARR	DEP	TOT
08:00-09:00	14	34	49
17:00-18:00	18	14	32

Table 6.16: Total trip generation-employment/office 02/A and residential use (public transport users)

Time	Trip generation		
	ARR	DEP	TOT
08:00-09:00	14	4	18
17:00-18:00	3	11	13

6.6 Trip Distribution and Assignment

6.6.1 The distribution of trips has been established using 2011 Census data for journeys to work (WU03EW), which contains the employment destinations for those living within Yatton, North Somerset 012-MSOA. The census distribution has been applied to the arrivals and departures for both the AM and the PM network peak hours to reflect commuter patterns

to/from the proposed development. A trip assignment model has been prepared using this information to distribute the development trips on the local highway network, which is included at Appendix H.

6.6.2 Following the distribution exercise, an online journey planner was then used to establish the most attractive routes based upon distance and delay. The proposed development vehicle trips were assigned to the surrounding highway network accordingly. Trips via Moor Lane were re-routed using the most convenient alternative route due to NSC proposals (subject to statutory consultation) to prohibit the use of this route either through a 'No access TRO' or point closure.

6.6.3 Given the choice of routes on the local network, the trips rapidly disperse, diluting the impact in any one area.

6.6.4 Of the 2,706 work trips by car/van associated with the MSOA, 53% are to/from North Somerset, 26.31%-to/from Bristol, 10.64%-to/from South Gloucestershire, and the remaining to/from the rest of the UK. North Somerset trips are spread through the authority, within the urban areas of Portishead, Clevedon and Weston-Super-Mare and also through the more rural areas.

6.6.5 Trips were broadly associated with eight routing options split equally between the North and South.

6.6.6 Southern Access (Chescombe Road via Rectory Farm):

- Travelling North: Mendip Road-Heathgate-High Street OR Chescombe Road-High Street
- Travelling South: Mendip Road-High Street OR Chescombe Road-High Street

6.6.7 Northern Access (Shiners Elms)

- Travelling North: Mendip Road-The Ridge-Ashleigh Road-Grassmere Road OR Mendip Road-Heathgate
- Travelling South: Mendip Road-The Ridge-Ashleigh Road-Grassmere Road OR Mendip Road-Heathgate

6.6.8 44% trips were taken from the Southern Access (Chescombe Road Via Rectory Farm) and 52% of trips left from the Northern Access (Shiners Elms). 12% travelled North from the Southern Access and 32% travelled South. 48% travelled North via the Northern Access and 8% travelled South. The trips weighted towards the Northern access which reflects the reduced distance and journey time.

6.6.9 These results have been presented in traffic flow diagrams at Appendix D.

6.6.10 As can be seen from the traffic flow diagrams, traffic rapidly disperses. The Shiners Elms access has a two-way peak hour link flow of 66 vehicles, which is approximately one car a minute.

6.6.11 Once this reaches Grassmere it is a two-way peak hour link flow of 37 vehicles, a trip approximately every 100 seconds. The surveys show that Grassmere has a base flow of 106 in the AM Peak and 91 in the PM peak. During the busier AM peak this results in a total of 146 two-way trips, or a vehicle every 25 seconds. One vehicle every 25 seconds does not reflect busy traffic conditions, and vehicles will be able to safely pass each other as needed.

6.6.12 Table 3.1 shows the distribution set out in the format previously required by NSC.

Table 6.17: Distribution to/from Site to/from Key Origins/Destinations

Origin/Destination	From Yatton Site (%)	Total (%)	Route
Bath and NE Somerset	1.26%	32.85%	From Mendip Road South head east via A370 past Bristol Airport, through Chew Magna and then link to Bath via A368, A39 and A36.
City of Bristol	26.31%		Variety of routes heading north or south from site.
Long Ashton	2.77%		From Mendip Road South/High St South, follow A370 direct to Long Ashton.
Backwell and Failand	2.51%		From Mendip Road South/High St South, follow A370 direct to Backwell and connect via B3129 to Failand.
South Gloucestershire	10.64%	25.19%	Head North to join the M5 which provides a direct link or South joining the A370 through central Bristol.
Portishead	3.62%		Head north via either Mendip Road North or High Street North, linking to the M5 which provides a direct route to Portishead (J19).
Pill	1.66%		Head north via either Mendip Road North or High Street North, linking to the M5 which provides a direct route to Pill (J19).
Clevedon	9.27%		Head north via either Mendip Road North or High Street North, linking to Clevedon via the B3133 Kenn Road.
Nailsea	3.4%	3.4%	Head either north or south. South via either Mendip Road or High Street to link to A370 and Station Rd before reaching Nailsea. North via Mendip Rd/High St linking to B3133 Kenn Road and through Tickenham via B3130
Yatton	12.08%	12.08%	Various routes form site depending upon specific destination within Yatton.
WSM	7.8%	9.5%	South via Mendip Rd or High St, connecting to B3133 and then on to A370 heading south-west to reach WSM.
Sedgemoor	1.7%		South via Mendip Rd or High St, connecting to B3133 and then on to A370 heading south-west to join M5 at J21.
Langford	2.88%	3.18%	South via Mendip Rd or High St connecting to the B3133 through Congresbury to Langford.
Banwell	0.3%		South via Mendip Rd or High St routing via either the B3133 or A370.Riverside.

Congesbury	3.88%	3.88%	South via Mendip Rd or High St routing via B3133.
Mendip	0.37%	0.37%	South via either Mendip Road or High Street routing via the B3133, South past Burrington and onto the B3135 turning off onto the A37

7. TRAFFIC IMPACT ASSESSMENT

7.1 Overview

7.1.1 This section sets out an assessment of the development traffic impact on the surrounding highway network.

7.1.2 The development traffic set out in Section 5 of this report has been factored in order to predict the future flows associated with this development.

7.1.3 Traffic survey data has been obtained (December 2022) and used in conjunction with trip generation data in order to form a robust approach to capacity testing.

7.2 Junction capacity modelling

7.2.1 Detailed operational assessments have been carried out to determine the potential impact of the proposed development on the performance of the following junctions:

- Grassmere Road/B3133 High Street priority junction; and
- Chescombe Road/High Street priority junction.

7.2.2 The junctions assessed within this section have been selected as having the highest base flows on the key vehicle routes to and from the site.

7.2.3 The assessment of the two junctions has been undertaken using the PICADY module within the TRL 'Junctions' software.

7.2.4 Junction capacity modelling has been undertaken using total traffic flows and HGV percentages. The key outputs from Junctions 9 which inform the operational assessment are as follows:

- 'Ratio of Flow to Capacity' (RFC)
- Maximum queue length in vehicles
- Delay in second per vehicle.

7.2.5 The main indication of the performance of a junction is given by the RFC for each lane. The peak capacity is realised when the demand flow at the entry is great enough to cause a continuous queue of vehicles to wait on approach to the stop line. This is reached when the RFC attains a value of 1.00.

7.2.6 Queue lengths provide an indication of how the overall junction performance may affect adjacent junctions on the highway network. The queue lengths are presented as the maximum over an hourly period. Changes in queue lengths provide an indicator as to a development's impact on the operation of a junction.

7.2.7 When considering the change in the operation of junctions across the network all of these factors will be considered to form a view as to whether the impact of the development generated traffic would be severe.

7.3 Cumulative assessment

7.3.1 The application has assessed the cumulative impact of the development in planning terms. This has been achieved through the use of TEMPRO growth rates to reflect background/planned growth, and the explicit inclusion of committed development where appropriate.

Committed Development

7.3.2 Two developments were incorporated into the committed development for the traffic flow diagrams.

7.3.3 Land Off Moor Road Yatton (Ref: 19/P/3197/FUL) is a residential development of 60 dwellings with supporting infrastructure and a new vehicular access. (Application was refused in July 2021 with an appeal allowed). The site is located north of the proposed development Rectory Farm (north) and is bound by Kenn Moor Road in the south-east and the B3133 North End Road in the south-west.

7.3.4 Rectory Farm (Ref: (21/P/0236/OUT) is a residential development of 100 dwellings with support infrastructure and a new vehicular access. Rectory Farm is located just south of Rectory Farm (North) and is bound by the Strawberry Line in the west and residential development on Chescombe Road in the east.

TEMPRO growth rates

7.3.5 The 2022 surveyed traffic flows have been growthed to 2025 (year of first occupation) and 2028 (future year) using the following TEMPRO growth rates for North Somerset 012 which covers the area of Yatton:

- North Somerset 012 2022-2025: 1.0577
- North Somerset 012 2022-2028: 1.0884

7.4 Operational Assessment Scenarios

7.4.1 The following scenarios have been modelled:

- 2025 Base AM + PM
- 2025 Base + Committed Developments AM + PM
- 2025 Base + Committed Developments + Proposed Development AM + PM
- 2028 Base AM + PM
- 2028 Base + Committed Developments AM + PM
- 2028 Base + Committed Developments + Proposed Development AM + PM

7.5 Junction Capacity Assessments

7.5.1 The modelling outputs are attached as Appendix G.

Grassmere Road/B3133 High Street priority junction (PICADY)

7.5.2 The results of the capacity testing of the Grassmere Road/B3133 High Street priority junction are set out below at Table 7.1.

Table 7.1: Grassmere Road/B3133 High Street priority junction Summary

Year	Period	Scenario(s):	Max RFC (all arms)	Max End Queue (all arms)
2025	AM Peak (08:00-09:00)	Base	0.19	0.2
	PM Peak (17:00-18:00)	Base	0.14	0.2
	AM Peak (08:00-09:00)	Base + Committed	0.19	0.2
	PM Peak (17:00-18:00)	Base + Committed	0.14	0.2
	AM Peak (08:00-09:00)	Base + Committed + Development	0.24	0.3
	PM Peak (17:00-18:00)	Base + Committed + Development	0.17	0.4
2028	AM Peak (08:00-09:00)	Base	0.20	0.2
	PM Peak (17:00-18:00)	Base	0.14	0.2
	AM Peak (08:00-09:00)	Base + Committed	0.20	0.2
	PM Peak (17:00-18:00)	Base + Committed	0.15	0.2
	AM Peak (08:00-09:00)	Base + Committed + Development	0.25	0.3
	PM Peak (17:00-18:00)	Base + Committed + Development	0.18	0.4

7.5.3 Table 7.1 demonstrates that in the 2025 base + committed + development scenario the maximum RFC would be 0.24 during the AM peak with a queue of 0.3 vehicles on all arms. During the PM peak, the maximum RFC would be 0.17 on all arms with a queue of 0.4 vehicles. The Grassmere Road/B3133 High Street priority junction therefore has sufficient capacity to accommodate the traffic generated by the proposal.

7.5.4 Table 7.1 demonstrates that in the 2028 base + committed + development scenario the maximum RFC would be 0.25 during the AM peak with a queue of 0.3 vehicles on all arms. During the PM peak, the maximum RFC would be 0.18 on all arms with a queue of 0.4 vehicles. The Grassmere Road/B3133 High Street priority junction therefore has sufficient capacity to accommodate the traffic generated by the proposal.

7.5.5 Queue data recorded for the existing Grassmere Road/B3133 High Street priority junction has been analysed for the peak hours to provide a layer of validation for the queues shown in the existing model.

7.5.6 The analysis demonstrated that the modelled and observed queues are within typical daily variations in queue lengths. There is minimal queueing at this junction in both peak periods. It is considered that the models reflect the observed operation of the Grassmere Road/B3133 High Street priority junction.

Chescombe Road/B3133 High Street priority junction (PICADY)

7.5.7 The results of the capacity testing of the Chescombe Road/B3133 High Street priority junction are set out below at Table 7.2:

Table 7.2: Chescombe Road/B3133 High Street priority junction Summary

Year	Period	Scenario(s):	Max RFC (all arms)	Max End Queue (all arms)
2025	AM Peak (08:00-09:00)	Base	0.10	0.2
	PM Peak (17:00-18:00)	Base	0.18	0.4
	AM Peak (08:00-09:00)	Base + Committed	0.13	0.2
	PM Peak (17:00-18:00)	Base + Committed	0.20	0.5
	AM Peak (08:00-09:00)	Base + Committed + Development	0.17	0.3
	PM Peak (17:00-18:00)	Base + Committed + Development	0.22	0.5
2028	AM Peak (08:00-09:00)	Base	0.10	0.2
	PM Peak (17:00-18:00)	Base	0.19	0.5
	AM Peak (08:00-09:00)	Base + Committed	0.14	0.2
	PM Peak (17:00-18:00)	Base + Committed	0.21	0.5
	AM Peak (08:00-09:00)	Base + Committed + Development	0.17	0.3
	PM Peak (17:00-18:00)	Base + Committed + Development	0.23	0.6

7.5.8 Table 7.2 demonstrates that in the 2025 base + committed + development scenario the maximum RFC would be 0.17 during the AM peak with a queue of 0.3 vehicles on all arms. During the PM peak, the maximum RFC would be 0.22 on all arms with a queue of 0.5 vehicles. The Chescombe Road/B3133 High Street priority junction therefore has sufficient capacity to accommodate the traffic generated by the proposal.

7.5.9 Table 7.2 demonstrates that in the 2028 base + committed + development scenario the maximum RFC would be 0.17 during the AM peak with a queue of 0.3 vehicles on all arms. During the PM peak, the maximum RFC would be 0.23 on all arms with a queue of 0.6 vehicles. The Chescombe Road/B3133 High Street priority junction therefore has sufficient capacity to accommodate the traffic generated by the proposal.

7.5.10 Queue data recorded for the existing Chescombe Road/B3133 High Street priority junction has been analysed for the peak hours to provide a layer of validation for the queues shown in the existing model.

7.5.11 The analysis demonstrated that the modelled and observed queues are within typical daily variations in queue lengths. There is minimal queueing at this junction in both peak

periods. It is considered that the models reflect the observed operation of the Chescombe Road/B3133 High Street priority junction.

7.6 Sensitivity traffic impact assessment

7.6.1 A sensitivity assessment of the development traffic's impact on the surrounding highway network was carried out considering the use of Shiners Elms as the only vehicular access.

7.6.2 This sensitivity assessment has been undertaken to support the phased delivery of the site. As set out within Section 5.2, the development proposes two accesses which form the basis for the access strategy.

7.6.3 Detailed operational assessments have been carried out to determine the potential impact of the proposed development on the performance of the following junction:

- Grassmere Road/B3133 High Street priority junction

7.6.4 As vehicles will no longer be routing along Chescombe Road as part of this sensitivity assessment, it is not considered necessary to include the Chescombe Road/High Street priority junction in the modelling assessment.

7.6.5 The assessment of this junction has been undertaken using the PICADY module within the TRL 'Junctions' software.

7.6.6 The results of the capacity testing of the Grassmere Road/B3133 High Street priority junction are set out below at Table 7.3.

Table 7.3: Grassmere Road/B3133 High Street priority junction sensitive summary

Year	Period	Scenario(s):	Max RFC (all arms)	Max End Queue (all arms)
2025	AM Peak (08:00-09:00)	Base	0.19	0.2
	PM Peak (17:00-18:00)	Base	0.14	0.2
	AM Peak (08:00-09:00)	Base + Committed	0.19	0.2
	PM Peak (17:00-18:00)	Base + Committed	0.14	0.2
	AM Peak (08:00-09:00)	Base + Committed + Development (Sensitivity)	0.29	0.4
	PM Peak (17:00-18:00)	Base + Committed + Development (Sensitivity)	0.19	0.4
2028	AM Peak (08:00-09:00)	Base	0.20	0.2
	PM Peak (17:00-18:00)	Base	0.14	0.2
	AM Peak (08:00-09:00)	Base + Committed	0.20	0.2
	PM Peak (17:00-18:00)	Base + Committed	0.15	0.2
	AM Peak (08:00-09:00)	Base + Committed + Development (Sensitivity)	0.30	0.4
	PM Peak (17:00-18:00)	Base + Committed + Development (Sensitivity)	0.20	0.5

7.6.7 Table 7.3 demonstrates that in the 2025 base + committed + development (sensitivity) scenario the maximum RFC would be 0.29 during the AM peak with a queue of 0.4 vehicles on all arms. During the PM peak, the maximum RFC would be 0.19 on all arms with a queue of 0.4 vehicles. The Grassmere Road/B3133 High Street priority junction therefore has sufficient capacity to accommodate the traffic generated by the proposal.

7.6.8 Table 7.3 demonstrates that in the 2028 base + committed + development scenario the maximum RFC would be 0.30 during the AM peak with a queue of 0.4 vehicles on all arms. During the PM peak, the maximum RFC would be 0.20 on all arms with a queue of 0.5 vehicles. The Grassmere Road/B3133 High Street priority junction therefore has sufficient capacity to accommodate the traffic generated by the proposal.

7.6.9 Queue data recorded for the existing Grassmere Road/B3133 High Street priority junction has been analysed for the peak hours to provide a layer of validation for the queues shown in the existing model.

7.6.10 This sensitivity assessment demonstrates that the total development can be served by a single access if required as part of the construction phasing.

7.7 Development Traffic Impact Summary

7.7.1 This section has taken a robust approach by undertaking junction capacity modelling of two junctions.

7.7.2 The modelling revealed that both the Grassmere Road/B3133 High Street priority junction and the Chescombe Road/B3133 High Street priority junction reach a maximum RFC of 0.25, indicating that the junctions would operate within capacity. Furthermore, the largest increase in RFC resulting from the development was 0.4 RFC, which is not considered to indicate a material change in the operation of the junction.

7.7.3 This demonstrates that the proposed development would not have a material impact on the operation of the local highway network and its impact would not be severe.

7.7.4 The sensitivity traffic impact assessment demonstrates that the modelled and observed queues are within typical daily variations in queue lengths. There is minimal queueing at this junction in both peak periods. It is considered that the models reflect the observed operation of the Grassmere Road/B3133 High Street priority junction.

7.7.5 This therefore demonstrates that the proposed development would not have a material adverse impact on the operation of the local highway network with the sole use of the northern access, and therefore its impact would not be severe.

8. TRANSPORT POLICY CONTEXT

8.1 Preface

8.1.1 Developments should accord with national and local transport policies and government advice. This section identifies the transport and highway policies and guidance that are relevant in this case, and which the development is considered to comply with, namely:

National Policy:

- National Planning Policy Framework
- National Planning Practice Guidance

Local Policy:

- North Somerset Council Core Strategy (2012)
- North Somerset Sites and Policies Plan
- Yatton Neighbourhood Plan (2019)
- North Somerset Parking SPD (2021)
- North Somerset Highways Development Design Guide (2021)

Additional Guidance:

- Manual for Streets (2007)
- Manual for Streets 2 (2010)
- Local Transport Note 1/20

9. SUMMARY AND CONCLUSION

9.1 Summary

9.1.1 Hydrock has prepared this transport assessment (TA) on behalf of Persimmon Homes in support of an outline planning application for up to 190 dwelling residential development at Rectory Farm (North), Yatton, North Somerset. Access via Shiners Elms forms part of the application, with all other matters relating to transport being reserved matters.

9.1.2 The TA provides the necessary information for the local planning authority to consider the merits of the development in terms of accessibility, sustainability, highway safety, and the impact of the new development on the local network.

9.2 Conclusions

9.2.1 The site is well connected to surrounding facilities and services via the existing network of footways and cycle routes. The facilities and services in Yatton are mainly located on High Street, which are within walking distance. The site can therefore be considered a 20-minute neighbourhood as set out by Sustrans. The site is also well positioned to connect to existing dedicated cycle routes including National Cycle Network (NCN) Route 26 which is also known as the Strawberry Line.

9.2.2 Due to the site being located in close proximity to a range of sustainable transport options, residents would benefit from a genuine choice of sustainable travel options that are already available. Including central Bristol which is a c.20-minute train journey via Yatton Rail Station.

9.2.3 It is concluded that the accident records do not demonstrate any particular pattern or clustering. There are therefore no apparent highway safety issues on the existing network which need to be addressed as part of this planning application.

9.2.4 The proposed trip rates and trip generation has been derived from the TRICS database and will generate approximately 83 two-way trips in the AM peak and 82 two-way trips in the PM peak, split across two access points. This would equate to an additional 2 vehicle per minute in the AM and PM peak hours. It is therefore considered that the proposed development will not have a material impact on the local highway network.

9.2.5 The vehicle flows from the proposed development on key routes from the site has been quantified. The magnitude of change resulting from the proposals is not significant.

9.2.6 The junction capacity modelling revealed that no junction arms reach or exceed the value of 0.85 RFC with the highest figure recorded at 0.25. The max end queue figures are also recorded as considerably low ranging from 0.2 to 0.6. As a result of this, the development will not have a 'severe' impact upon the local highway network and accords with the national planning policy guidance. The sensitivity assessment demonstrates that the total development can be served by a single access as required for its phased construction.

9.2.7 Consequently, the development will not have a 'severe' impact upon the local highway network and there are no material highway or transportation matter that could preclude the local authority from approving this planning application

Appendix A Pre-Application Highways discussion

INTERNAL MEMORANDUM

FROM: HIGHWAYS & TRANSPORT, PLACE DIRECTORATE

Application No: 22.P.2451.PR2

Development Control Case Officer: Lee Bowering

Location: Land West of Yatton
Proposal: Outline planning application for up to 280 new homes and land for a Doctor's surgery
Date: 31.10.22

Pre-Application Advice from Highways & Transport Development Management
Highways and Transport comments contained herein are made in good faith but without prejudice to any subsequent application. The final assessment of issues will be made upon the receipt of a planning application.

Summary
Pre app enquiry for up to 280 new homes and land for a doctor's surgery. The site is located West of Yatton.

Land Use
In addition to the residential development, land for a doctor's surgery potential site for new secondary school should to be considered.

Access
Details of vehicle pedestrian and cycle access required including links to the Strawberry Line cycle route.

Traffic Generation
Any subsequent planning application should be provided with a **Transport Assessment**. This should include but not limited to:

- trip rate and peak hour trips from the development
- traffic modelling of that predicted of the development

Sustainable Travel, Road Safety and Home to School and Public Transport
Safe walking routes to schools, and contribution towards home to school travel required. There will also be contributions required towards public transport to fund infrastructure improvements and to fund bus services.

Street Lighting
Street Lighting plans required.

Waste Servicing
The site should include sufficient space for refuse vehicles to operate safely. Any future application should therefore include vehicle tracking plans.

Parking
The North Somerset Parking Standards SPD details the number of parking spaces required for residential properties. The applicant will be expected to provide the required number of parking spaces for the development.

Active Travel
In line with the latest government guidance, including the ‘Gear Change A Bold Vision for Walking and Cycling’ strategy, the Highway Authority require developers to prioritise active modes of travel over private vehicle trips. On this basis, and in order to encourage pedestrian trips, measures should be put in place to prioritise pedestrian routes wherever possible and appropriate. This should include blended crossings (Copenhagen style) to provide continuous footways across junctions

Construction Management Plan
Given the nature and size or the site a Construction Management Plan will be required.

The plans provided in the pre-application submission are limited in detail. Further Highways considerations may need to be taken in to account as plans for the proposed development are progressed

Appendix B PIA Data

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Validated Data

Crash Date:	Tuesday, December 18, 2018	**Time of Crash:**	4:15:00 PM	**Crash Reference:**	**2018521808497**

Highest Injury Severity:	Slight	**Road Number:**	B3133	**Number of Casualties:**	1
Highway Authority:	North Somerset			**Number of Vehicles:**	1
Local Authority:	North Somerset			**OS Grid Reference:**	343156 165562
Weather Description:	Raining with high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	26 - 35	On footway or verge	Walking along in carriageway - back to traffic

crashmap.co.uk

Validated Data

Crash Date:	Wednesday, February 20, 2019	**Time of Crash:**	12:25:00 PM	**Crash Reference:**	**2019521903390**

Highest Injury Severity:	Slight	**Road Number:**	B3133	**Number of Casualties:**	1
Highway Authority:	North Somerset			**Number of Vehicles:**	2
Local Authority:	North Somerset			**OS Grid Reference:**	342840 165802
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Goods vehicle 7.5 tonnes mgw and over	4	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
2	Pedal cycle	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

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

crashmap.co.uk

Validated Data

Crash Date:	Friday, July 05, 2019	**Time of Crash:**	4:15:00 PM	**Crash Reference:**	**2019521904204**

Highest Injury Severity:	Slight	**Road Number:**	B3133	**Number of Casualties:**	1
Highway Authority:	North Somerset			**Number of Vehicles:**	2
Local Authority:	North Somerset			**OS Grid Reference:**	343088 165602
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Zebra crossing				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Goods vehicle 7.5 tonnes mgw and over	2	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Journey as part of work	None	None
2	Pedal cycle	-1	Male	6 - 10	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	6 - 10	Unknown or other	Unknown or other

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Validated Data

Crash Date:	Wednesday, April 24, 2019	**Time of Crash:**	5:15:00 AM	**Crash Reference:**	**2019521905514**

Highest Injury Severity:	Slight	**Road Number:**	B3133	**Number of Casualties:**	1
Highway Authority:	North Somerset			**Number of Vehicles:**	2
Local Authority:	North Somerset			**OS Grid Reference:**	342694 165995
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lighting unknown				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 125cc and up to 500cc	9	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle is moving off	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

crashmap.co.uk

Provisional Data does not include vehicle and casualty records

Crash Date:	Friday, January 01, 2021	**Time of Crash:**	3:32:00 PM	**Crash Reference:**	**2021522101464**

Highest Injury Severity:	Slight	**Road Number:**	B3133	**Number of Casualties:**	1
Highway Authority:				**Number of Vehicles:**	1
Local Authority:				**OS Grid Reference:**	342873 165767

Weather Description:	Fine without high winds
Road Surface Description:	Wet or Damp
Speed Limit:	30
Light Conditions:	Daylight: regardless of presence of streetlights
Carriageway Hazards:	None
Junction Detail:	T or staggered junction
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres
Road Type:	Single carriageway
Junction Control:	Give way or uncontrolled

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Provisional Data does not include vehicle and casualty records

Appendix C Traffic Survey Data

Yatton, Thursday 1st December 2022

Traffic Information Consultancy

Junction: 1

Approach: B3133 High Street North

	Ahead to B3133 High Street (S)								Right to Grasmere Road							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	39	15	0	0	0	54	1	0	0	0	0	0	0	1
07:15 - 07:30	0	0	52	14	0	1	0	67	0	0	2	0	0	0	0	2
07:30 - 07:45	0	0	88	14	1	0	1	104	1	0	3	0	0	0	0	4
07:45 - 08:00	0	2	63	14	2	1	1	83	0	0	2	0	0	0	0	2
Hourly Total	**0**	**2**	**242**	**57**	**3**	**2**	**2**	**308**	**2**	**0**	**7**	**0**	**0**	**0**	**0**	**9**
08:00 - 08:15	0	0	99	15	0	0	4	118	0	0	6	0	0	0	0	6
08:15 - 08:30	0	0	70	8	2	2	0	82	0	0	9	3	0	0	0	12
08:30 - 08:45	0	3	86	15	2	0	0	106	0	0	6	0	0	0	0	6
08:45 - 09:00	0	0	115	21	2	0	0	138	0	0	2	0	0	0	0	2
Hourly Total	**0**	**3**	**370**	**59**	**6**	**2**	**4**	**444**	**0**	**0**	**23**	**3**	**0**	**0**	**0**	**26**
09:00 - 09:15	1	1	76	9	2	1	0	90	0	0	5	0	0	0	0	5
09:15 - 09:30	0	0	86	11	2	1	0	100	0	0	6	1	0	0	0	7
09:30 - 09:45	0	0	63	12	6	1	0	82	0	0	7	2	0	0	0	9
09:45 - 10:00	1	0	89	16	3	1	0	110	0	0	4	2	0	0	0	6
Hourly Total	**2**	**1**	**314**	**48**	**13**	**4**	**0**	**382**	**0**	**0**	**22**	**5**	**0**	**0**	**0**	**27**
10:00 - 10:15	0	2	70	21	2	3	0	98	0	0	5	1	0	1	1	8
10:15 - 10:30	0	0	87	14	2	1	0	104	0	0	5	1	0	0	0	6
10:30 - 10:45	1	2	92	12	1	3	0	111	1	0	4	2	0	0	0	7
10:45 - 11:00	1	0	88	16	7	1	0	113	0	0	4	0	0	0	0	4
Hourly Total	**2**	**4**	**337**	**63**	**12**	**8**	**0**	**426**	**1**	**0**	**18**	**4**	**0**	**1**	**1**	**25**
11:00 - 11:15	2	0	102	13	0	1	0	118	0	0	3	0	0	0	0	3
11:15 - 11:30	1	1	84	8	2	1	0	97	0	0	8	0	0	0	0	8
11:30 - 11:45	1	1	88	14	1	2	0	107	0	0	9	2	0	0	0	11
11:45 - 12:00	0	0	97	14	0	1	0	112	0	0	6	0	0	0	0	6
Hourly Total	**4**	**2**	**371**	**49**	**3**	**5**	**0**	**434**	**0**	**0**	**26**	**2**	**0**	**0**	**0**	**28**
12:00 - 12:15	0	2	106	18	1	3	0	130	0	0	8	3	0	0	0	11
12:15 - 12:30	0	0	100	18	0	0	0	118	0	0	5	2	0	0	0	7
12:30 - 12:45	0	1	102	11	1	3	0	118	0	0	1	0	0	0	0	1
12:45 - 13:00	1	0	91	14	0	2	0	108	0	0	10	1	0	0	0	11
Hourly Total	**1**	**3**	**399**	**61**	**2**	**8**	**0**	**474**	**0**	**0**	**24**	**6**	**0**	**0**	**0**	**30**
13:00 - 13:15	1	1	102	12	0	1	0	117	0	0	8	0	0	0	0	8
13:15 - 13:30	1	0	93	15	0	2	0	111	0	0	3	0	0	0	0	3
13:30 - 13:45	0	1	97	16	1	1	0	116	1	0	6	1	0	0	0	8
13:45 - 14:00	1	0	85	8	0	1	0	95	1	0	3	2	0	0	0	6
Hourly Total	**3**	**2**	**377**	**51**	**1**	**5**	**0**	**439**	**2**	**0**	**20**	**3**	**0**	**0**	**0**	**25**
14:00 - 14:15	2	1	140	17	0	3	0	163	0	0	6	0	0	0	0	6
14:15 - 14:30	2	2	111	6	1	1	0	123	0	0	6	1	0	0	0	7
14:30 - 14:45	2	1	116	9	0	1	0	129	0	1	7	2	0	0	0	10
14:45 - 15:00	1	1	90	18	0	1	0	111	0	0	11	3	0	0	0	14
Hourly Total	**7**	**5**	**457**	**50**	**1**	**6**	**0**	**526**	**0**	**1**	**30**	**6**	**0**	**0**	**0**	**37**
15:00 - 15:15	1	0	123	15	0	1	0	140	0	0	11	3	0	0	0	14
15:15 - 15:30	2	0	99	12	0	0	0	113	0	0	9	0	0	0	0	9
15:30 - 15:45	1	0	70	15	0	1	1	88	0	0	6	2	0	0	0	8
15:45 - 16:00	0	1	104	16	2	1	3	127	1	0	8	0	0	0	0	9
Hourly Total	**4**	**1**	**396**	**58**	**2**	**3**	**4**	**468**	**1**	**0**	**34**	**5**	**0**	**0**	**0**	**40**
16:00 - 16:15	1	1	124	17	0	0	1	144	0	0	8	1	0	0	0	9
16:15 - 16:30	0	0	102	18	0	0	0	120	0	0	5	0	0	0	0	5
16:30 - 16:45	1	2	115	9	1	0	0	128	0	0	5	0	0	0	0	5
16:45 - 17:00	1	1	131	5	1	0	0	139	0	0	10	0	0	0	0	10
Hourly Total	**3**	**4**	**472**	**49**	**2**	**0**	**1**	**531**	**0**	**0**	**28**	**1**	**0**	**0**	**0**	**29**
17:00 - 17:15	0	1	100	8	0	0	0	109	0	0	9	3	0	0	0	12
17:15 - 17:30	0	1	102	11	0	0	0	114	0	0	5	0	0	0	0	5
17:30 - 17:45	2	0	121	8	0	0	0	131	1	0	8	1	0	0	0	10
17:45 - 18:00	1	0	103	9	1	0	0	114	0	0	4	0	0	0	0	4
Hourly Total	**3**	**2**	**426**	**36**	**1**	**0**	**0**	**468**	**1**	**0**	**26**	**4**	**0**	**0**	**0**	**31**
18:00 - 18:15	0	0	89	7	1	0	0	97	0	0	6	1	0	0	0	7
18:15 - 18:30	0	2	107	7	0	0	1	117	0	0	5	0	0	0	0	5
18:30 - 18:45	0	1	98	3	0	0	0	102	0	0	0	1	0	0	0	1
18:45 - 19:00	0	0	84	3	0	0	0	87	0	0	2	0	0	0	0	2
Hourly Total	**0**	**3**	**378**	**20**	**1**	**0**	**1**	**403**	**0**	**0**	**13**	**2**	**0**	**0**	**0**	**15**
TOTAL	**29**	**32**	**4539**	**601**	**47**	**43**	**12**	**5303**	**7**	**1**	**271**	**41**	**0**	**1**	**1**	**322**

Yatton, Thursday 1st December 2022

Junction: 1
Approach: B3133 High Street South

	Left to Grasmere Road								Ahead to B3133 High Street (N)							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	**0**	2	1	54	13	0	2	0	**72**
07:15 - 07:30	0	0	0	0	0	0	0	**0**	1	1	56	4	0	3	1	**66**
07:30 - 07:45	0	0	0	0	0	0	0	**0**	0	1	69	12	0	1	0	**83**
07:45 - 08:00	0	0	0	0	0	0	0	**0**	1	1	80	17	2	0	5	**106**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**	**259**	**46**	**2**	**6**	**6**	**327**
08:00 - 08:15	0	0	0	0	0	0	0	**0**	0	0	85	13	0	1	0	**99**
08:15 - 08:30	0	0	0	0	0	0	0	**0**	0	1	78	12	1	1	0	**93**
08:30 - 08:45	0	0	2	0	0	0	0	**2**	0	1	70	9	2	0	0	**82**
08:45 - 09:00	0	0	1	0	0	0	0	**1**	0	0	64	10	1	1	0	**76**
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**2**	**297**	**44**	**4**	**3**	**0**	**350**
09:00 - 09:15	0	0	0	1	0	0	0	**1**	1	0	101	15	1	0	0	**118**
09:15 - 09:30	0	0	0	0	0	0	0	**0**	0	0	79	10	0	3	0	**92**
09:30 - 09:45	0	0	0	0	0	0	0	**0**	0	1	66	9	1	1	0	**78**
09:45 - 10:00	0	0	1	0	0	0	0	**1**	0	0	102	8	3	0	0	**113**
Hourly Total	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**1**	**1**	**348**	**42**	**5**	**4**	**0**	**401**
10:00 - 10:15	0	0	0	0	0	0	0	**0**	0	1	80	14	2	1	0	**98**
10:15 - 10:30	0	0	0	0	0	0	0	**0**	1	1	83	6	4	1	0	**96**
10:30 - 10:45	0	0	0	1	0	0	0	**1**	0	0	65	11	4	3	0	**83**
10:45 - 11:00	0	0	1	0	0	0	0	**1**	0	0	90	17	2	2	0	**111**
Hourly Total	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**1**	**2**	**318**	**48**	**12**	**7**	**0**	**388**
11:00 - 11:15	0	0	1	0	0	0	0	**1**	1	0	64	8	1	0	0	**74**
11:15 - 11:30	0	0	1	0	0	0	0	**1**	0	0	71	17	0	0	0	**88**
11:30 - 11:45	0	0	0	0	0	0	0	**0**	1	0	58	8	2	0	0	**69**
11:45 - 12:00	0	0	1	0	0	0	0	**1**	0	0	78	13	0	0	0	**91**
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**2**	**0**	**271**	**46**	**3**	**0**	**0**	**322**
12:00 - 12:15	0	0	0	0	0	0	0	**0**	1	1	74	17	1	2	0	**96**
12:15 - 12:30	0	0	0	0	0	0	0	**0**	0	1	81	8	0	0	0	**90**
12:30 - 12:45	0	0	0	0	0	0	0	**0**	1	2	75	12	0	1	0	**91**
12:45 - 13:00	0	0	0	0	0	0	0	**0**	9	1	66	10	1	2	0	**89**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**5**	**296**	**47**	**2**	**5**	**0**	**366**
13:00 - 13:15	0	0	1	1	0	0	0	**2**	0	0	85	6	0	2	0	**93**
13:15 - 13:30	0	0	1	0	0	0	0	**1**	1	1	95	12	1	0	0	**110**
13:30 - 13:45	0	0	1	0	0	0	0	**1**	1	0	86	10	3	1	0	**101**
13:45 - 14:00	0	0	1	0	0	0	0	**1**	0	0	80	18	0	3	0	**101**
Hourly Total	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**	**2**	**1**	**346**	**46**	**4**	**6**	**0**	**405**
14:00 - 14:15	0	0	0	0	1	0	0	**1**	1	1	78	10	0	2	0	**92**
14:15 - 14:30	0	0	1	0	0	0	0	**1**	0	0	62	7	1	1	0	**71**
14:30 - 14:45	0	0	1	0	0	0	0	**1**	1	1	85	6	0	0	0	**93**
14:45 - 15:00	0	0	0	0	0	0	0	**0**	1	0	78	16	0	3	0	**98**
Hourly Total	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**3**	**3**	**2**	**303**	**39**	**1**	**6**	**0**	**354**
15:00 - 15:15	0	0	0	0	0	0	0	**0**	0	1	76	15	3	1	0	**96**
15:15 - 15:30	0	0	0	0	0	0	0	**0**	1	1	69	11	0	0	0	**82**
15:30 - 15:45	0	1	0	1	0	0	0	**2**	0	0	106	8	2	0	2	**118**
15:45 - 16:00	0	0	1	0	0	0	0	**1**	1	0	94	8	2	0	3	**108**
Hourly Total	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**3**	**2**	**2**	**345**	**42**	**7**	**1**	**5**	**404**
16:00 - 16:15	0	0	1	0	0	0	0	**1**	1	1	92	10	0	0	0	**104**
16:15 - 16:30	0	0	1	0	0	0	0	**1**	2	0	94	11	1	0	0	**108**
16:30 - 16:45	0	0	1	1	0	0	0	**2**	1	1	96	4	0	1	0	**103**
16:45 - 17:00	0	0	0	1	0	0	0	**1**	0	0	80	8	0	0	1	**89**
Hourly Total	**0**	**0**	**3**	**2**	**0**	**0**	**0**	**5**	**4**	**2**	**362**	**33**	**1**	**1**	**1**	**404**
17:00 - 17:15	0	0	0	0	0	0	0	**0**	0	2	108	7	0	0	0	**117**
17:15 - 17:30	0	0	2	0	0	0	0	**2**	0	1	99	9	0	1	0	**110**
17:30 - 17:45	0	0	0	0	0	0	0	**0**	0	2	83	4	0	0	0	**89**
17:45 - 18:00	0	0	1	0	0	0	0	**1**	2	1	76	4	0	0	0	**83**
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**2**	**6**	**366**	**24**	**0**	**1**	**0**	**399**
18:00 - 18:15	0	0	1	0	0	0	0	**1**	1	1	87	5	1	0	0	**95**
18:15 - 18:30	0	0	0	0	0	0	0	**0**	0	0	85	3	0	0	0	**88**
18:30 - 18:45	0	0	3	0	0	0	0	**3**	0	0	107	4	0	0	0	**111**
18:45 - 19:00	0	0	0	0	0	0	0	**0**	1	1	64	5	0	0	0	**71**
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**2**	**2**	**343**	**17**	**1**	**0**	**0**	**365**
TOTAL	**0**	**1**	**25**	**6**	**1**	**0**	**0**	**33**	**34**	**29**	**3854**	**474**	**42**	**40**	**12**	**4485**

Yatton, Thursday 1st December 2022

Traffic Information Consultancy

Junction: 1
Approach: Grasmere Road

	Left to B3133 High Street (N)								Right to B3133 High Street (S)							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
07:15 - 07:30	1	0	11	1	1	0	0	14	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	8	0	0	0	1	9	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	16	5	0	0	0	21	0	0	0	0	0	0	0	0
Hourly Total	**1**	**0**	**41**	**6**	**1**	**0**	**1**	**50**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	19	0	0	0	0	19	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	19	5	0	0	0	24	0	0	1	0	0	0	0	1
08:30 - 08:45	0	0	16	1	0	0	0	17	0	0	0	1	0	0	0	1
08:45 - 09:00	1	0	10	2	0	0	0	13	0	0	2	0	0	0	0	2
Hourly Total	**1**	**0**	**64**	**8**	**0**	**0**	**0**	**73**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**
09:00 - 09:15	0	0	13	3	0	0	0	16	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	18	2	0	0	0	20	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	15	2	0	0	0	17	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**60**	**7**	**0**	**0**	**0**	**67**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	0	17	2	0	0	0	19	0	0	1	1	0	0	0	2
10:15 - 10:30	0	0	16	2	0	0	0	18	0	0	1	1	0	0	0	2
10:30 - 10:45	0	0	15	1	0	0	0	16	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	9	0	0	0	0	9	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**57**	**5**	**0**	**0**	**0**	**62**	**0**	**0**	**3**	**2**	**0**	**0**	**0**	**5**
11:00 - 11:15	0	0	6	3	0	0	0	9	0	0	0	0	0	0	0	0
11:15 - 11:30	1	0	8	0	0	0	0	9	0	0	1	0	0	0	0	1
11:30 - 11:45	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	16	0	0	0	0	16	0	0	1	0	0	0	0	1
Hourly Total	**1**	**0**	**36**	**4**	**0**	**0**	**0**	**41**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
12:00 - 12:15	0	0	10	3	0	0	0	13	0	0	0	1	0	0	0	1
12:15 - 12:30	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0
12:30 - 12:45	0	1	21	2	0	0	0	24	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	13	2	0	0	0	15	0	0	1	0	0	0	0	1
Hourly Total	**0**	**1**	**55**	**7**	**0**	**0**	**0**	**63**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**
13:00 - 13:15	0	0	13	2	0	0	0	15	0	0	0	1	0	0	0	1
13:15 - 13:30	1	0	8	2	0	0	0	11	0	0	1	1	0	0	0	2
13:30 - 13:45	0	0	4	2	0	0	0	6	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	8	0	0	0	0	8	0	0	0	1	0	0	0	1
Hourly Total	**1**	**0**	**33**	**6**	**0**	**0**	**0**	**40**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**4**
14:00 - 14:15	0	0	16	4	0	0	0	20	0	0	1	0	0	0	0	1
14:15 - 14:30	0	0	10	0	0	0	0	10	0	0	1	1	0	0	0	2
14:30 - 14:45	0	0	19	0	0	0	0	19	0	0	2	0	0	0	0	2
14:45 - 15:00	1	0	12	0	0	0	0	13	0	0	1	0	0	0	0	1
Hourly Total	**1**	**0**	**57**	**4**	**0**	**0**	**0**	**62**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**6**
15:00 - 15:15	0	0	12	3	0	0	0	15	0	0	1	0	0	0	0	1
15:15 - 15:30	0	0	10	1	0	0	0	11	0	0	1	0	0	0	0	1
15:30 - 15:45	0	0	16	1	0	0	0	17	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	10	2	0	0	0	12	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**48**	**7**	**0**	**0**	**0**	**55**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
16:00 - 16:15	0	0	8	0	0	0	0	8	0	0	1	1	0	0	0	2
16:15 - 16:30	0	0	12	3	0	0	0	15	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	10	2	0	0	0	12	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**45**	**5**	**0**	**0**	**0**	**50**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**
17:00 - 17:15	0	0	19	2	0	0	0	21	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	9	1	0	0	0	10	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	13	2	0	0	0	15	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	7	4	0	0	0	11	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**48**	**9**	**0**	**0**	**0**	**57**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1
18:30 - 18:45	0	1	2	0	0	0	0	3	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	5	1	0	0	0	6	0	0	1	0	0	0	0	1
Hourly Total	**0**	**1**	**17**	**2**	**0**	**0**	**0**	**20**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
TOTAL	**5**	**2**	**561**	**70**	**1**	**0**	**1**	**640**	**0**	**0**	**20**	**9**	**0**	**0**	**0**	**29**

Yatton, Thursday 1st December 2022

Junction: 2
Approach: B3133 High Street East

	Left to Chescombe Road								Ahead to B3133 High Street (W)								U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	2	2	40	16	0	2	0	62	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	1	57	8	3	1	0	70	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	1	0	0	0	1	2	0	1	68	15	0	1	0	85	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	1	1	72	19	2	1	5	101	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**2**	**3**	**5**	**237**	**58**	**5**	**5**	**5**	**318**	**0**		**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	2	1	0	0	0	3	0	0	85	13	0	1	0	99	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	1	1	0	0	0	2	0	1	68	12	1	1	0	83	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	3	1	0	0	0	4	0	1	76	13	2	0	0	92	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	4	1	0	0	0	5	1	0	77	9	1	1	0	89	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**10**	**4**	**0**	**0**	**0**	**14**	**1**	**2**	**306**	**47**	**4**	**3**	**0**	**363**	**0**		**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	111	13	1	0	1	126	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	1	2	0	0	1	4	1	0	69	9	0	3	0	82	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	4	0	0	0	0	4	0	1	58	9	2	1	0	71	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	4	0	0	0	0	4	0	0	100	9	2	0	0	111	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**9**	**2**	**0**	**0**	**1**	**12**	**1**	**1**	**338**	**40**	**5**	**4**	**1**	**390**	**0**		**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	0	2	0	0	0	0	2	0	1	95	11	2	1	0	110	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	3	1	0	0	0	4	1	0	84	9	3	2	0	99	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	1	0	0	0	0	1	0	0	71	11	3	2	0	87	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	1	0	0	0	0	1	0	0	94	20	2	2	0	118	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**8**	**1**	**1**	**344**	**51**	**10**	**7**	**0**	**414**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	1	0	0	0	0	1	1	0	77	5	1	1	0	85	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	2	0	0	0	0	2	0	0	81	15	0	0	0	96	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	4	0	0	0	0	4	0	0	66	9	3	0	0	78	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	2	0	0	0	0	2	0	1	93	11	1	0	0	106	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**9**	**1**	**1**	**317**	**40**	**5**	**1**	**0**	**365**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	0	0	1	0	0	0	0	1	0	2	80	12	1	2	0	97	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	1	2	0	0	0	3	0	1	84	8	0	0	0	93	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	1	2	0	0	0	3	1	1	70	12	0	1	0	85	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	2	0	0	0	0	2	9	1	75	10	1	1	0	97	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**5**	**4**	**0**	**0**	**0**	**9**	**10**	**5**	**309**	**42**	**2**	**4**	**0**	**372**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00 - 13:15	0	0	3	1	1	0	0	5	0	1	81	7	0	2	0	91	0	0	1	0	0	0	0	1
13:15 - 13:30	1	0	3	0	0	0	0	4	1	0	94	9	1	0	0	105	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	2	0	0	0	0	2	1	0	92	10	2	0	0	105	0	0	0	0	0	0	0	0
13:45 - 14:00	1	1	3	0	1	0	0	6	0	0	87	17	1	2	0	107	0	0	0	0	0	0	0	0
Hourly Total	**2**	**1**	**11**	**1**	**2**	**0**	**0**	**17**	**2**	**1**	**354**	**43**	**4**	**4**	**0**	**408**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
14:00 - 14:15	0	0	1	1	0	0	0	2	0	0	94	10	1	2	0	107	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	4	0	0	0	0	4	0	0	63	7	1	1	0	72	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	2	1	0	0	1	4	0	1	82	6	0	0	0	89	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	3	0	0	0	0	3	1	0	87	21	0	3	0	112	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**10**	**2**	**0**	**0**	**1**	**13**	**1**	**1**	**326**	**44**	**2**	**6**	**0**	**380**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	0	0	2	1	0	0	0	3	0	1	91	14	3	1	0	110	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	6	0	0	0	0	6	0	2	84	9	0	0	0	95	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	6	2	0	0	0	8	1	2	87	5	2	0	3	100	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	7	0	0	0	0	7	1	0	84	12	2	0	1	100	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**21**	**3**	**0**	**0**	**0**	**24**	**2**	**5**	**346**	**40**	**7**	**1**	**4**	**405**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	0	3	0	0	0	0	3	0	1	104	11	0	0	0	116	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	1	0	0	0	0	1	0	1	104	6	1	0	0	112	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	2	1	0	0	0	3	0	0	100	7	0	1	0	108	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	2	0	0	0	0	2	0	1	67	12	0	0	2	82	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**9**	**0**	**3**	**375**	**36**	**1**	**1**	**2**	**418**	**0**		**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	5	0	0	0	0	5	0	2	116	9	0	0	0	127	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	2	0	0	0	0	2	0	2	83	9	0	0	0	94	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	3	0	0	0	0	3	0	1	85	4	0	0	0	90	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	2	0	0	0	0	2	1	1	76	7	0	0	0	85	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**12**	**1**	**6**	**360**	**29**	**0**	**0**	**0**	**396**	**0**		**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	1	1	1	0	0	3	0	2	87	10	0	0	0	99	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	5	0	1	0	0	6	0	0	80	3	0	0	0	83	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	1	0	0	0	0	1	0	1	75	4	0	0	0	80	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	2	1	0	0	0	3	1	1	52	3	0	0	0	57	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**9**	**2**	**2**	**0**	**0**	**13**	**1**	**4**	**294**	**20**	**0**	**0**	**0**	**319**	**0**		**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**2**	**1**	**112**	**20**	**4**	**0**	**3**	**142**	**24**	**35**	**3906**	**490**	**45**	**36**	**12**	**4548**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**

Yatton, Thursday 1st December 2022

Junction: 2
Approach: Chescombe Road

	Left to B3133 High Street (W)								Right to B3133 High Street (E)							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	3
07:15 - 07:30	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
07:45 - 08:00	0	0	11	0	0	0	0	11	0	0	4	1	0	0	0	5
Hourly Total	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**9**	**2**	**0**	**0**	**0**	**11**
08:00 - 08:15	0	0	8	1	0	0	0	9	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	2	1	0	0	0	3	0	0	3	0	0	0	0	3
08:30 - 08:45	0	0	6	0	0	0	0	6	0	0	0	2	0	0	0	2
08:45 - 09:00	0	0	14	0	0	0	0	14	1	0	2	0	0	0	0	3
Hourly Total	**0**	**0**	**30**	**2**	**0**	**0**	**0**	**32**	**1**	**0**	**5**	**2**	**0**	**0**	**0**	**8**
09:00 - 09:15	0	0	11	0	0	0	0	11	0	0	4	1	0	0	0	5
09:15 - 09:30	0	0	4	2	0	0	0	6	0	0	7	1	0	0	0	8
09:30 - 09:45	0	0	9	2	0	0	0	11	0	0	1	2	0	0	0	3
09:45 - 10:00	0	0	7	2	0	0	0	9	0	0	5	0	0	0	0	5
Hourly Total	**0**	**0**	**31**	**6**	**0**	**0**	**0**	**37**	**0**	**0**	**17**	**4**	**0**	**0**	**0**	**21**
10:00 - 10:15	0	0	5	0	0	0	0	5	0	0	5	3	0	0	0	8
10:15 - 10:30	0	0	6	0	1	0	0	7	0	0	2	0	0	0	0	2
10:30 - 10:45	0	1	8	2	1	0	0	12	0	0	5	4	1	0	0	10
10:45 - 11:00	0	0	5	1	0	0	0	6	0	0	6	2	0	0	0	8
Hourly Total	**0**	**1**	**24**	**3**	**2**	**0**	**0**	**30**	**0**	**0**	**18**	**9**	**1**	**0**	**0**	**28**
11:00 - 11:15	0	0	10	1	0	0	0	11	0	0	3	0	0	0	0	3
11:15 - 11:30	0	0	8	1	0	0	0	9	0	0	2	1	0	0	0	3
11:30 - 11:45	0	0	13	1	0	0	0	14	0	0	5	2	0	0	0	7
11:45 - 12:00	0	0	11	1	0	0	0	12	0	0	2	0	1	0	0	3
Hourly Total	**0**	**0**	**42**	**4**	**0**	**0**	**0**	**46**	**0**	**0**	**12**	**3**	**1**	**0**	**0**	**16**
12:00 - 12:15	0	0	6	0	0	0	0	6	0	0	4	3	0	0	0	7
12:15 - 12:30	0	0	8	2	0	0	0	10	0	0	6	0	0	0	0	6
12:30 - 12:45	1	0	5	0	0	0	0	6	0	0	3	1	0	0	0	4
12:45 - 13:00	0	0	9	0	1	0	0	10	0	0	3	2	0	0	0	5
Hourly Total	**1**	**0**	**28**	**2**	**1**	**0**	**0**	**32**	**0**	**0**	**16**	**6**	**0**	**0**	**0**	**22**
13:00 - 13:15	0	0	10	1	0	0	0	11	0	0	1	0	0	0	0	1
13:15 - 13:30	0	1	11	1	0	0	0	13	0	0	10	3	1	0	0	14
13:30 - 13:45	0	0	10	2	0	0	0	12	0	0	3	1	0	0	0	4
13:45 - 14:00	0	0	8	1	1	0	0	10	0	0	4	1	0	0	0	5
Hourly Total	**0**	**1**	**39**	**5**	**1**	**0**	**0**	**46**	**0**	**0**	**18**	**5**	**1**	**0**	**0**	**24**
14:00 - 14:15	1	1	8	1	0	0	0	11	0	0	5	1	0	0	0	6
14:15 - 14:30	0	0	3	1	0	0	0	4	0	0	1	1	0	0	0	2
14:30 - 14:45	0	0	5	0	0	0	0	5	0	0	3	0	0	0	0	3
14:45 - 15:00	0	0	10	1	0	0	0	11	0	0	3	2	0	0	0	5
Hourly Total	**1**	**1**	**26**	**3**	**0**	**0**	**0**	**31**	**0**	**0**	**12**	**4**	**0**	**0**	**0**	**16**
15:00 - 15:15	0	0	9	1	0	0	0	10	0	0	4	0	0	0	0	4
15:15 - 15:30	1	0	9	0	0	0	0	10	0	0	4	0	0	0	0	4
15:30 - 15:45	0	0	7	0	0	0	0	7	0	0	5	0	0	0	0	5
15:45 - 16:00	0	0	8	1	0	0	1	10	0	0	7	2	0	0	0	9
Hourly Total	**1**	**0**	**33**	**2**	**0**	**0**	**1**	**37**	**0**	**0**	**20**	**2**	**0**	**0**	**0**	**22**
16:00 - 16:15	0	0	9	1	0	0	0	10	0	0	5	0	0	0	0	5
16:15 - 16:30	0	0	8	2	0	0	0	10	0	0	6	2	0	0	0	8
16:30 - 16:45	0	0	12	0	0	0	0	12	0	0	6	0	0	0	0	6
16:45 - 17:00	0	0	14	0	0	0	0	14	0	0	5	0	0	0	0	5
Hourly Total	**0**	**0**	**43**	**3**	**0**	**0**	**0**	**46**	**0**	**0**	**22**	**2**	**0**	**0**	**0**	**24**
17:00 - 17:15	0	0	10	0	0	0	0	10	0	0	4	0	0	0	0	4
17:15 - 17:30	0	0	6	0	0	0	0	6	0	0	6	1	0	0	0	7
17:30 - 17:45	0	0	5	0	0	0	0	5	0	0	8	0	0	0	0	8
17:45 - 18:00	0	0	13	0	0	0	0	13	0	0	7	0	0	0	0	7
Hourly Total	**0**	**0**	**34**	**0**	**0**	**0**	**0**	**34**	**0**	**0**	**25**	**1**	**0**	**0**	**0**	**26**
18:00 - 18:15	0	0	13	1	1	0	0	15	0	0	9	0	0	0	0	9
18:15 - 18:30	0	0	17	0	0	0	0	17	0	0	7	0	0	0	0	7
18:30 - 18:45	0	0	21	1	0	0	0	22	0	0	5	0	0	0	0	5
18:45 - 19:00	0	0	15	2	0	0	0	17	0	0	5	0	0	0	0	5
Hourly Total	**0**	**0**	**66**	**4**	**1**	**0**	**0**	**71**	**0**	**0**	**26**	**0**	**0**	**0**	**0**	**26**
TOTAL	**3**	**3**	**412**	**34**	**5**	**0**	**1**	**458**	**1**	**0**	**200**	**40**	**3**	**0**	**0**	**244**

Yatton, Thursday 1st December 2022

Junction: 2
Approach: B3133 High Street West

	Ahead to B3133 High Street (E)								Right to Chescombe Road								U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	1	48	12	0	0	0	61	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15 - 07:30	1	0	60	10	0	1	0	72	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	83	13	1	0	0	97	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0
07:45 - 08:00	0	2	75	12	2	1	1	93	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	**1**	**3**	**266**	**47**	**3**	**2**	**1**	**323**	**0**	**0**	**6**	**2**	**0**	**0**	**1**	**9**	**0**		**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	94	7	1	0	2	104	0	0	11	2	0	0	0	13	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	71	12	1	2	1	87	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
08:30 - 08:45	0	4	70	9	2	0	0	85	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	83	22	3	1	1	110	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
Hourly Total	**0**	**4**	**318**	**50**	**7**	**3**	**4**	**386**	**0**	**0**	**27**	**3**	**0**	**0**	**0**	**30**	**0**		**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	1	97	8	3	2	1	112	0	0	9	3	0	0	0	12	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	86	13	2	0	0	101	0	0	11	1	0	0	0	12	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	66	8	5	1	0	80	0	0	4	2	0	0	0	6	0	0	0	0	0	0	0	0
09:45 - 10:00	1	0	94	10	3	1	0	109	0	0	2	2	0	0	0	4	0	0	1	0	0	0	0	1
Hourly Total	**1**	**1**	**343**	**39**	**13**	**4**	**1**	**402**	**0**	**0**	**26**	**8**	**0**	**0**	**0**	**34**	**0**		**1**	**0**	**0**	**0**	**0**	**1**
10:00 - 10:15	1	2	75	18	1	3	0	100	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	94	10	1	1	0	106	0	0	8	1	1	0	0	10	0	0	0	0	0	0	0	0
10:30 - 10:45	1	2	92	11	1	2	0	109	0	0	11	3	0	0	0	14	0	0	0	1	0	0	0	1
10:45 - 11:00	2	1	95	12	8	2	0	120	0	0	5	2	0	0	0	7	0	0	0	0	0	0	0	0
Hourly Total	**4**	**5**	**356**	**51**	**11**	**8**	**0**	**435**	**0**	**0**	**25**	**7**	**1**	**0**	**0**	**33**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
11:00 - 11:15	1	0	110	13	0	1	0	125	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0
11:15 - 11:30	0	1	84	11	2	1	0	99	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	86	13	1	2	0	102	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
11:45 - 12:00	1	0	112	3	0	2	0	118	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0
Hourly Total	**2**	**1**	**392**	**40**	**3**	**6**	**0**	**444**	**0**	**0**	**23**	**2**	**0**	**0**	**0**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	0	1	105	12	1	3	0	122	0	0	6	2	0	0	0	8	0	0	0	0	0	0	0	0
12:15 - 12:30	0	2	91	12	1	0	0	106	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	120	8	0	3	0	131	0	0	9	3	1	0	0	13	0	0	0	0	0	0	0	0
12:45 - 13:00	1	0	82	15	0	2	0	100	0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0
Hourly Total	**1**	**3**	**398**	**47**	**2**	**8**	**0**	**459**	**0**	**0**	**38**	**6**	**1**	**0**	**0**	**45**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00 - 13:15	0	1	87	13	1	0	0	102	0	0	12	1	0	0	0	13	0	0	1	0	0	0	0	1
13:15 - 13:30	0	0	104	10	0	3	0	117	0	0	11	1	0	0	0	12	0	0	0	0	0	0	0	0
13:30 - 13:45	1	1	97	17	0	1	0	117	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	86	4	0	1	0	91	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0
Hourly Total	**1**	**2**	**374**	**44**	**1**	**5**	**0**	**427**	**0**	**0**	**37**	**3**	**0**	**0**	**0**	**40**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
14:00 - 14:15	3	1	134	18	0	3	0	159	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0
14:15 - 14:30	0	2	114	10	1	1	0	128	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
14:30 - 14:45	1	1	113	8	0	1	0	124	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
14:45 - 15:00	1	1	76	17	0	1	0	96	0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0
Hourly Total	**5**	**5**	**437**	**53**	**1**	**6**	**0**	**507**	**0**	**0**	**32**	**1**	**0**	**0**	**0**	**33**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	0	0	111	12	0	1	0	124	0	0	5	0	0	0	0	5	0	0	1	0	0	0	0	1
15:15 - 15:30	1	0	78	11	0	0	0	90	0	0	18	0	0	0	0	18	0	0	0	0	0	0	0	0
15:30 - 15:45	0	1	87	13	0	1	1	103	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0
15:45 - 16:00	0	1	110	15	0	1	2	129	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
Hourly Total	**1**	**2**	**386**	**51**	**0**	**3**	**3**	**446**	**0**	**0**	**37**	**1**	**0**	**0**	**0**	**38**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
16:00 - 16:15	0	1	130	11	1	0	1	144	0	0	5	2	0	0	0	7	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	104	13	1	0	1	119	0	0	6	0	0	0	0	6	0	0	1	0	0	0	0	1
16:30 - 16:45	1	2	98	6	0	0	0	107	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	111	8	0	1	0	120	0	0	11	1	0	0	0	12	0	0	0	0	0	0	0	0
Hourly Total	**1**	**3**	**443**	**38**	**2**	**1**	**2**	**490**	**0**	**0**	**29**	**3**	**0**	**0**	**0**	**32**	**0**		**1**	**0**	**0**	**0**	**0**	**1**
17:00 - 17:15	0	0	82	5	0	0	0	87	0	0	16	1	0	0	0	17	0	0	0	0	0	0	0	0
17:15 - 17:30	0	2	102	7	0	0	0	111	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	104	7	0	0	0	111	0	0	12	1	0	0	0	13	0	0	1	0	0	0	0	1
17:45 - 18:00	1	0	89	8	0	0	0	98	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0
Hourly Total	**1**	**2**	**377**	**27**	**0**	**0**	**0**	**407**	**0**	**0**	**53**	**2**	**0**	**0**	**0**	**55**	**0**		**1**	**0**	**0**	**0**	**0**	**1**
18:00 - 18:15	1	0	88	6	0	0	0	95	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
18:15 - 18:30	1	1	101	4	0	0	0	107	0	0	17	0	0	0	0	17	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	103	3	0	0	1	107	0	0	17	1	0	0	0	18	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	96	5	0	0	0	101	0	0	9	0	0	0	0	9	0	0	1	0	0	0	0	1
Hourly Total	**2**	**1**	**388**	**18**	**0**	**0**	**1**	**410**	**0**	**0**	**49**	**1**	**0**	**0**	**0**	**50**	**0**		**1**	**0**	**0**	**0**	**0**	**1**
TOTAL	**20**	**32**	**4478**	**505**	**43**	**46**	**12**	**5136**	**0**	**0**	**382**	**39**	**2**	**0**	**1**	**424**	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**7**

Yatton, Thursday 1st December 2022

Junction: 3
Approach: Mendip Road East

	Left to Shiners Elms								Ahead to Mendip Road (W)								U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	1	0	8	0	0	0	0	9	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	7	0	1	0	0	8	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	2	0	10	0	0	0	1	13	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	1	0	14	3	0	0	0	18	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**39**	**3**	**1**	**0**	**1**	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	18	1	0	0	0	19	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	22	4	0	0	0	26	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	1	0	9	2	0	0	0	12	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**63**	**7**	**0**	**0**	**0**	**71**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	0	1	0	16	2	0	0	0	19	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	19	1	0	0	0	20	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	14	3	0	0	0	17	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	14	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**61**	**8**	**0**	**0**	**0**	**70**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	17	2	0	0	0	19	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	2	1	0	0	0	3	0	0	19	1	0	0	0	20	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	1	0	0	0	0	1	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**	**0**	**0**	**58**	**3**	**0**	**0**	**0**	**61**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	3	0	0	0	0	3	1	0	8	3	0	0	0	12	0	0	1	0	0	0	0	1
11:15 - 11:30	0	0	0	0	0	0	0	0	2	0	11	1	0	0	0	14	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	18	0	1	0	0	19	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**3**	**0**	**46**	**6**	**1**	**0**	**0**	**56**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
12:00 - 12:15	0	0	1	1	0	0	0	2	0	0	12	2	0	0	0	14	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	1	0	0	0	0	1	0	1	21	2	0	0	0	24	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	1	0	0	0	1	1	0	20	1	2	0	0	24	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**4**	**1**	**1**	**64**	**5**	**2**	**0**	**0**	**73**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00 - 13:15	0	0	2	0	0	0	0	2	0	0	12	4	0	0	0	16	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	2	0	0	0	0	2	1	0	6	2	0	0	0	9	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	1	0	0	0	0	1	0	0	5	2	0	0	0	7	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	1	0	0	0	1	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**6**	**1**	**0**	**30**	**8**	**0**	**0**	**0**	**39**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14:00 - 14:15	0	0	0	0	0	0	0	0	1	0	19	3	0	0	0	23	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	1	0	0	0	0	1	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	18	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	2	0	14	0	0	0	0	16	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**63**	**3**	**0**	**0**	**0**	**69**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	14	2	0	0	0	16	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	12	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	1	1	0	0	0	2	0	0	20	1	0	0	0	21	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	11	3	0	0	0	14	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**55**	**8**	**0**	**0**	**0**	**63**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	0	2	0	0	0	0	2	0	0	9	1	0	0	0	10	0	0	0	1	0	0	0	1
16:15 - 16:30	0	0	1	0	0	0	0	1	0	0	12	4	0	0	0	16	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	1	0	0	0	0	1	1	0	13	4	0	0	0	18	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**1**	**0**	**49**	**9**	**0**	**0**	**0**	**59**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	16	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	1	1	12	2	0	0	0	16	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	16	2	0	0	0	18	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	1	0	12	3	0	0	0	16	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**55**	**8**	**0**	**0**	**0**	**66**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	1	1	0	0	0	2	0	0	12	2	0	0	0	14	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	2	0	0	0	0	2	0	1	3	0	0	0	0	4	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	2	0	0	0	0	2	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**6**	**0**	**1**	**26**	**2**	**0**	**0**	**0**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**0**	**0**	**24**	**6**	**0**	**0**	**0**	**30**	**17**	**3**	**609**	**70**	**4**	**0**	**1**	**704**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**

Yatton, Thursday 1st December 2022

Traffic Information Consultancy

Junction: 3
Approach: Shiners Elms

	Left to Mendip Road (W)								Right to Mendip Road (E)							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**3**
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
10:30 - 10:45	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	2
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
13:15 - 13:30	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
13:30 - 13:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**
17:00 - 17:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
18:00 - 18:15	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**
TOTAL	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**10**	**0**	**0**	**20**	**4**	**0**	**0**	**0**	**24**

Yatton, Thursday 1st December 2022

Junction: 3
Approach: Mendip Road West

	Ahead to Mendip Road (E)								Right to Shiners Elms								U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:30 - 07:45	1	0	3	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**2**	**0**	**16**	**1**	**0**	**0**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
08:00 - 08:15	0	1	8	1	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	11	2	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	6	0	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**36**	**3**	**1**	**0**	**0**	**41**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**31**	**5**	**0**	**0**	**0**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	7	2	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**23**	**3**	**0**	**0**	**0**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
11:15 - 11:30	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	8	3	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	9	0	1	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**32**	**5**	**1**	**0**	**0**	**38**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
12:00 - 12:15	1	0	6	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	3	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	8	0	1	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**1**	**0**	**19**	**3**	**1**	**0**	**0**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00 - 13:15	0	0	8	3	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	1	7	0	1	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	1	0	6	1	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	6	3	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**1**	**1**	**27**	**7**	**1**	**0**	**0**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14:00 - 14:15	1	0	7	0	1	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	11	2	0	0	0	13	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	**1**	**0**	**31**	**5**	**1**	**0**	**0**	**38**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	0	0	11	2	0	0	0	13	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	7	0	0	0	0	7	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	1	0	6	0	0	0	0	7	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	**1**	**0**	**30**	**3**	**0**	**0**	**0**	**34**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	1	0	8	1	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	1	0	7	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	1	0	11	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**3**	**0**	**32**	**1**	**0**	**0**	**0**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	1	0	5	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	1	0	4	0	0	0	0	5	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	**2**	**0**	**21**	**2**	**0**	**0**	**0**	**25**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	5	0	0	0	0	5	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	10	0	0	0	0	10	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**23**	**0**	**0**	**0**	**0**	**23**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**11**	**2**	**321**	**38**	**5**	**0**	**0**	**377**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**

Yatton, Thursday 1st December 2022

Junction: 4
Approach: B3133 High Street North

	Ahead to B3133 High Street (S)								Right to Heathgate								U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	44	11	0	0	0	55	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	53	14	0	1	0	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	89	15	0	0	1	105	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45 - 08:00	0	2	62	12	1	1	1	79	0	0	2	1	1	0	0	4	0	0	0	0	0	0	0	0
Hourly Total	**0**	**2**	**248**	**52**	**1**	**2**	**2**	**307**	**0**	**0**	**4**	**1**	**1**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	98	15	1	0	3	117	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	63	11	1	2	0	77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	3	83	15	3	0	0	104	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	118	19	4	0	1	142	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	**0**	**3**	**362**	**60**	**9**	**2**	**4**	**440**	**0**	**0**	**10**	**1**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	1	1	74	9	3	1	0	89	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	82	14	2	1	0	99	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	58	13	6	1	0	78	0	0	2	2	0	0	0	4	0	0	1	0	0	0	0	1
09:45 - 10:00	1	0	87	14	3	1	0	106	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0
Hourly Total	**2**	**1**	**301**	**50**	**14**	**4**	**0**	**372**	**0**	**0**	**10**	**3**	**0**	**0**	**0**	**13**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
10:00 - 10:15	0	2	69	20	2	3	0	96	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	90	14	3	1	0	108	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
10:30 - 10:45	1	1	87	16	1	3	0	109	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:45 - 11:00	1	0	82	16	7	1	0	107	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0
Hourly Total	**2**	**3**	**328**	**66**	**13**	**8**	**0**	**420**	**0**	**1**	**7**	**2**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	2	0	99	17	0	1	0	119	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
11:15 - 11:30	2	1	83	10	2	1	0	99	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
11:30 - 11:45	1	0	77	17	1	2	0	98	0	1	4	0	0	0	0	5	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	98	11	0	1	0	110	0	0	2	2	0	0	0	4	0	0	0	0	0	0	0	0
Hourly Total	**5**	**1**	**357**	**55**	**3**	**5**	**0**	**426**	**0**	**1**	**14**	**2**	**0**	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	0	1	97	14	1	2	0	115	0	0	2	2	0	0	0	4	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	97	17	0	0	0	114	0	0	3	3	0	0	0	6	0	0	0	0	0	0	0	0
12:30 - 12:45	0	1	98	17	1	4	0	121	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
12:45 - 13:00	1	0	80	17	0	2	0	100	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
Hourly Total	**1**	**2**	**372**	**65**	**2**	**8**	**0**	**450**	**0**	**0**	**14**	**5**	**0**	**0**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00 - 13:15	1	1	94	14	0	0	0	110	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0
13:15 - 13:30	1	0	98	15	0	3	0	117	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
13:30 - 13:45	0	1	94	15	0	1	0	111	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
13:45 - 14:00	1	0	81	8	0	1	0	91	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	**3**	**2**	**367**	**52**	**0**	**5**	**0**	**429**	**0**	**0**	**8**	**1**	**1**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14:00 - 14:15	2	1	134	19	0	3	0	159	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
14:15 - 14:30	2	2	107	8	1	1	0	121	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
14:30 - 14:45	2	1	119	8	0	1	0	131	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
14:45 - 15:00	1	1	92	16	0	1	0	111	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	**7**	**5**	**452**	**51**	**1**	**6**	**0**	**522**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	1	0	117	9	0	1	0	128	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
15:15 - 15:30	2	0	105	9	0	0	0	116	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	69	12	0	1	1	83	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
15:45 - 16:00	0	1	100	17	2	1	3	124	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
Hourly Total	**3**	**1**	**391**	**47**	**2**	**3**	**4**	**451**	**0**	**0**	**18**	**0**	**0**	**0**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	1	130	14	0	0	0	145	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
16:15 - 16:30	0	2	95	17	0	0	0	114	0	0	9	1	0	0	0	10	0	0	0	0	0	0	0	0
16:30 - 16:45	1	1	107	11	0	0	1	121	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
16:45 - 17:00	1	1	134	4	1	0	0	141	0	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	**2**	**5**	**466**	**46**	**1**	**0**	**1**	**521**	**0**	**0**	**21**	**1**	**1**	**0**	**0**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	1	94	5	0	0	0	100	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	99	9	0	0	0	108	0	0	7	2	0	0	0	9	0	0	0	0	0	0	0	0
17:30 - 17:45	1	0	105	7	0	0	0	113	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
17:45 - 18:00	1	0	107	10	0	0	0	118	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0
Hourly Total	**2**	**1**	**405**	**31**	**0**	**0**	**0**	**439**	**0**	**0**	**20**	**3**	**0**	**0**	**0**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	1	1	88	5	0	0	0	95	0	0	5	1	1	0	0	7	0	0	0	0	0	0	0	0
18:15 - 18:30	0	1	101	8	0	0	1	111	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	107	3	0	0	0	110	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	84	1	0	0	0	85	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	**1**	**2**	**380**	**17**	**0**	**0**	**1**	**401**	**0**	**0**	**10**	**1**	**1**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

TOTAL	**28**	**28**	**4429**	**592**	**46**	**43**	**12**	**5178**	**0**	**2**	**146**	**20**	**4**	**0**	**0**	**172**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**

Yatton, Thursday 1st December 2022

Traffic Information Consultancy

Junction: 4
Approach: B3133 High Street South

	Left to Heathgate								Ahead to B3133 High Street (N)							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	**0**	2	2	50	13	0	2	0	**69**
07:15 - 07:30	0	0	1	0	0	0	0	**1**	0	1	60	4	0	3	0	**68**
07:30 - 07:45	0	0	0	0	0	0	0	**0**	0	1	67	10	0	1	0	**79**
07:45 - 08:00	0	0	0	1	0	0	0	**1**	2	1	85	16	2	0	5	**111**
Hourly Total	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**4**	**5**	**262**	**43**	**2**	**6**	**5**	**327**
08:00 - 08:15	0	0	0	2	0	0	0	**2**	0	0	85	12	0	1	0	**98**
08:15 - 08:30	0	0	1	0	0	0	0	**1**	0	1	72	12	1	1	0	**87**
08:30 - 08:45	0	0	1	1	0	0	0	**2**	0	1	76	9	2	0	0	**88**
08:45 - 09:00	0	0	2	0	0	0	0	**2**	1	0	62	12	1	1	0	**77**
Hourly Total	**0**	**0**	**4**	**3**	**0**	**0**	**0**	**7**	**1**	**2**	**295**	**45**	**4**	**3**	**0**	**350**
09:00 - 09:15	0	0	3	0	0	0	0	**3**	0	0	110	16	1	0	0	**127**
09:15 - 09:30	0	0	1	0	0	0	0	**1**	0	0	62	13	0	3	0	**78**
09:30 - 09:45	0	0	1	0	0	0	0	**1**	0	1	61	10	1	1	0	**74**
09:45 - 10:00	0	0	1	1	0	0	0	**2**	0	0	101	6	3	0	0	**110**
Hourly Total	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**7**	**0**	**1**	**334**	**45**	**5**	**4**	**0**	**389**
10:00 - 10:15	0	0	3	0	0	0	0	**3**	0	1	77	14	2	1	0	**95**
10:15 - 10:30	0	0	1	0	0	0	0	**1**	1	0	78	7	4	2	0	**92**
10:30 - 10:45	0	0	4	0	0	0	0	**4**	0	0	63	11	4	2	0	**80**
10:45 - 11:00	0	0	3	1	0	0	0	**4**	0	0	87	18	2	2	0	**109**
Hourly Total	**0**	**0**	**11**	**1**	**0**	**0**	**0**	**12**	**1**	**1**	**305**	**50**	**12**	**7**	**0**	**376**
11:00 - 11:15	0	0	1	0	0	0	0	**1**	1	0	65	9	1	0	0	**76**
11:15 - 11:30	0	0	1	0	0	0	0	**1**	1	0	75	16	0	0	0	**92**
11:30 - 11:45	0	0	4	0	0	0	0	**4**	1	0	54	8	2	0	0	**65**
11:45 - 12:00	0	0	1	0	1	0	0	**2**	0	0	81	14	0	0	0	**95**
Hourly Total	**0**	**0**	**7**	**0**	**1**	**0**	**0**	**8**	**3**	**0**	**275**	**47**	**3**	**0**	**0**	**328**
12:00 - 12:15	0	0	1	0	0	0	0	**1**	0	1	71	18	1	2	0	**93**
12:15 - 12:30	0	0	3	0	0	0	0	**3**	0	1	79	7	0	0	0	**87**
12:30 - 12:45	0	0	1	1	0	0	0	**2**	1	2	76	11	0	1	0	**91**
12:45 - 13:00	0	0	2	1	0	0	0	**3**	9	1	67	9	1	2	0	**89**
Hourly Total	**0**	**0**	**7**	**2**	**0**	**0**	**0**	**9**	**10**	**5**	**293**	**45**	**2**	**5**	**0**	**360**
13:00 - 13:15	0	0	4	2	0	0	0	**6**	0	0	83	7	0	2	0	**92**
13:15 - 13:30	1	0	3	0	0	0	0	**4**	1	0	95	11	1	0	0	**108**
13:30 - 13:45	0	0	1	1	0	0	0	**2**	1	0	85	10	3	1	0	**100**
13:45 - 14:00	0	0	1	0	0	0	0	**1**	0	0	89	16	0	3	0	**108**
Hourly Total	**1**	**0**	**9**	**3**	**0**	**0**	**0**	**13**	**2**	**0**	**352**	**44**	**4**	**6**	**0**	**408**
14:00 - 14:15	0	0	1	0	0	0	0	**1**	1	1	77	9	1	2	0	**91**
14:15 - 14:30	0	0	0	1	0	0	0	**1**	0	0	65	8	1	1	0	**75**
14:30 - 14:45	0	0	2	0	0	0	0	**2**	1	1	80	5	0	0	0	**87**
14:45 - 15:00	0	0	5	0	0	0	0	**5**	1	0	85	14	0	3	0	**103**
Hourly Total	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**9**	**3**	**2**	**307**	**36**	**2**	**6**	**0**	**356**
15:00 - 15:15	0	0	1	0	0	0	0	**1**	0	1	74	15	3	1	0	**94**
15:15 - 15:30	0	0	2	0	0	0	0	**2**	1	2	68	9	0	0	0	**80**
15:30 - 15:45	0	0	6	1	0	0	0	**7**	0	0	108	8	2	0	2	**120**
15:45 - 16:00	0	0	0	0	0	0	0	**0**	1	0	92	9	2	0	4	**108**
Hourly Total	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**10**	**2**	**3**	**342**	**41**	**7**	**1**	**6**	**402**
16:00 - 16:15	0	0	8	1	0	0	0	**9**	0	1	91	11	0	0	0	**103**
16:15 - 16:30	0	0	3	1	0	0	0	**4**	1	1	100	10	1	0	0	**113**
16:30 - 16:45	0	0	3	0	1	0	0	**4**	0	0	97	5	0	1	0	**103**
16:45 - 17:00	0	0	2	0	0	0	0	**2**	0	1	79	9	0	0	0	**89**
Hourly Total	**0**	**0**	**16**	**2**	**1**	**0**	**0**	**19**	**1**	**3**	**367**	**35**	**1**	**1**	**0**	**408**
17:00 - 17:15	0	0	1	1	0	0	0	**2**	0	1	107	3	0	0	0	**111**
17:15 - 17:30	0	0	4	0	0	0	0	**4**	0	2	100	9	0	0	0	**111**
17:30 - 17:45	0	0	1	0	0	0	0	**1**	0	1	86	2	0	0	0	**89**
17:45 - 18:00	0	0	2	0	0	0	0	**2**	3	0	72	5	0	0	0	**80**
Hourly Total	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**9**	**3**	**4**	**365**	**19**	**0**	**0**	**0**	**391**
18:00 - 18:15	0	0	7	1	0	0	0	**8**	1	0	86	5	1	0	0	**93**
18:15 - 18:30	0	0	7	0	0	0	0	**7**	0	0	84	2	0	0	0	**86**
18:30 - 18:45	0	0	12	0	0	0	0	**12**	0	1	107	4	0	0	0	**112**
18:45 - 19:00	0	0	2	0	0	0	0	**2**	1	0	64	5	0	0	0	**70**
Hourly Total	**0**	**0**	**28**	**1**	**0**	**0**	**0**	**29**	**2**	**1**	**341**	**16**	**1**	**0**	**0**	**361**
TOTAL	**1**	**0**	**114**	**17**	**2**	**0**	**0**	**134**	**32**	**27**	**3838**	**466**	**43**	**39**	**11**	**4456**

Yatton, Thursday 1st December 2022

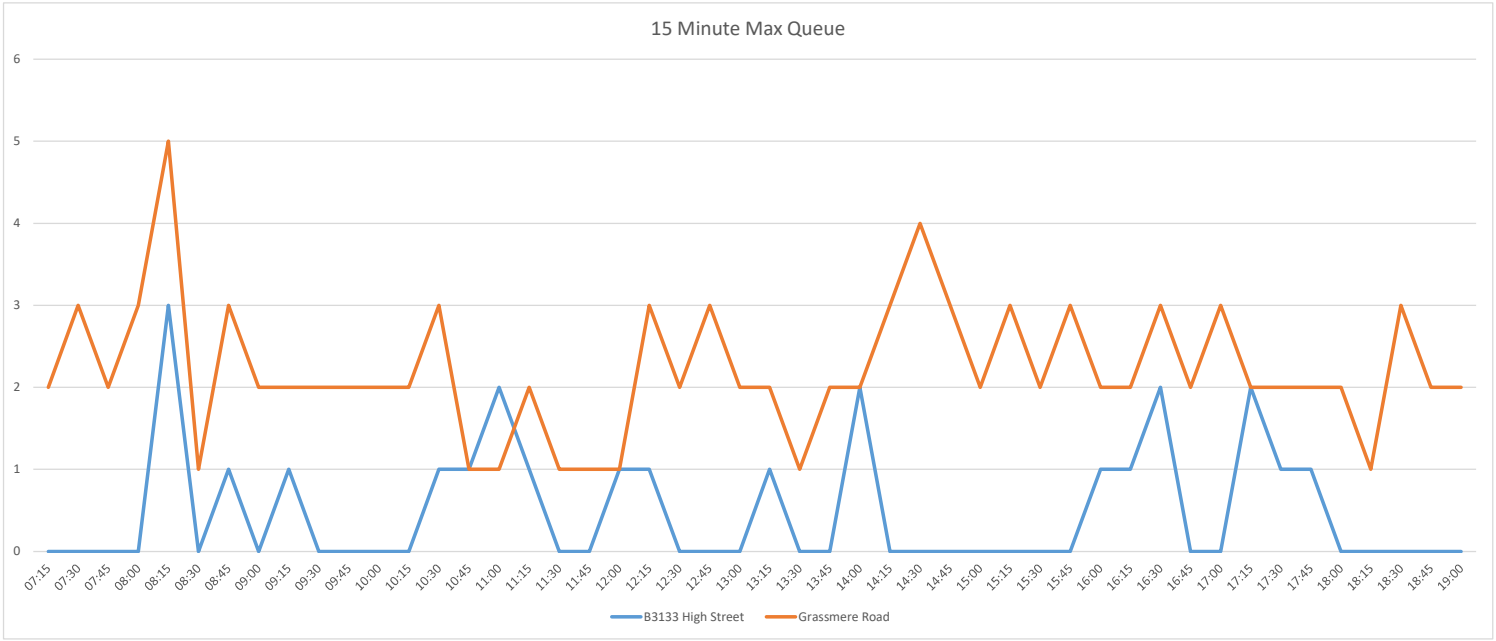
Traffic Information Consultancy

Junction: 4
Approach: Heathgate

	Left to B3133 High Street (N)								Right to B3133 High Street (S)							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2
07:30 - 07:45	0	0	2	0	0	0	0	2	0	0	1	1	0	0	0	2
07:45 - 08:00	0	0	1	1	0	0	0	2	0	0	6	0	0	0	0	6
Hourly Total	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**8**	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**10**
08:00 - 08:15	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
08:15 - 08:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
08:45 - 09:00	0	0	1	0	0	0	0	1	0	0	8	2	1	0	0	11
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**15**	**2**	**1**	**0**	**0**	**19**
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3
09:15 - 09:30	0	0	3	0	0	0	0	3	0	0	3	1	0	0	0	4
09:30 - 09:45	0	0	2	1	0	0	0	3	0	0	2	1	0	0	0	3
09:45 - 10:00	0	0	3	0	0	0	0	3	0	0	2	1	0	0	0	3
Hourly Total	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**9**	**0**	**0**	**9**	**4**	**0**	**0**	**0**	**13**
10:00 - 10:15	0	0	3	0	0	0	0	3	0	0	2	1	0	0	0	3
10:15 - 10:30	0	1	2	0	0	0	0	3	0	0	3	1	0	0	0	4
10:30 - 10:45	0	0	3	0	0	0	0	3	0	0	5	2	0	0	0	7
10:45 - 11:00	0	0	2	2	0	0	0	4	0	0	2	0	0	0	0	2
Hourly Total	**0**	**1**	**10**	**2**	**0**	**0**	**0**	**13**	**0**	**0**	**12**	**4**	**0**	**0**	**0**	**16**
11:00 - 11:15	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	2	2	0	0	0	4	0	0	1	0	0	0	0	1
11:30 - 11:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	2	0	0	0	0	2	0	0	4	0	0	0	0	4
Hourly Total	**0**	**0**	**6**	**3**	**0**	**0**	**0**	**9**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**
12:00 - 12:15	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
12:15 - 12:30	0	0	3	1	0	0	0	4	0	0	1	0	0	0	1	2
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	6
12:45 - 13:00	0	0	2	0	0	0	0	2	0	0	3	0	0	0	0	3
Hourly Total	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**8**	**0**	**0**	**9**	**2**	**0**	**0**	**1**	**12**
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	4	1	1	0	0	6
13:15 - 13:30	0	0	2	0	0	0	0	2	1	0	3	0	0	0	0	4
13:30 - 13:45	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
13:45 - 14:00	0	0	1	0	0	0	0	1	0	0	1	2	0	0	0	3
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**1**	**0**	**9**	**3**	**1**	**0**	**0**	**14**
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
14:15 - 14:30	0	0	1	0	0	0	0	1	0	0	2	1	0	0	0	3
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
14:45 - 15:00	0	0	2	1	0	0	0	3	0	0	1	1	0	0	0	2
Hourly Total	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**	**0**	**0**	**8**	**2**	**0**	**0**	**0**	**10**
15:00 - 15:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	1	0	0	0	0	1	0	0	1	2	0	0	0	3
15:30 - 15:45	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**5**
16:00 - 16:15	0	0	2	0	0	0	0	2	0	0	4	0	0	0	0	4
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
16:30 - 16:45	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3
16:45 - 17:00	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**13**
17:00 - 17:15	0	0	5	1	0	0	0	6	0	0	4	0	0	0	0	4
17:15 - 17:30	0	0	1	0	0	1	0	2	0	0	4	0	0	0	0	4
17:30 - 17:45	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2
17:45 - 18:00	0	0	2	0	0	0	0	2	0	0	3	0	0	0	0	3
Hourly Total	**0**	**0**	**10**	**1**	**0**	**1**	**0**	**12**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**13**
18:00 - 18:15	0	0	2	0	0	0	0	2	0	0	4	0	0	0	0	4
18:15 - 18:30	0	0	1	0	0	0	0	1	0	0	12	0	0	0	0	12
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
18:45 - 19:00	0	0	1	0	0	0	0	1	0	0	11	0	0	0	0	11
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**34**	**0**	**0**	**0**	**0**	**34**
TOTAL	**0**	**1**	**69**	**10**	**0**	**1**	**0**	**81**	**2**	**0**	**138**	**21**	**2**	**0**	**1**	**164**

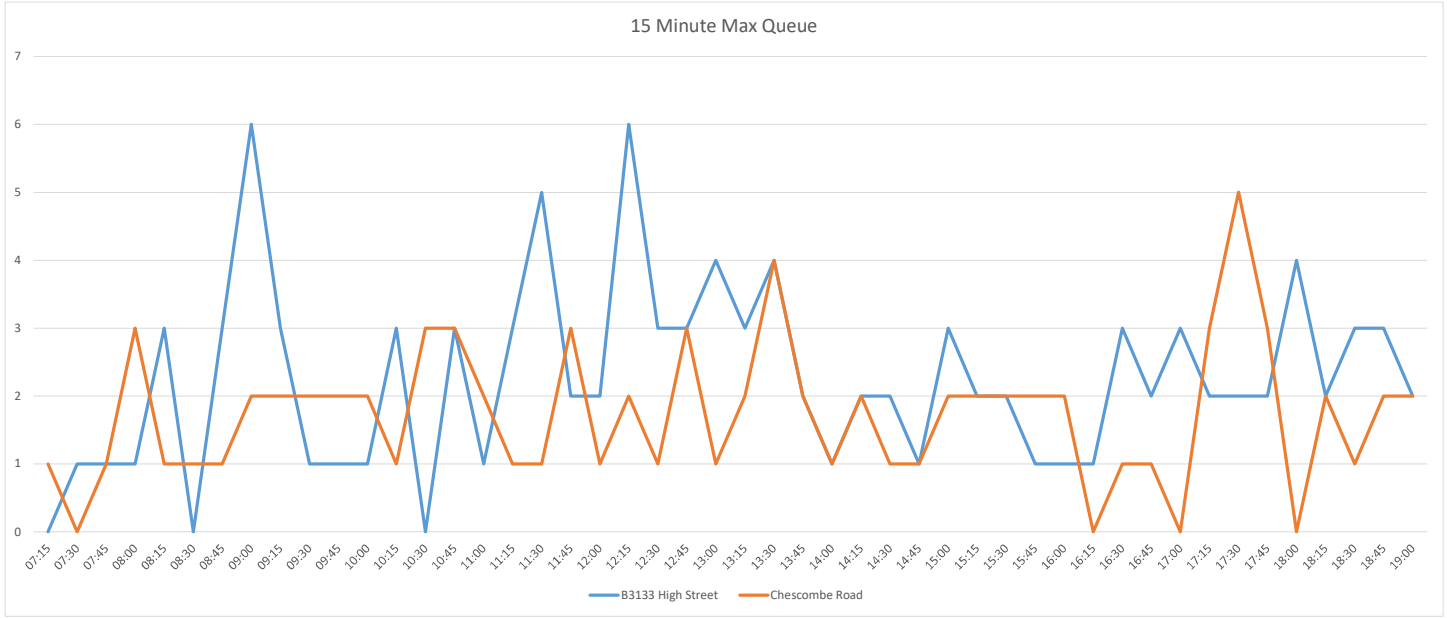
Yatton - 15 Minute Max Queue Length Survey, Thursday 1st December 2022

Time	B3133 High Street	Grassmere Road
07:15	0	2
07:30	0	3
07:45	0	2
08:00	0	3
08:15	3	5
08:30	0	1
08:45	1	3
09:00	0	2
09:15	1	2
09:30	0	2
09:45	0	2
10:00	0	2
10:15	0	2
10:30	1	3
10:45	1	1
11:00	2	1
11:15	1	2
11:30	0	1
11:45	0	1
12:00	1	1
12:15	1	3
12:30	0	2
12:45	0	3
13:00	0	2
13:15	1	2
13:30	0	1
13:45	0	2
14:00	2	2
14:15	0	3
14:30	0	4
14:45	0	3
15:00	0	2
15:15	0	3
15:30	0	2
15:45	0	3
16:00	1	2
16:15	1	2
16:30	2	3
16:45	0	2
17:00	0	3
17:15	2	2
17:30	1	2
17:45	1	2
18:00	0	2
18:15	0	1
18:30	0	3
18:45	0	2
19:00	0	2



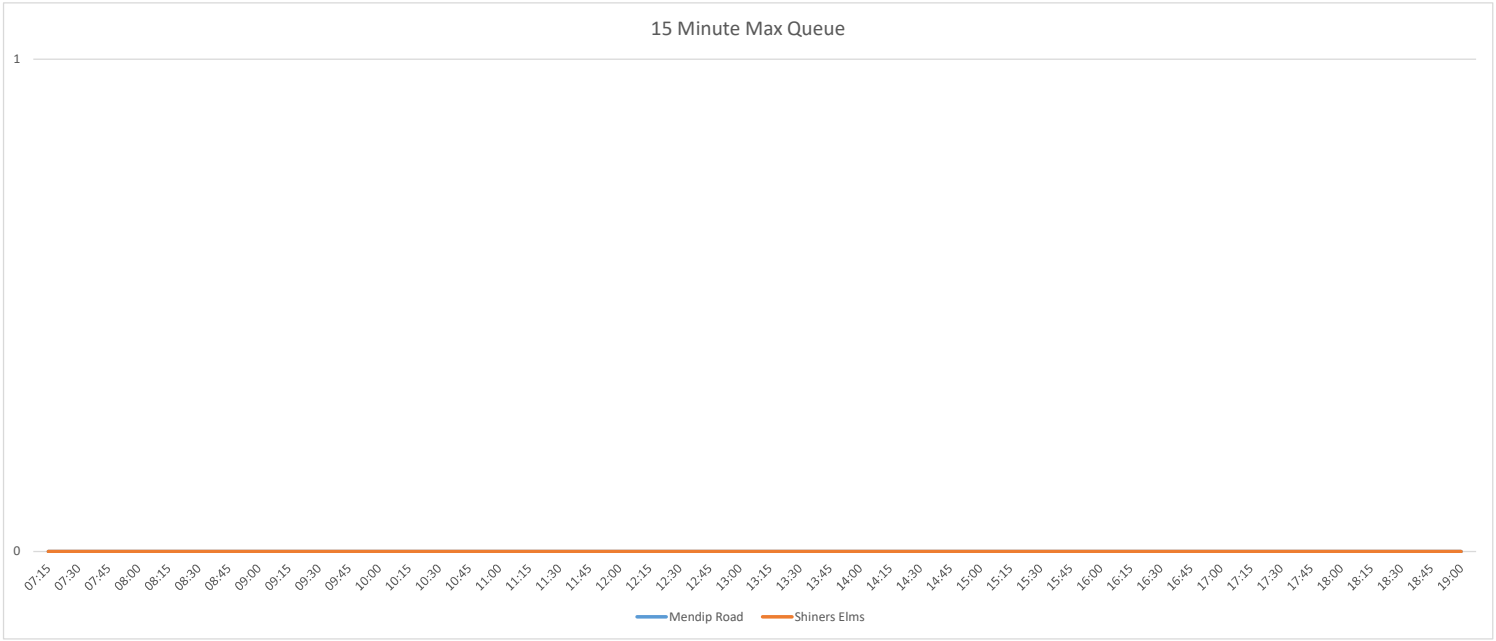
Yatton - 15 Minute Max Queue Length Survey, Thursday 1st December 2022

Time	B3133 High Street	Chescombe Road
07:15	0	1
07:30	1	0
07:45	1	1
08:00	1	3
08:15	3	1
08:30	0	1
08:45	3	1
09:00	6	2
09:15	3	2
09:30	1	2
09:45	1	2
10:00	1	2
10:15	3	1
10:30	0	3
10:45	3	3
11:00	1	2
11:15	3	1
11:30	5	1
11:45	2	3
12:00	2	1
12:15	6	2
12:30	3	1
12:45	3	3
13:00	4	1
13:15	3	2
13:30	4	4
13:45	2	2
14:00	1	1
14:15	2	2
14:30	2	1
14:45	1	1
15:00	3	2
15:15	2	2
15:30	2	2
15:45	1	2
16:00	1	2
16:15	1	0
16:30	3	1
16:45	2	1
17:00	3	0
17:15	2	3
17:30	2	5
17:45	2	3
18:00	4	0
18:15	2	2
18:30	3	1
18:45	3	2
19:00	2	2



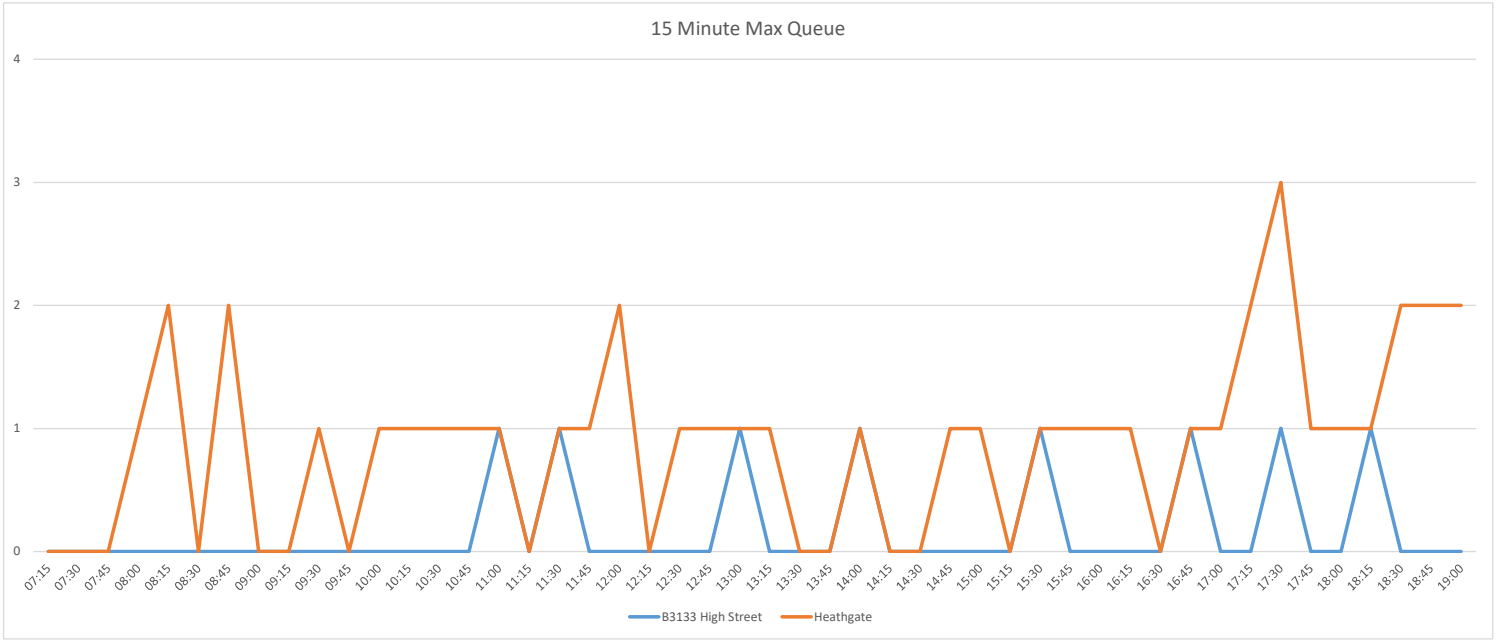
Yatton - 15 Minute Max Queue Length Survey, Thursday 1st December 2022

Time	Mendip Road	Shiners Elms
07:15	0	0
07:30	0	0
07:45	0	0
08:00	0	0
08:15	0	0
08:30	0	0
08:45	0	0
09:00	0	0
09:15	0	0
09:30	0	0
09:45	0	0
10:00	0	0
10:15	0	0
10:30	0	0
10:45	0	0
11:00	0	0
11:15	0	0
11:30	0	0
11:45	0	0
12:00	0	0
12:15	0	0
12:30	0	0
12:45	0	0
13:00	0	0
13:15	0	0
13:30	0	0
13:45	0	0
14:00	0	0
14:15	0	0
14:30	0	0
14:45	0	0
15:00	0	0
15:15	0	0
15:30	0	0
15:45	0	0
16:00	0	0
16:15	0	0
16:30	0	0
16:45	0	0
17:00	0	0
17:15	0	0
17:30	0	0
17:45	0	0
18:00	0	0
18:15	0	0
18:30	0	0
18:45	0	0
19:00	0	0

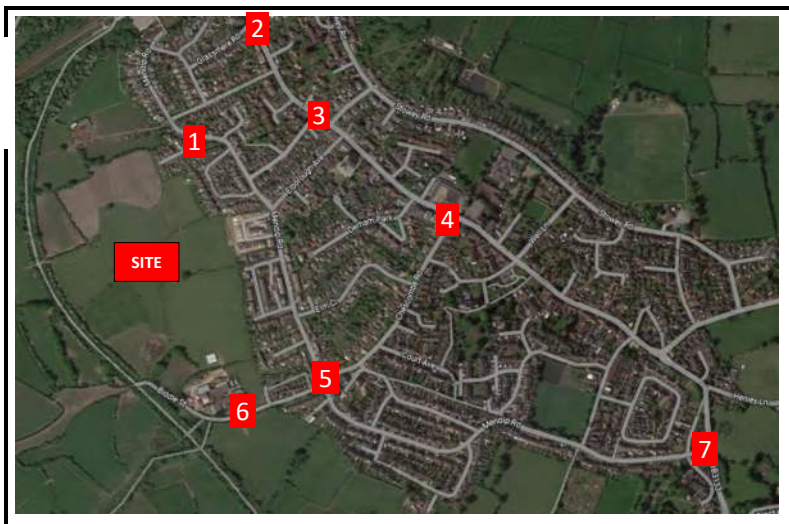


Yatton - 15 Minute Max Queue Length Survey, Thursday 1st December 2022

Time	B3133 High Street	Heathgate
07:15	0	0
07:30	0	0
07:45	0	0
08:00	0	1
08:15	0	2
08:30	0	0
08:45	0	2
09:00	0	0
09:15	0	0
09:30	0	1
09:45	0	0
10:00	0	1
10:15	0	1
10:30	0	1
10:45	0	1
11:00	1	1
11:15	0	0
11:30	1	1
11:45	0	1
12:00	0	2
12:15	0	0
12:30	0	1
12:45	0	1
13:00	1	1
13:15	0	1
13:30	0	0
13:45	0	0
14:00	1	1
14:15	0	0
14:30	0	0
14:45	0	1
15:00	0	1
15:15	0	0
15:30	1	1
15:45	0	1
16:00	0	1
16:15	0	1
16:30	0	0
16:45	1	1
17:00	0	1
17:15	0	2
17:30	1	3
17:45	0	1
18:00	0	1
18:15	1	1
18:30	0	2
18:45	0	2
19:00	0	2



Appendix D Traffic Flow Diagrams



KEY

12	Total Vehicles
12	HGVs

SITE

Mendip Road

Shiners Elms/Mendip

Grassmere/High Street

The Ridge

Heathgate/High Street

Chescombe Road / Rectory Farm cross roads

Chescombe Road / Mendip Road

Chescome Road/High Street

High Street/Mendip Road

Mendip Road

High Street

NOTES:	**PROJECT:** Land at Yatton	**PLAN TITLE:** Traffic Flow Diagrams	
	TIME PERIOD:	Distribution	
	DATE: 01/03/2023	**JOB NUMBER:** 23257	**DRAWN BY:** YS	**FIGURE:** 001

KEY

12	Total Vehicles
12	HGVs

SITE

Mendip Road

Grassmere/High Street

The Ridge

Shiners Elms/Mendip

Heathgate/High Street

Chescombe Road / Rectory Farm cross roads

Chescombe Road / Mendip Road

Chescome Road/High Street

High Street/Mendip Road

Mendip Road

High Street

NOTES:	PROJECT:	PLAN TITLE:	
Arrivals 27 Departures 59	Land at Yatton	Traffic Flow Diagrams	
	TIME PERIOD: 08:00-09:00	AM Development Assignment (Sensitivity)	
	DATE: 01/03/2023 / JOB NUMBER: 23257	DRAWN BY: YS	FIGURE: 002

KEY

12	Total Vehicles
12	HGVs

SITE

Mendip Road

Grassmere/High Street

The Ridge

Shiners Elms/Mendip

Heathgate/High Street

Chescombe Road / Rectory Farm cross roads

Chescombe Road / Mendip Road

Chescome Road/High Street

High Street/Mendip Road

Mendip Road

High Street

NOTES:	PROJECT: Land at Yatton		PLAN TITLE: Traffic Flow Diagrams
Arrivals 54	TIME PERIOD: 17:00-18:00		PM Development Assignment (Sensitivity)
Departures 28	DATE: 01/03/2023	JOB NUMBER: 23257	DRAWN BY: YS / FIGURE: 003

Hydrock

KEY

12	Total Vehicles
12	HGVs

SITE

Mendip Road

Grassmere/High Street

The Ridge

Shiners Elms/Mendip

Heathgate/High Street

Chescombe Road / Rectory Farm cross roads

Chescombe Road / Mendip Road

Chescome Road/High Street

High Street/Mendip Road

Mendip Road

High Street

1	A	0	0		
	B	0	0		
	C	0	0		
2	A	0	13		
	B	0	0		
	C	0	24		
3	A	0	9		
	B	4	0		
	C	4	20		
4	A	2	6		
	B	3	2		
	C	3	17		
5	A	0	4	0	0
	B	0	0	5	0
	C	3	0	0	0
	D	4	5	3	0
6	A	0	0	0	6
	B	0	6	0	6
	C	0	0	6	0
	D	0	0	0	0
7	A	3	8		
	B	0	3		
	C	0	19		

Hydrock	NOTES:	PROJECT: Land at Yatton	PLAN TITLE: Traffic Flow Diagrams
		TIME PERIOD: 08:00-09:00	Committed Development Traffic AM Assignment
		DATE: 01/03/2023 / JOB NUMBER: 23257	DRAWN BY: YS / FIGURE: 004

KEY

12	Total Vehicles
12	HGVs

SITE

Mendip Road

Grassmere/High Street

The Ridge

Shiners Elms/Mendip

Heathgate/High Street

Chescombe Road / Rectory Farm cross roads

Chescombe Road / Mendip Road

Chescome Road/High Street

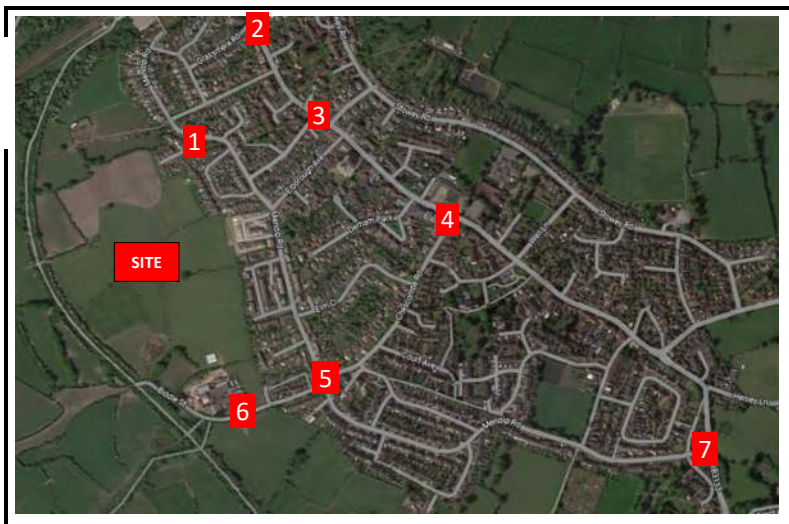
High Street/Mendip Road

Mendip Road

High Street

1	A	0	0	
	B	0	0	
	C	0	0	
2	A	0	31	
	B	0	0	
	C	0	25	
3	A	0	22	
	B	9	0	
	C	9	16	
4	A	5	15	
	B	7	5	
	C	7	9	
5	A	0	9	0	0
	B	0	0	12	0
	C	8	0	0	0
	D	9	12	8	0
6	A	0	0	0	15
	B	0	15	0	15
	C	0	0	15	0
	D	0	0	0	0
7	A	8	20		
	B	0	8		
	C	0	14		

Hydrock	NOTES:	PROJECT: Land at Yatton	PLAN TITLE: Traffic Flow Diagrams
		TIME PERIOD: 17:00-18:00	Committed Development Traffic PM Assignment
		DATE: 01/03/2023 / JOB NUMBER: 23257	DRAWN BY: YS / FIGURE: 005



KEY

12	Total Vehicles
12	HGVs

SITE

Mendip Road

Grassmere/High Street

The Ridge

Shiners Elms/Mendip

Heathgate/High Street

Chescombe Road / Rectory Farm cross roads

Chescombe Road / Mendip Road

Chescome Road/High Street

High Street/Mendip Road

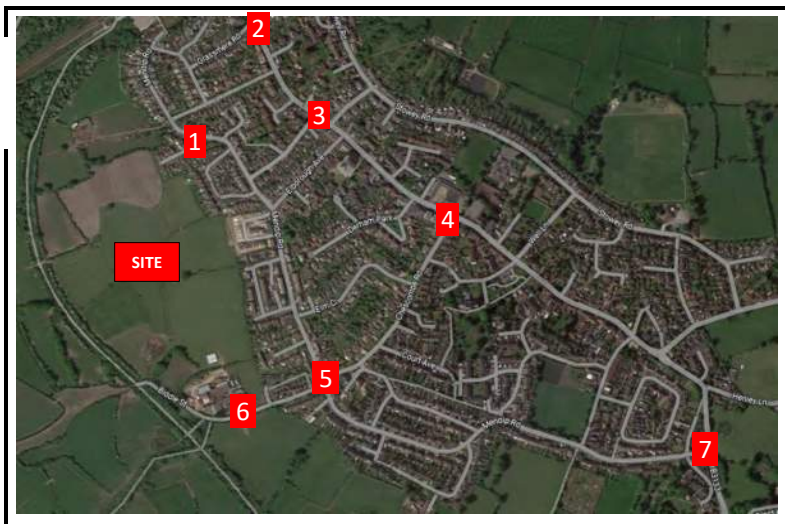
Mendip Road

High Street

1	C	*0*	*1*
		0	41
	B	*0*	0
		0	3
	A	0	71
		0	*0*
2	C	*0*	*12*
		26	444
	B	*0*	73
		0	4
	A	3	350
		0	*7*
3	C	*0*	*15*
		11	440
	B	*0*	3
		1	19
	A	7	350
		0	*7*
4	C	*0*	*14*
		30	386
	B	*0*	32
		0	8
	A	14	363
		0	*7*
5	D		
	A		
	B		
	C		
6	D		
	A		
	B		
	C		
7	C		
	B		
	A		

Hydrock

NOTES:	**PROJECT:** Land at Yatton		**PLAN TITLE:** Traffic Flow Diagrams
	TIME PERIOD: 08:00-09:00		2022 Base Traffic Surveys AM
	DATE: 01/03/2023	**JOB NUMBER:** 23257	**DRAWN BY:** YS / **FIGURE:** 006



KEY

12	Total Vehicles
12	HGVs

SITE

Mendip Road

Shiners Elms/Mendip

C: 0 0 / 1 25

B: 0 1 / 0 1

1

A: 0 66 / 0 0

Grassmere/High Street

C: 0 1 / 31 468

B: 0 57 / 0 0

2

A: 3 399 / 0 1

The Ridge

Heathgate/High Street

C: 0 0 / 23 439

B: 1 12 / 0 13

3

A: 9 391 / 0 0

Chescombe Road / Rectory Farm cross roads

D

A

B

C

6

Chescombe Road / Mendip Road

D

A

B

C

5

Chescome Road/High Street

C: 0 0 / 55 407

B: 0 34 / 0 26

4

A: 12 396 / 0 0

High Street/Mendip Road

C

B

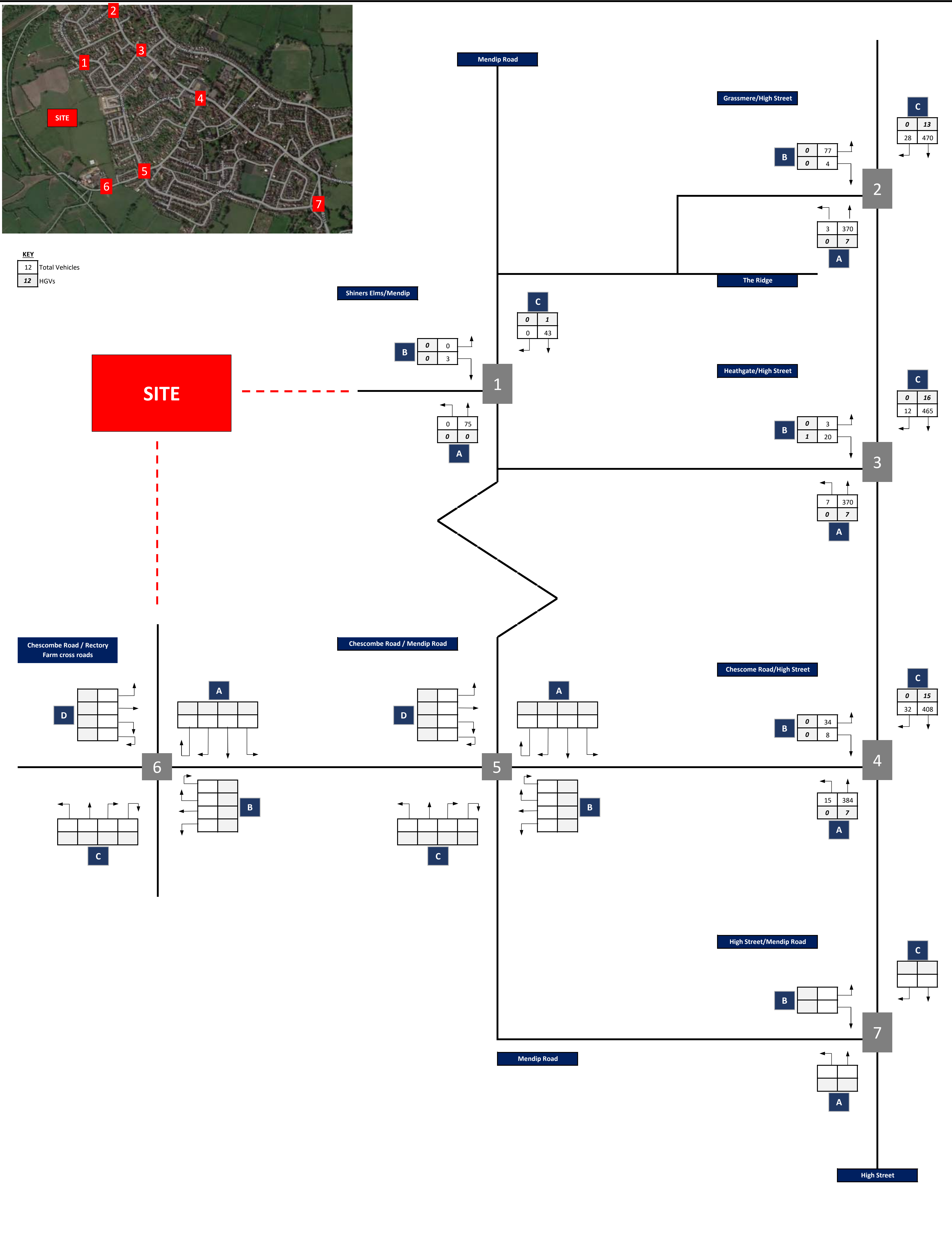
7

A

Mendip Road

High Street

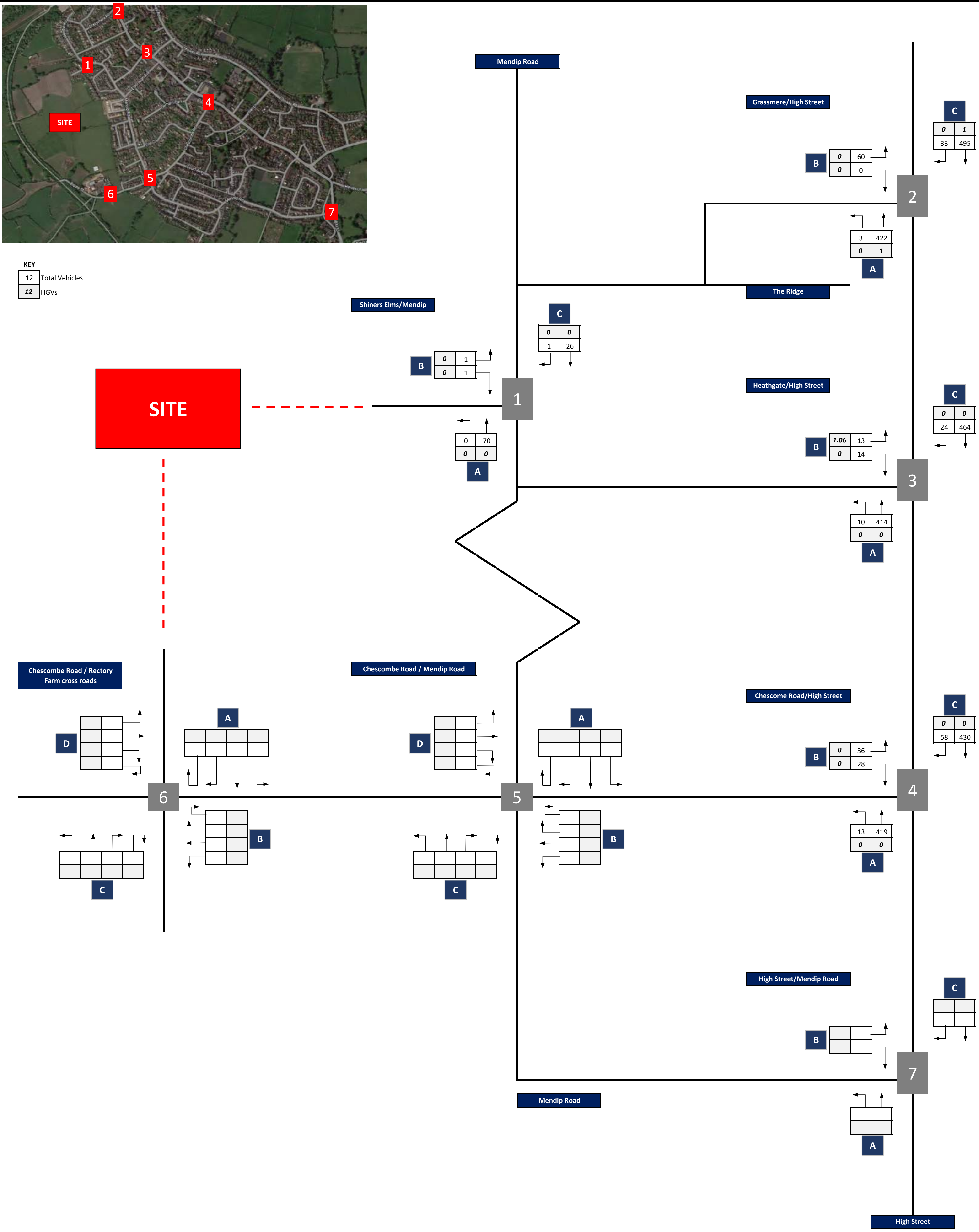
Hydrock	NOTES:	PROJECT: Land at Yatton TIME PERIOD: 17:00-18:00	PLAN TITLE: Traffic Flow Diagrams 2022 Base Traffic Surveys PM
		DATE: 01/03/2023 JOB NUMBER: 23257	DRAWN BY: YS FIGURE: 007



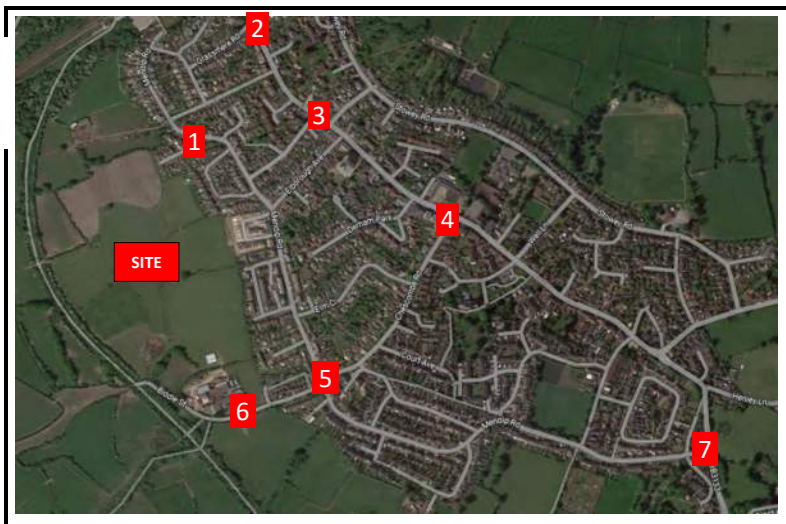
SITE
1
2
3
4
5
6
7
KEY
12 Total Vehicles
12 HGVs
Mendip Road
Grassmere/High Street
The Ridge
Shiners Elms/Mendip
Heathgate/High Street
Chescombe Road / Rectory Farm cross roads
Chescombe Road / Mendip Road
Chescome Road/High Street
High Street/Mendip Road
Mendip Road
High Street
A
B
C
D
0 / 0
0 / 3
0 / 1
0 / 43
0 / 75
0 / 0
0 / 13
28 / 470
0 / 77
0 / 4
3 / 370
0 / 7
0 / 16
12 / 465
0 / 3
1 / 20
7 / 370
0 / 7
0 / 15
32 / 408
0 / 34
0 / 8
15 / 384
0 / 7

NOTES:	PROJECT: Land at Yatton	PLAN TITLE: Traffic Flow Diagrams
	TIME PERIOD: 08:00-09:00	2025 Base AM
	DATE: 01/03/2023 — JOB NUMBER: 23257	DRAWN BY: YS — FIGURE: 008

Hydrock


SITE
1
2
3
4
5
6
7
KEY
12 Total Vehicles
12 HGVs
Mendip Road
Grassmere/High Street
The Ridge
Shiners Elms/Mendip
Heathgate/High Street
Chescombe Road / Rectory Farm cross roads
Chescombe Road / Mendip Road
Chescome Road/High Street
High Street/Mendip Road
Mendip Road
High Street
A
B
C
D
0 1
0 1
0 70
0 0
0 0
1 26
0 60
0 0
0 1
33 495
3 422
0 1
1.06 13
0 14
0 0
24 464
10 414
0 0
0 36
0 28
0 0
58 430
13 419
0 0

NOTES:	
PROJECT: Land at Yatton	PLAN TITLE: Traffic Flow Diagrams
TIME PERIOD: 17:00-18:00	2025 Base PM
DATE: 01/03/2023	JOB NUMBER: 23257
DRAWN BY: YS	FIGURE: 009



KEY

12	Total Vehicles
12	HGVs

SITE

Mendip Road

Grassmere/High Street

The Ridge

Shiners Elms/Mendip

Heathgate/High Street

Chescombe Road / Rectory Farm cross roads

Chescombe Road / Mendip Road

Chescome Road/High Street

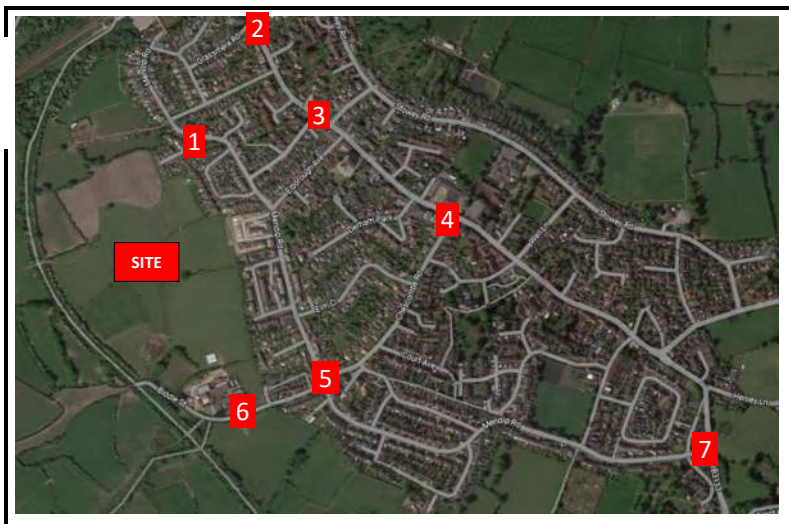
High Street/Mendip Road

Mendip Road

High Street

1	C	*0*	*1*
		15	43
	B	*0*	32
		0	30
	A	12	75
		0	*0*
2	C	*0*	*12.7*
		36	477
	B	*0*	96
		0	17
	A	9	386
		0	*7.4*
3	C	*0*	*28.8*
		19	465
	B	*0*	19
		1.06	31
	A	12	370
		0	*13.3*
4	C	*0*	*14.8*
		32	432
	B	*0*	34
		0	8
	A	15	395
		0	*7.4*
5	A		
	B		
	C		
	D		
6	A		
	B		
	C		
	D		
7	C		
	B		
	A		

Hydrock	NOTES:	PROJECT: Land at Yatton	PLAN TITLE: Traffic Flow Diagrams
		TIME PERIOD: 08:00-09:00	2025 + Development (Sensitivity) AM
		DATE: 01/03/2023 / JOB NUMBER: 23257	DRAWN BY: YS / FIGURE: 010



KEY

12	Total Vehicles
12	HGVs

SITE

Mendip Road

Grassmere/High Street

The Ridge

Shiners Elms/Mendip

Heathgate/High Street

Chescombe Road / Rectory Farm cross roads

Chescombe Road / Mendip Road

Chescome Road/High Street

High Street/Mendip Road

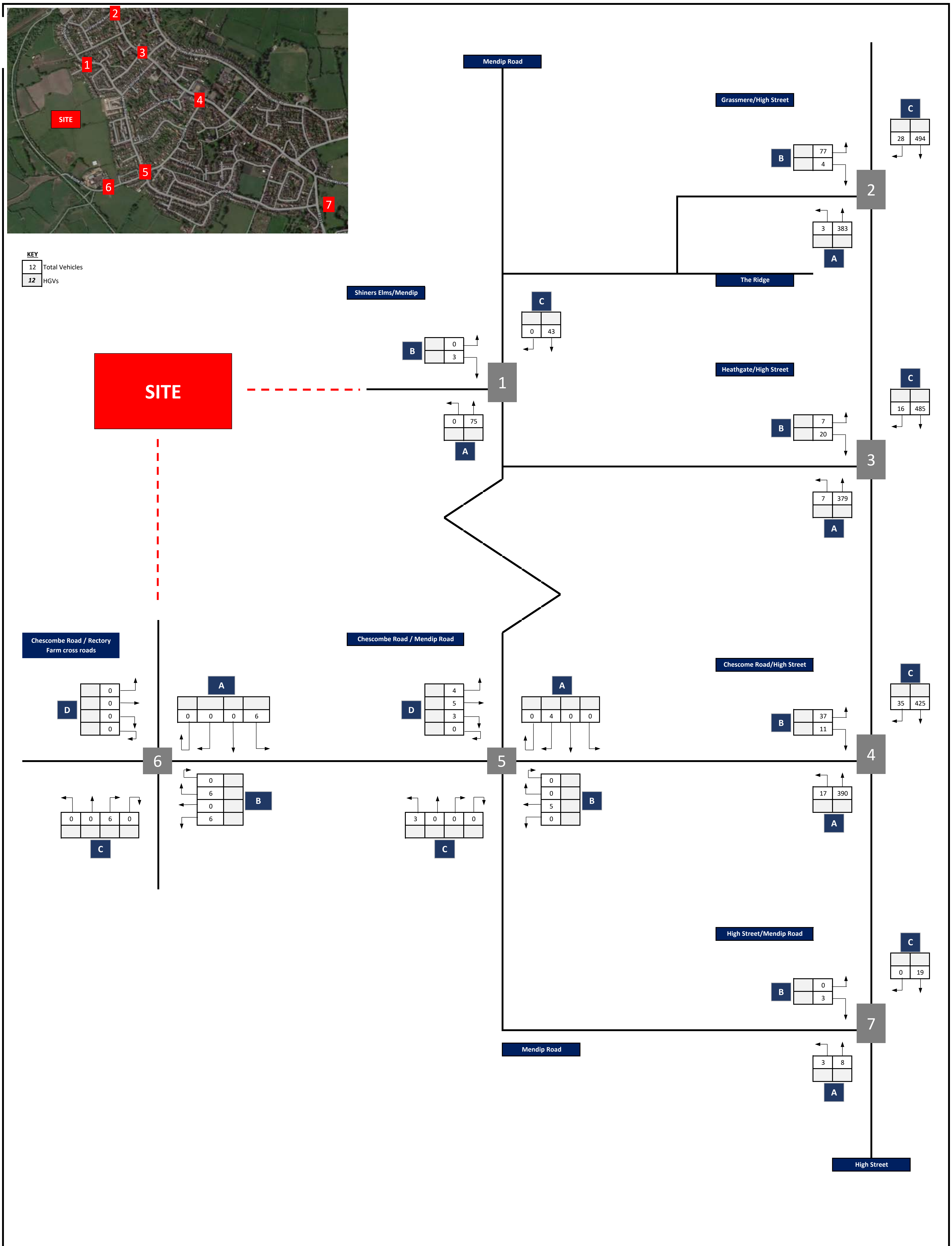
Mendip Road

High Street

1	C	*0*	*0*
		31	26
	B	*0*	16
		0	14
	A	24	70
		0	*0*
2	C	*0*	*1*
		51	510
	B	*0*	69
		0	6
	A	15	429
		0	*1*
3	C	*0*	*6*
		39	464
	B	*1*	20
		0	19
	A	19	414
		0	*12*
4	C	*0*	*0*
		58	442
	B	*0*	36
		0	28
	A	13	440
		0	*0*
5	D		
	A		
	B		
	C		
6	D		
	A		
	B		
	C		
7	C		
	B		
	A		

Hydrock

NOTES:	PROJECT: Land at Yatton		PLAN TITLE: Traffic Flow Diagrams
	TIME PERIOD: 17:00-18:00		2025 + Development (Sensitivity) PM
	DATE: 01/03/2023	JOB NUMBER: 23257	DRAWN BY: YS / FIGURE: 011


2
3
1
4
SITE
5
6
7
KEY
12 Total Vehicles
12 HGVs
Mendip Road
Grassmere/High Street
C
28
494
B
77
4
2
3
383
A
The Ridge
Shiners Elms/Mendip
C
0
43
B
0
3
SITE
1
0
75
A
Heathgate/High Street
C
16
485
B
7
20
3
7
379
A
Chescombe Road / Rectory
Farm cross roads
Chescombe Road / Mendip Road
Chescome Road/High Street
C
35
425
B
37
11
4
17
390
A
D
0
0
0
0
A
0
0
0
6
6
0
6
0
6
B
0
0
6
0
C
D
4
5
3
0
A
0
4
0
0
5
0
0
5
0
B
3
0
0
0
C
High Street/Mendip Road
C
0
19
B
0
3
7
3
8
A
Mendip Road
High Street

NOTES:	
PROJECT:	Land at Yatton
TIME PERIOD:	08:00-09:00
DATE:	01/03/2023
JOB NUMBER:	23257
PLAN TITLE:	Traffic Flow Diagrams 2025 Base + Committed Developments AM
DRAWN BY:	YS
FIGURE:	012

KEY

12	Total Vehicles
12	HGVs

SITE

Mendip Road

Grassmere/High Street

The Ridge

Shiners Elms/Mendip

Heathgate/High Street

Chescombe Road / Rectory Farm cross roads

Chescombe Road / Mendip Road

Chescome Road/High Street

High Street/Mendip Road

Mendip Road

High Street

1	B	1	1		
	C	1	26		
	A	0	70		
2	B	60	0		
	C	33	520		
	A	3	453		
3	B	22	14		
	C	34	480		
	A	10	435		
4	B	43	33		
	C	65	439		
	A	18	434		
5	A	0	9	0	0
	B	0	0	12	0
	C	8	0	0	0
	D	9	12	8	0
6	A	0	0	0	15
	B	0	15	0	15
	C	0	0	15	0
	D	0	0	0	0
7	B	0	8		
	C	0	14		
	A	8	20		

Hydrock

NOTES:	PROJECT: Land at Yatton	PLAN TITLE: Traffic Flow Diagrams	
	TIME PERIOD: 17:00-18:00	2025 Base + Committed Developments PM	
	DATE: 01/03/2023	JOB NUMBER: 23257	DRAWN BY: YS	FIGURE: 013

KEY

12	Total Vehicles
12	HGVs

SITE

Mendip Road

Grassmere/High Street

The Ridge

Shiners Elms/Mendip

Heathgate/High Street

Chescombe Road / Rectory Farm cross roads

Chescombe Road / Mendip Road

Chescome Road/High Street

High Street/Mendip Road

Mendip Road

High Street

1	A	12	75	
	B	32	30	
	C	15	43	
2	A	9	399	
	B	96	17	
	C	36	501	
3	A	12	379	
	B	23	31	
	C	23	485	
4	A	17	401	
	B	37	11	
	C	35	449	
5	A	0	4	0	0
	B	0	0	5	0
	C	3	0	0	0
	D	4	5	3	0
6	A	0	0	0	6
	B	0	6	0	6
	C	0	0	6	0
	D	0	0	0	0
7	A	3	19		
	B	0	3		
	C	0	43		

NOTES:	PROJECT: Land at Yatton	PLAN TITLE: Traffic Flow Diagrams	
	TIME PERIOD: 08:00-09:00	2025 Base + Development (Sensitivity) + Committed Developments AM	
	DATE: 01/03/2023	JOB NUMBER: 23257	DRAWN BY: YS	FIGURE: 014

KEY

12	Total Vehicles
12	HGVs

SITE

Mendip Road

Grassmere/High Street

The Ridge

Shiners Elms/Mendip

Heathgate/High Street

Chescombe Road / Rectory Farm cross roads

Chescombe Road / Mendip Road

Chescome Road/High Street

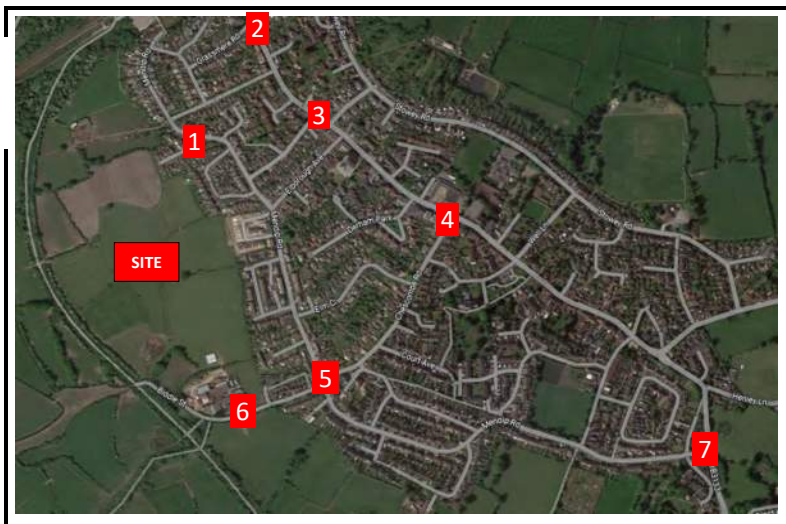
High Street/Mendip Road

Mendip Road

High Street

1	A	24	70	
	B	16	14	
	C	31	26	
2	A	15	460	
	B	69	6	
	C	51	534	
3	A	19	435	
	B	30	19	
	C	48	480	
4	A	18	455	
	B	43	33	
	C	65	451	
5	A	0	9	0	0
	B	0	0	12	0
	C	8	0	0	0
	D	9	12	8	0
6	A	0	0	0	15
	B	0	15	0	15
	C	0	0	15	0
	D	0	0	0	0
7	A	8	42		
	B	0	8		
	C	0	26		

Hydrock	NOTES:	PROJECT: Land at Yatton	PLAN TITLE: Traffic Flow Diagrams
		TIME PERIOD: 17:00-18:00	2025 Base + Development (Sensitivity) + Committed Developments PM
		DATE: 01/03/2023 / JOB NUMBER: 23257	DRAWN BY: YS / FIGURE: 015



KEY

12	Total Vehicles
12	HGVs

SITE

Mendip Road

Shiners Elms/Mendip

C: 0 | 1 / 0 | 45

B: 0 | 0 / 0 | 3

A: 0 | 77 / 0 | 0

1

Grassmere/High Street

C: 0 | 13.1 / 28 | 483

B: 0 | 79 / 0 | 4

2

A: 3 | 381 / 0 | 8

The Ridge

Heathgate/High Street

C: 0 | 16.3 / 12 | 479

B: 0 | 3 / 1 | 21

3

A: 8 | 381 / 0 | 8

Chescombe Road / Rectory Farm cross roads

D

A

B

C

6

Chescombe Road / Mendip Road

D

A

B

C

5

Chescome Road/High Street

C: 0 | 15.2 / 33 | 420

B: 0 | 35 / 0 | 9

4

A: 15 | 395 / 0 | 8

High Street/Mendip Road

C

B

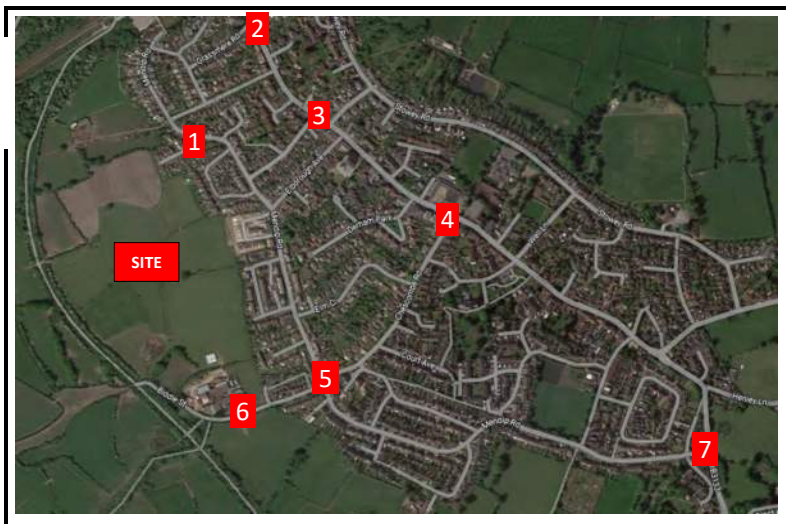
7

A

Mendip Road

High Street

Hydrock	NOTES:	PROJECT: Land at Yatton	PLAN TITLE: Traffic Flow Diagrams
		TIME PERIOD: 08:00-09:00	Future Year 2028 AM
		DATE: 01/03/2023 / JOB NUMBER: 23257	DRAWN BY: YS / FIGURE: 016



KEY

12	Total Vehicles
12	HGVs

SITE

Mendip Road

Grassmere/High Street

The Ridge

Shiners Elms/Mendip

Heathgate/High Street

Chescombe Road / Rectory Farm cross roads

Chescombe Road / Mendip Road

Chescome Road/High Street

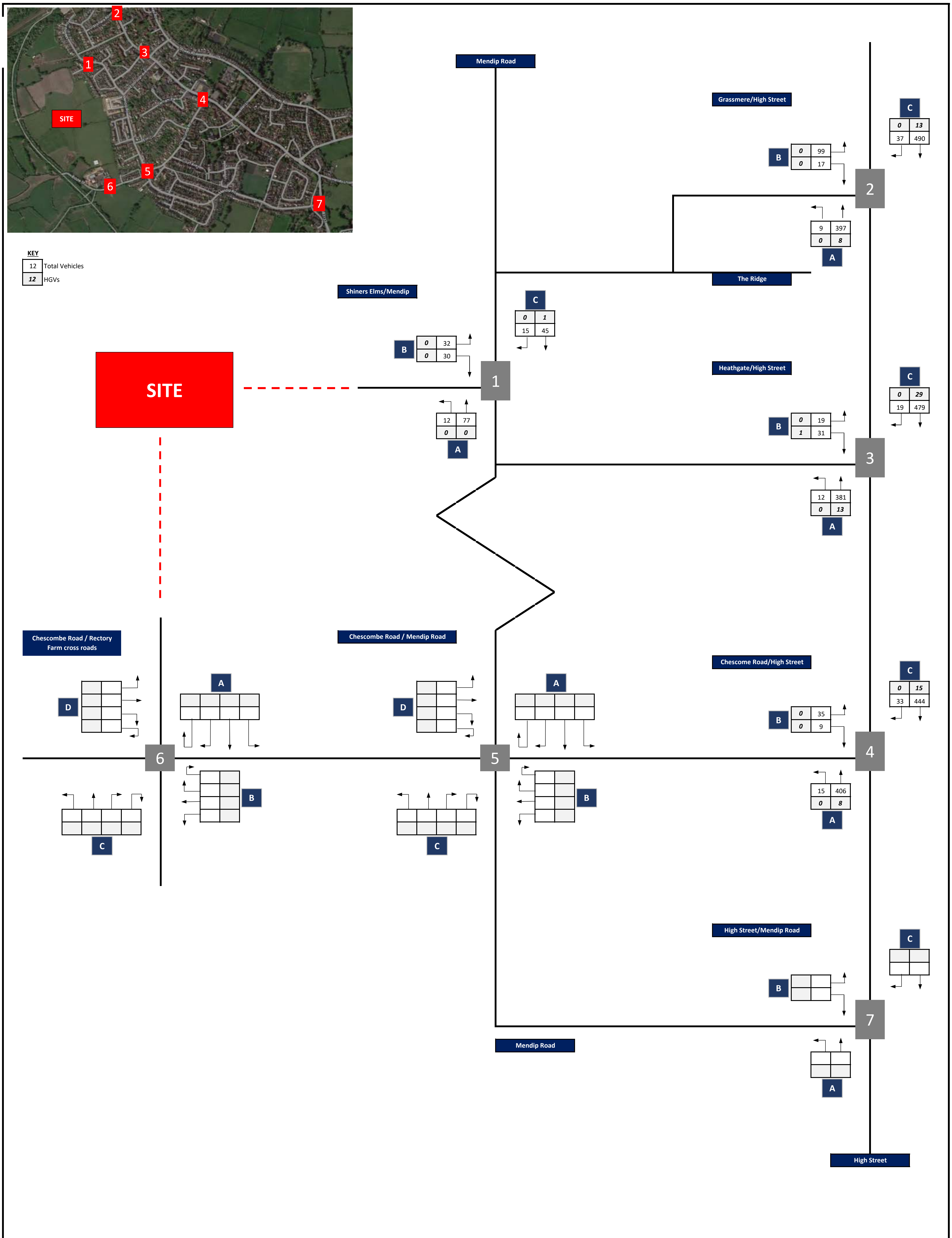
High Street/Mendip Road

Mendip Road

High Street

1	C	*0*	*0*
		1	27
	B	*0*	1
		0	1
	A	0	72
		0	*0*
2	C	*0*	*1*
		34	509
	B	*0*	62
		0	0
	A	3	434
		0	*1*
3	C	*0*	*0*
		25	478
	B	*1.09*	13
		0	14
	A	10	426
		0	*0*
4	C	*0*	*0*
		60	443
	B	*0*	37
		0	28
	A	13	431
		0	*0*
5	A		
	B		
	C		
	D		
6	A		
	B		
	C		
	D		
7	C		
	B		
	A		

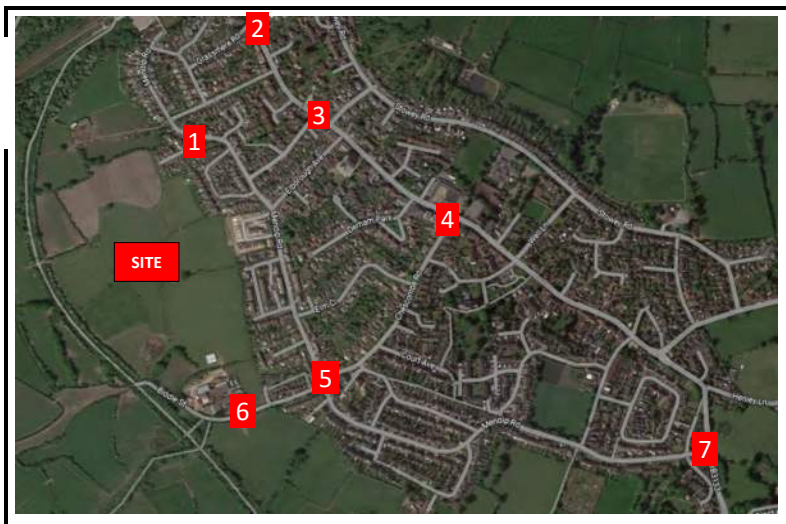
Hydrock	NOTES:	PROJECT: Land at Yatton		PLAN TITLE: Traffic Flow Diagrams
		TIME PERIOD: 17:00-18:00		Future Year 2028 PM
		DATE: 01/03/2023	JOB NUMBER: 23257	DRAWN BY: YS / FIGURE: 017



2
3
1
4
SITE
5
6
7
KEY
12 Total Vehicles
12 HGVs
Mendip Road
Grassmere/High Street
C
0 13
37 490
B
0 99
0 17
2
9 397
0 8
A
The Ridge
Shiners Elms/Mendip
C
0 1
15 45
B
0 32
0 30
SITE
1
12 77
0 0
A
Heathgate/High Street
C
0 29
19 479
B
0 19
1 31
3
12 381
0 13
A
Chescombe Road / Rectory Farm cross roads
Chescombe Road / Mendip Road
Chescome Road/High Street
C
0 15
33 444
B
0 35
0 9
A
D
A
D
6
5
4
B
B
15 406
0 8
A
C
C
High Street/Mendip Road
C
B
7
Mendip Road
A
High Street

NOTES:	PROJECT: Land at Yatton		PLAN TITLE: Traffic Flow Diagrams
	TIME PERIOD: 08:00-09:00		2028 + Development (Sensitivity) AM
	DATE: 01/03/2023	JOB NUMBER: 23257	DRAWN BY: YS · FIGURE: 018

Hydrock



KEY

12	Total Vehicles
12	HGVs

SITE

Mendip Road

Grassmere/High Street

The Ridge

Shiners Elms/Mendip

Heathgate/High Street

Chescombe Road / Rectory Farm cross roads

Chescombe Road / Mendip Road

Chescome Road/High Street

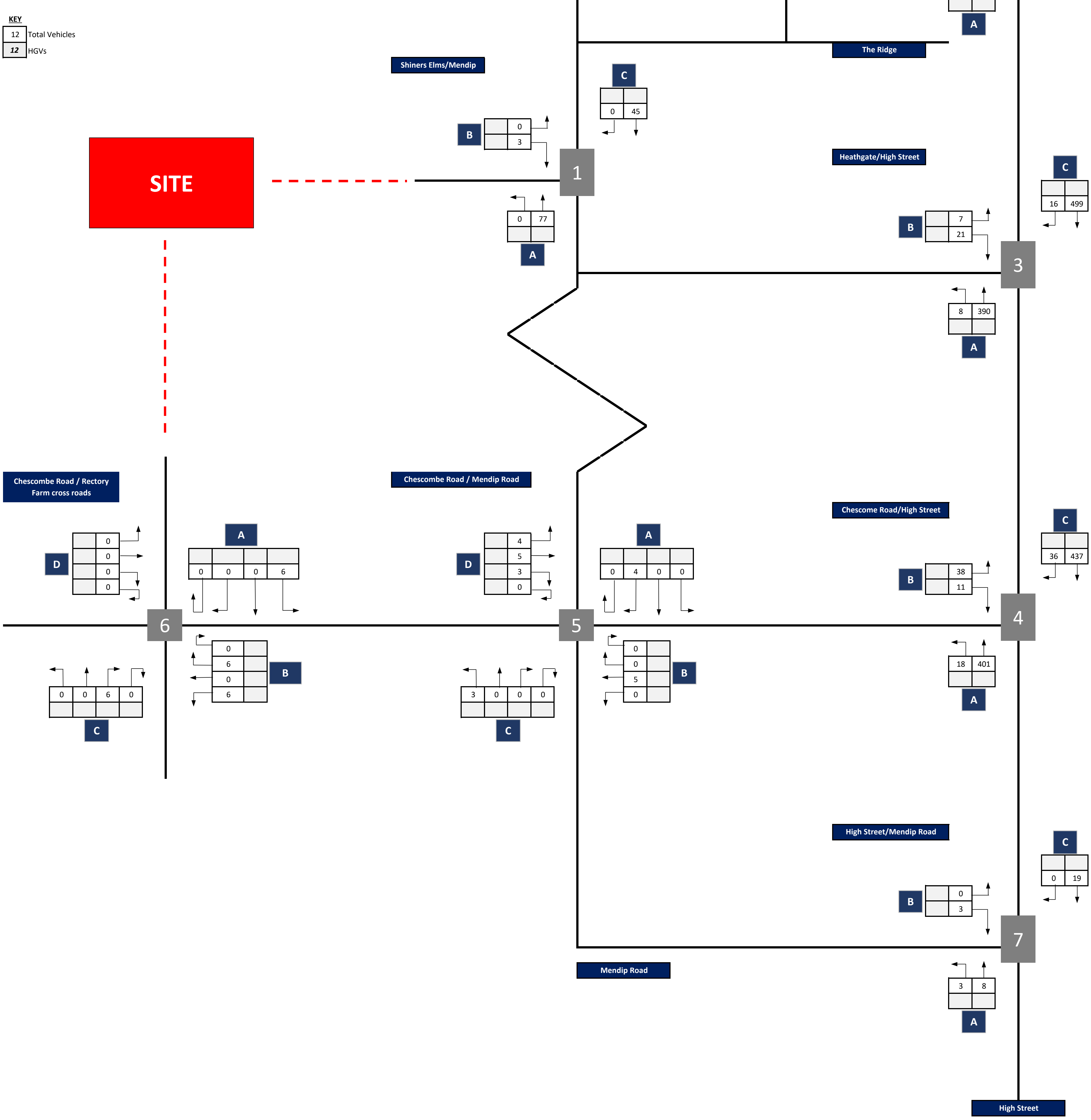
High Street/Mendip Road

Mendip Road

High Street

NOTES:	**PROJECT:** Land at Yatton	**PLAN TITLE:** Traffic Flow Diagrams	
	TIME PERIOD: 17:00-18:00	2028 + Development (Sensitivity) PM	
	DATE: 01/03/2023	**JOB NUMBER:** 23257	**DRAWN BY:** YS / **FIGURE:** 019

KEY
12 Total Vehicles
12 HGVs



SITE
Mendip Road
Shiners Elms/Mendip
1
B 0 3
C 0 45
A 0 77
Grassmere/High Street
2
B 79 4
C 28 507
A 3 394
The Ridge
Heathgate/High Street
3
B 7 21
C 16 499
A 8 390
Chescome Road/High Street
4
B 38 11
C 36 437
A 18 401
Chescombe Road / Mendip Road
5
D 4 5 3 0
A 0 4 0 0
B 0 0 5 0
C 3 0 0 0
Chescombe Road / Rectory Farm cross roads
6
D 0 0 0 0
A 0 0 0 6
B 0 6 0 6
C 0 0 6 0
High Street/Mendip Road
7
B 0 3
C 0 19
A 3 8
Mendip Road
High Street

Hydrock

NOTES:	
PROJECT:	Land at Yatton
TIME PERIOD:	08:00-09:00
DATE:	01/03/2023
JOB NUMBER:	23257
PLAN TITLE:	Traffic Flow Diagrams 2028 Base + Committed Developments AM
DRAWN BY:	YS
FIGURE:	020

KEY

12	Total Vehicles
12	HGVs

SITE

Mendip Road

Grassmere/High Street

The Ridge

Shiners Elms/Mendip

Heathgate/High Street

Chescombe Road / Rectory Farm cross roads

Chescombe Road / Mendip Road

Chescome Road/High Street

High Street/Mendip Road

Mendip Road

High Street

1: A 0 72 | B 1 1 | C 1 27

2: B 62 0 | C 34 534 | A 3 465

3: B 22 14 | C 34 493 | A 10 447

4: B 44 34 | C 66 452 | A 18 446

5: A 0 9 0 0 | B 0 0 12 0 | C 8 0 0 0 | D 9 12 8 0

6: A 0 0 0 15 | B 0 15 0 15 | C 0 0 15 0 | D 0 0 0 0

7: B 0 8 | C 0 14 | A 8 20

Hydrock	NOTES:	PROJECT: Land at Yatton	PLAN TITLE: Traffic Flow Diagrams
		TIME PERIOD: 17:00-18:00	2028 Base + Committed Developments PM
		DATE: 01/03/2023 / JOB NUMBER: 23257	DRAWN BY: YS / FIGURE: 021

KEY

12	Total Vehicles
12	HGVs

SITE

Mendip Road

Grassmere/High Street

The Ridge

Shiners Elms/Mendip

Heathgate/High Street

Chescombe Road / Rectory Farm cross roads

Chescombe Road / Mendip Road

Chescome Road/High Street

High Street/Mendip Road

Mendip Road

High Street

1: C 15 45; B 32 30; A 12 77

2: C 37 514; B 99 17; A 9 410

3: C 23 499; B 23 31; A 12 390

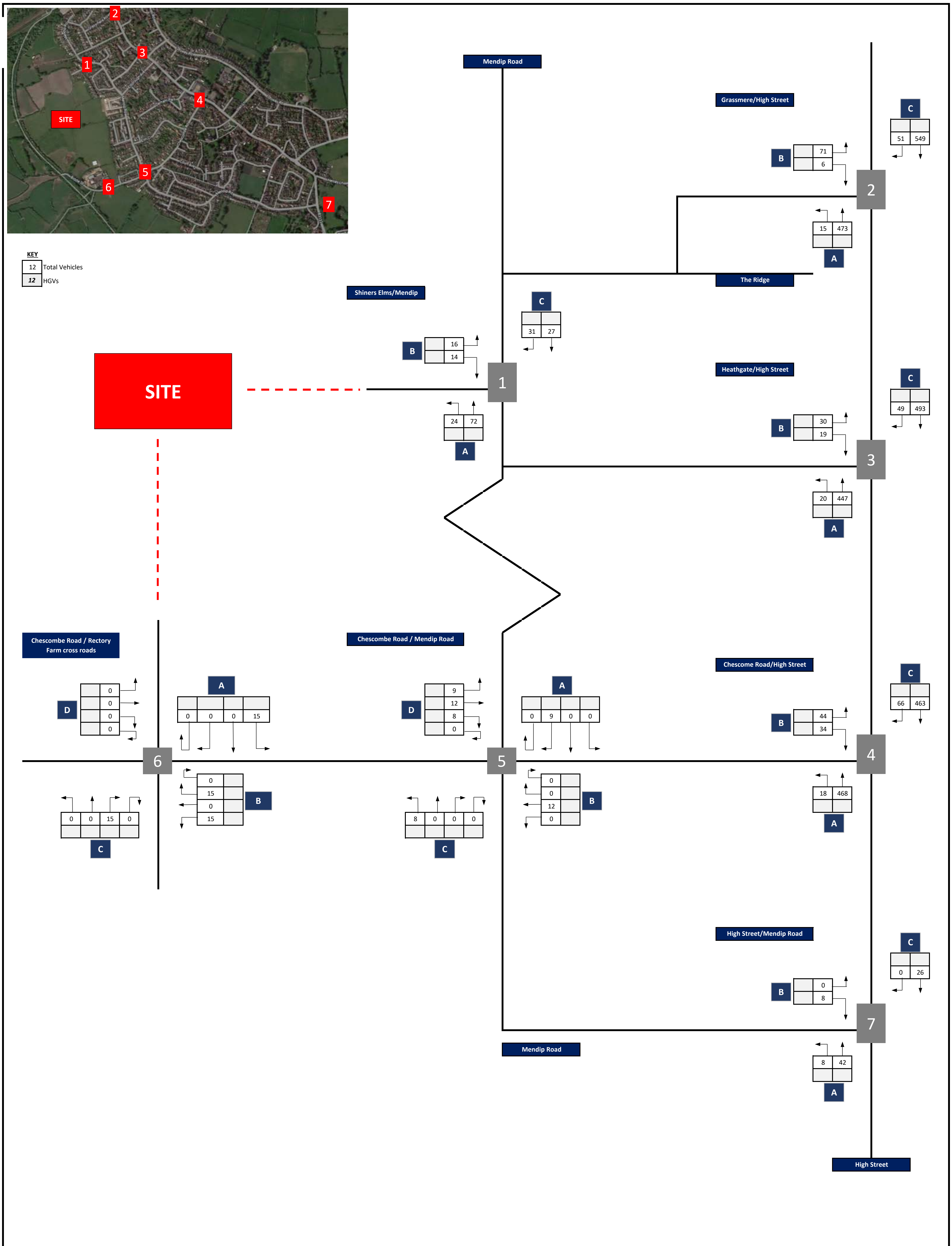
4: C 36 461; B 38 11; A 18 412

5: A 0 4 0 0; D 4 5 3 0; B 0 0 5 0; C 3 0 0 0

6: A 0 0 0 6; D 0 0 0 0; B 0 6 0 6; C 0 0 6 0

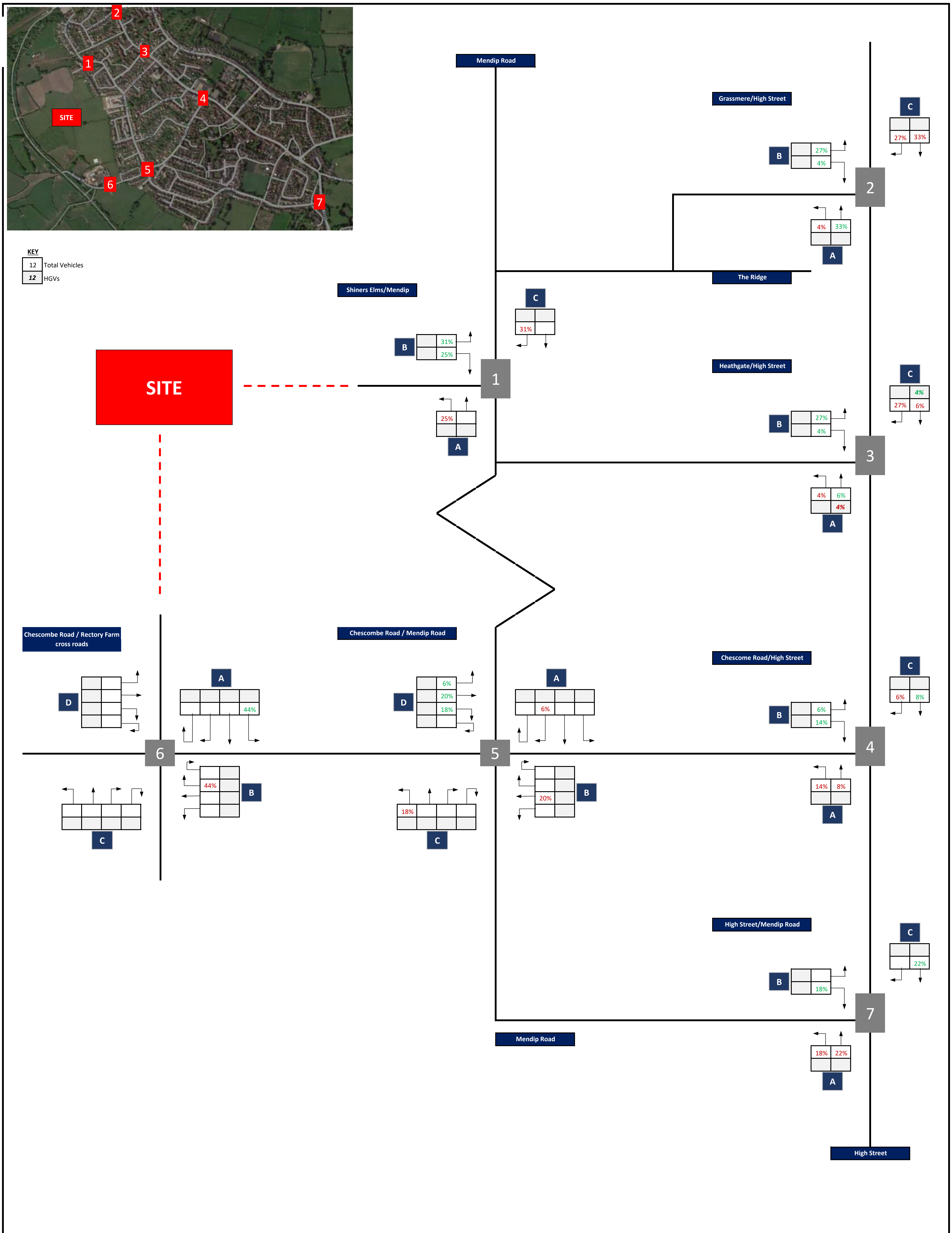
7: C 0 43; B 0 3; A 3 19

Hydrock	NOTES:	PROJECT: Land at Yatton	PLAN TITLE: Traffic Flow Diagrams
		TIME PERIOD: 08:00-09:00	2028 Base + Development (Sensitivity) + Committed Developments AM
		DATE: 01/03/2023 / JOB NUMBER: 23257	DRAWN BY: YS / FIGURE: 022



SITE
KEY
12 Total Vehicles
12 HGVs
Mendip Road
Grassmere/High Street
The Ridge
Shiners Elms/Mendip
Heathgate/High Street
Chescombe Road / Rectory Farm cross roads
Chescombe Road / Mendip Road
Chescome Road/High Street
High Street/Mendip Road
Mendip Road
High Street
1
2
3
4
5
6
7
A
B
C
D
16
14
24
72
31
27
71
6
15
473
51
549
30
19
20
447
49
493
44
34
18
468
66
463
0
8
8
42
0
26
9
12
8
0
0
9
0
0
0
0
12
0
8
0
0
0
0
0
0
0
0
0
0
15
0
15
0
15
0
0
15
0

NOTES:	PROJECT: Land at Yatton	PLAN TITLE: Traffic Flow Diagrams
	TIME PERIOD: 17:00-18:00	2028 Base + Development (Sensitivity) + Committed Developments PM
	DATE: 01/03/2023	DRAWN BY: YS
	JOB NUMBER: 23257	FIGURE: 023



Hydrock

NOTES:

PROJECT: Land at Yatton

TIME PERIOD:

PLAN TITLE: Traffic Flow Diagrams

Distribution

DATE:	JOB NUMBER:	DRAWN BY:	APPORVED:
13/03/2023	23257	YS	LH

KEY

12	Total Vehicles
12	HGVs

SITE

Mendip Road

Grassmere/High Street

The Ridge

Shiners Elms/Mendip

Heathgate/High Street

Chescombe Road / Rectory Farm cross roads

Chescombe Road / Mendip Road

Chescome Road/High Street

High Street/Mendip Road

Mendip Road

High Street

NOTES:		PROJECT:	PLAN TITLE:	
Arrivals	38	Land at Yatton	Traffic Flow Diagrams	
Departures	60	TIME PERIOD: 08:00-09:00	AM Development Assignment	
		DATE: 13/03/2023	JOB NUMBER: 23257	DRAWN BY: YS / APPORVED: LH

KEY

12	Total Vehicles
12	HGVs

SITE

Mendip Road

Grassmere/High Street

The Ridge

Shiners Elms/Mendip

Heathgate/High Street

Chescombe Road / Rectory Farm cross roads

Chescombe Road / Mendip Road

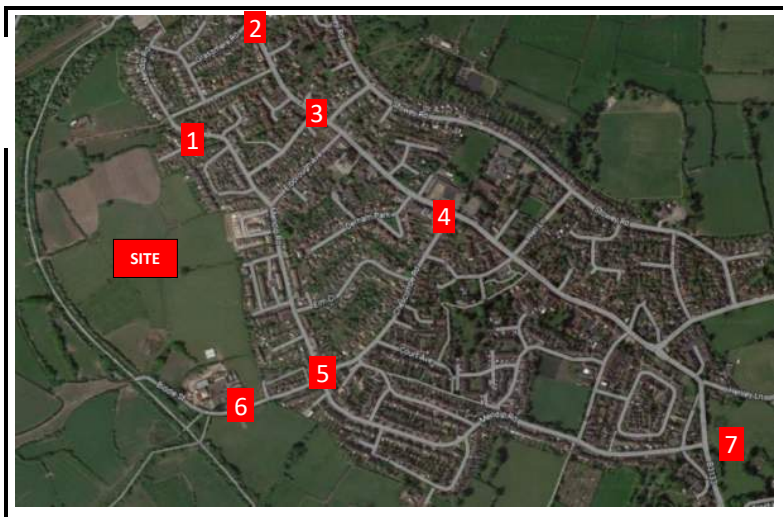
Chescome Road/High Street

High Street/Mendip Road

Mendip Road

High Street

NOTES:		PROJECT:	PLAN TITLE:	
Arrivals	55	Land at Yatton	Traffic Flow Diagrams	
Departures	41	TIME PERIOD: 17:00-18:00	PM Development Assignment	
		DATE: 13/03/2023	JOB NUMBER: 23257	DRAWN BY: YS / APPORVED: LH



KEY

12	Total Vehicles
12	HGVs

SITE

Mendip Road

Grassmere/High Street

The Ridge

Shiners Elms/Mendip

Heathgate/High Street

Chescombe Road / Rectory Farm cross roads

Chescombe Road / Mendip Road

Chescome Road/High Street

High Street/Mendip Road

Mendip Road

High Street

1	A	0	0	
	B	0	0	
	C	0	0	
2	A	0	22	
	B	0	0	
	C	0	24	
3	A	0	13	
	B	10	0	
	C	4	20	
4	A	2	6	
	B	7	6	
	C	3	17	
5	A	0	4	0	0
	B	0	0	5	0
	C	3	0	0	0
	D	10	12	8	0
6	A	0	0	0	15
	B	0	6	0	6
	C	0	0	15	0
	D	0	0	0	0
7	A	3	8		
	B	0	8		
	C	0	23		

Hydrock	NOTES:	PROJECT: Land at Yatton TIME PERIOD: 08:00-09:00 DATE: 13/03/2023 JOB NUMBER: 23257	PLAN TITLE: Traffic Flow Diagrams Committed Development Traffic AM Assignment DRAWN BY: YS APPORVED: LH

KEY

12	Total Vehicles
12	HGVs

SITE

Mendip Road

Grassmere/High Street

The Ridge

Shiners Elms/Mendip

Heathgate/High Street

Chescombe Road / Rectory Farm cross roads

Chescombe Road / Mendip Road

Chescome Road/High Street

High Street/Mendip Road

Mendip Road

High Street

1: C 0 0; B 0 0; A 0 0

2: C 0 25; B 0 0; A 0 21

3: C 9 16; B 4 0; A 0 18

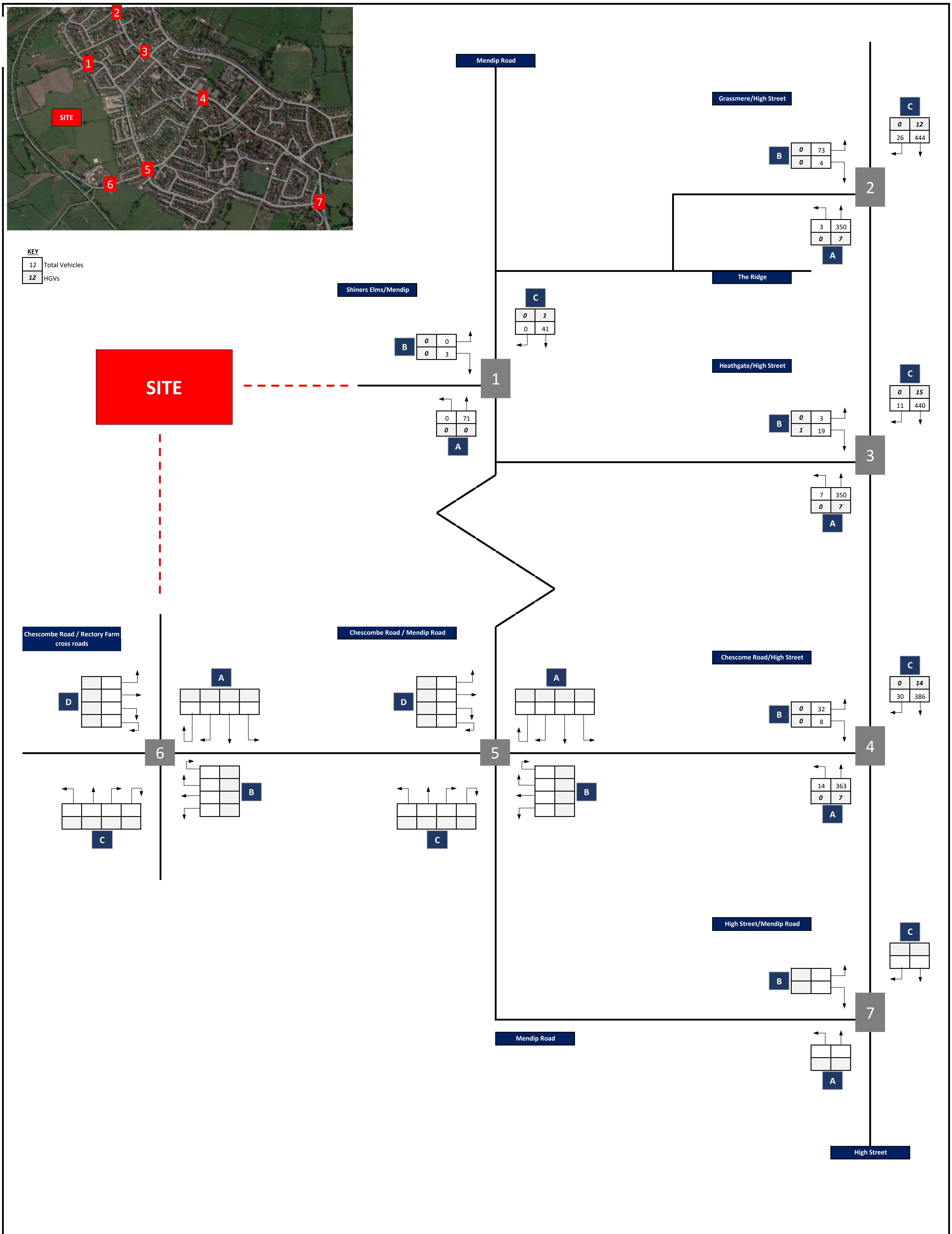
4: C 7 9; B 3 2; A 5 15

5: A 0 9 0 0; B 0 0 12 0; C 8 0 0 0; D 4 5 3 0

6: A 0 0 0 6; B 0 15 0 15; C 0 0 6 0; D 0 0 0 0

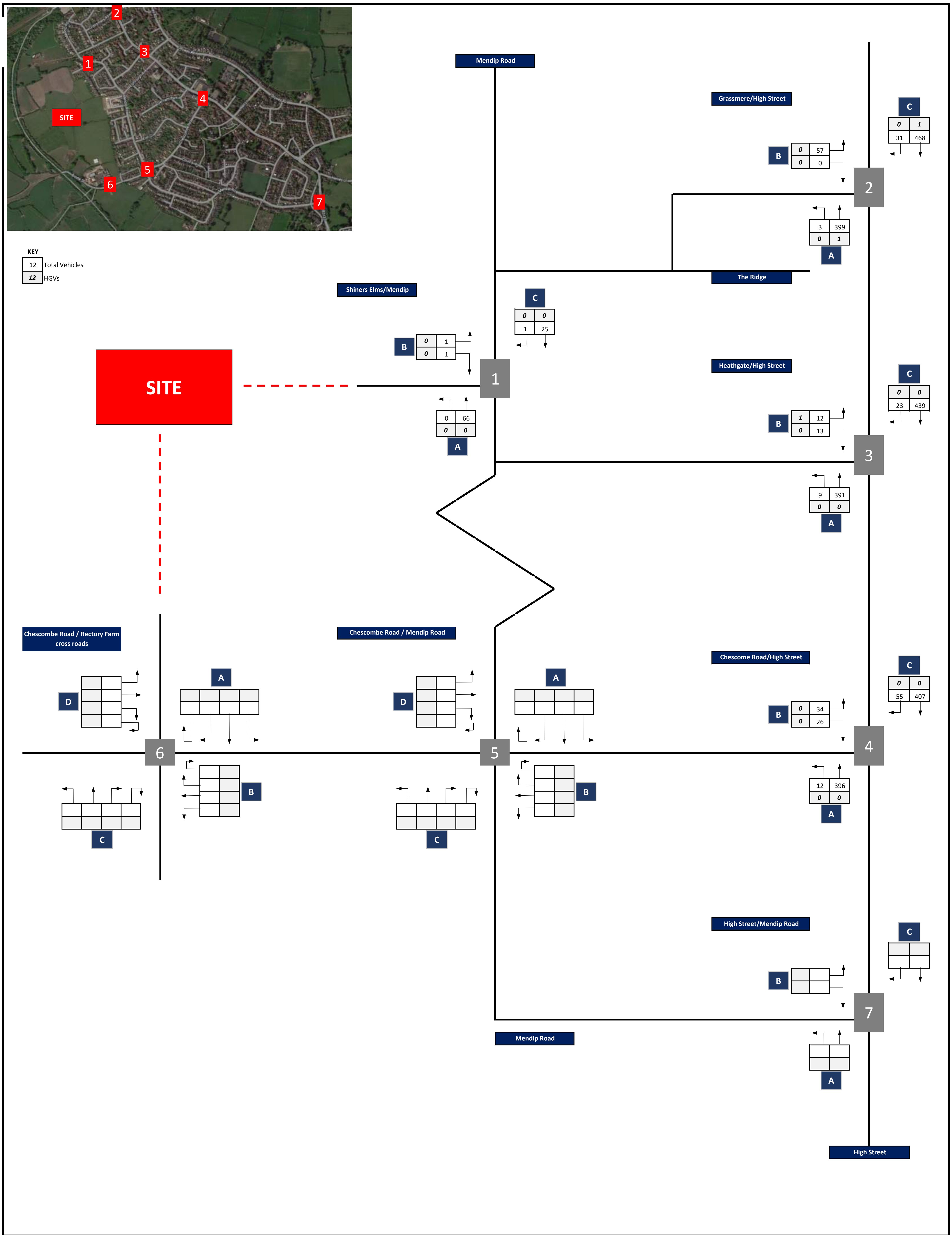
7: C 0 11; B 0 3; A 8 20

Hydrock	NOTES:	PROJECT: Land at Yatton	PLAN TITLE: Traffic Flow Diagrams
		TIME PERIOD: 17:00-18:00	Committed Development Traffic PM Assignment
		DATE: 13/03/2023 / JOB NUMBER: 23257	DRAWN BY: YS / APPORVED: LH



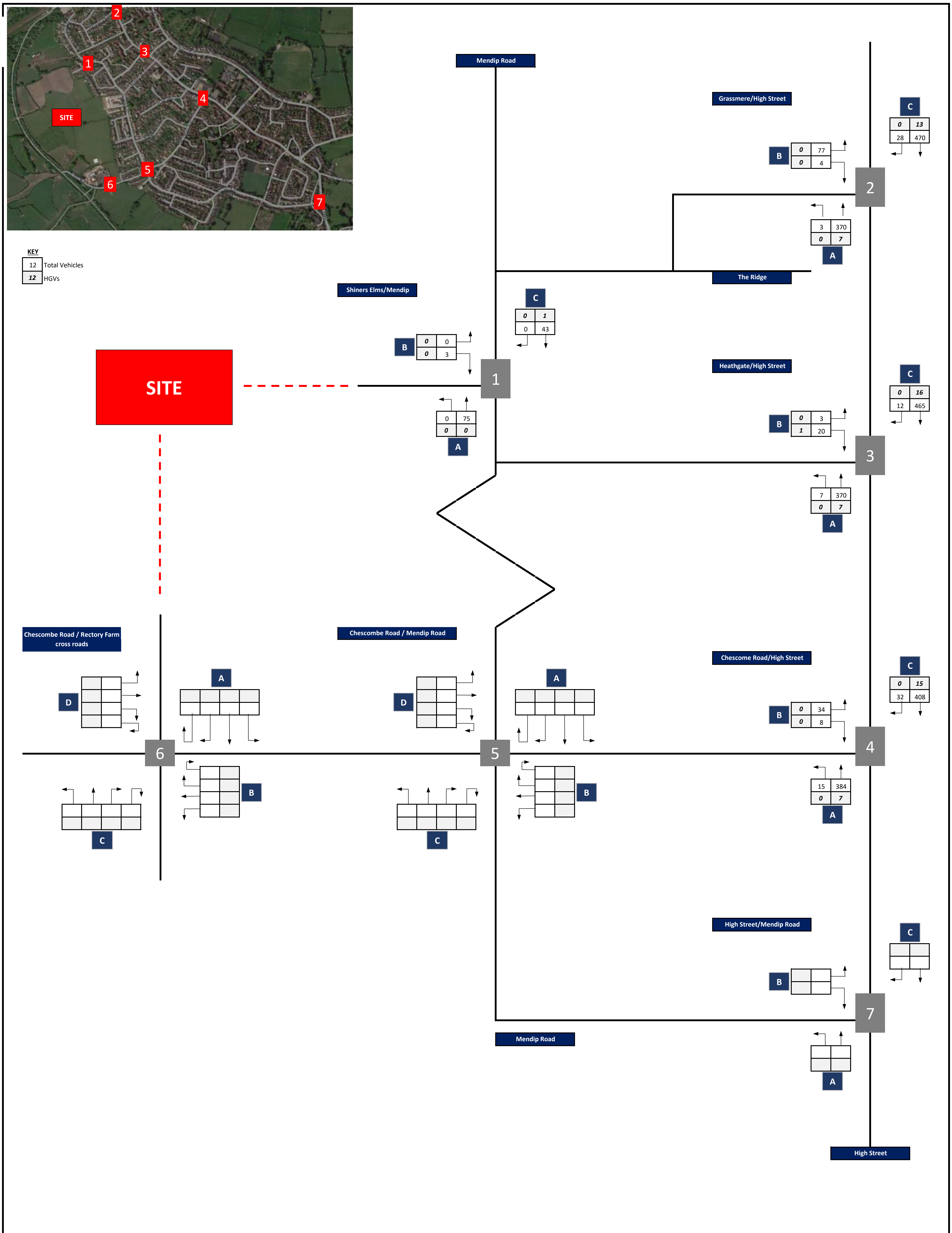
2
3
1
4
SITE
5
6
7
KEY
12 Total Vehicles
12 HGVs
Mendip Road
Grassmere/High Street
Shiners Elms/Mendip
The Ridge
Heathgate/High Street
SITE
1
2
3
4
5
6
7
A
B
C
D
0 73
0 4
0 12
26 444
3 350
0 7
0 0
0 3
0 1
0 41
0 71
0 0
0 3
1 19
0 15
11 440
7 350
0 7
Chescombe Road / Rectory Farm cross roads
Chescombe Road / Mendip Road
Chescombe Road/High Street
0 32
0 8
0 14
30 386
14 363
0 7
High Street/Mendip Road
Mendip Road
High Street

Hydrock	NOTES:	PROJECT: Land at Yatton	PLAN TITLE: Traffic Flow Diagrams
		TIME PERIOD: 08:00-09:00	2022 Base Traffic Surveys AM
		DATE: 13/03/2023 / JOB NUMBER: 23257	DRAWN BY: YS / APPORVED: LH


SITE
1
2
3
4
5
6
7
KEY
12 Total Vehicles
12 HGVs
Mendip Road
Grassmere/High Street
B 0 57 0 0
C 0 1 31 468
A 3 399 0 1
The Ridge
Shiners Elms/Mendip
B 0 1 0 1
C 0 0 1 25
A 0 66 0 0
Heathgate/High Street
B 1 12 0 13
C 0 0 23 439
A 9 391 0 0
Chescombe Road / Rectory Farm cross roads
Chescombe Road / Mendip Road
Chescome Road/High Street
B 0 34 0 26
C 0 0 55 407
A 12 396 0 0
A
B
C
D
High Street/Mendip Road
Mendip Road
High Street

NOTES:	
PROJECT:	Land at Yatton
TIME PERIOD:	17:00-18:00
DATE:	13/03/2023
JOB NUMBER:	23257
PLAN TITLE:	Traffic Flow Diagrams 2022 Base Traffic Surveys PM
DRAWN BY:	YS
APPORVED:	LH

Hydrock



SITE
1
2
3
4
5
6
7
KEY
12 Total Vehicles
12 HGVs
Mendip Road
Grassmere/High Street
C
0 13
28 470
B
0 77
0 4
3 370
0 7
A
The Ridge
Shiners Elms/Mendip
C
0 1
0 43
B
0 0
0 3
0 75
0 0
A
Heathgate/High Street
C
0 16
12 465
B
0 3
1 20
7 370
0 7
A
Chescombe Road / Rectory Farm cross roads
Chescombe Road / Mendip Road
A
B
C
D
Chescome Road/High Street
C
0 15
32 408
B
0 34
0 8
15 384
0 7
A
High Street/Mendip Road
C
B
A
Mendip Road
High Street

NOTES:	PROJECT: Land at Yatton		PLAN TITLE: Traffic Flow Diagrams 2025 Base AM
	TIME PERIOD: 08:00-09:00		
	DATE: 13/03/2023	JOB NUMBER: 23257	DRAWN BY: YS / APPORVED: LH

Hydrock

KEY

12	Total Vehicles
12	HGVs

SITE

Mendip Road

Grassmere/High Street

The Ridge

Shiners Elms/Mendip

Heathgate/High Street

Chescombe Road / Rectory Farm cross roads

Chescombe Road / Mendip Road

Chescome Road/High Street

High Street/Mendip Road

Mendip Road

High Street

PROJECT: Land at Yatton		**PLAN TITLE:** Traffic Flow Diagrams	
TIME PERIOD: 17:00-18:00		2025 Base PM	
DATE: 13/03/2023	**JOB NUMBER:** 23257	**DRAWN BY:** YS	**APPORVED:** LH

NOTES:

KEY

12	Total Vehicles
12	HGVs

SITE

Mendip Road

Grassmere/High Street

The Ridge

Shiners Elms/Mendip

Heathgate/High Street

Chescombe Road / Rectory Farm cross roads

Chescombe Road / Mendip Road

Chescome Road/High Street

High Street/Mendip Road

Mendip Road

High Street

PROJECT:	Land at Yatton	**PLAN TITLE:**	Traffic Flow Diagrams
TIME PERIOD:	08:00-09:00		2025 + Development AM
DATE:	13/03/2023	**JOB NUMBER:**	23257
DRAWN BY:	YS	**APPORVED:**	LH

NOTES:

KEY

12	Total Vehicles
12	HGVs

SITE

Mendip Road

Grassmere/High Street

The Ridge

Shiners Elms/Mendip

Heathgate/High Street

Chescombe Road / Rectory Farm cross roads

Chescombe Road / Mendip Road

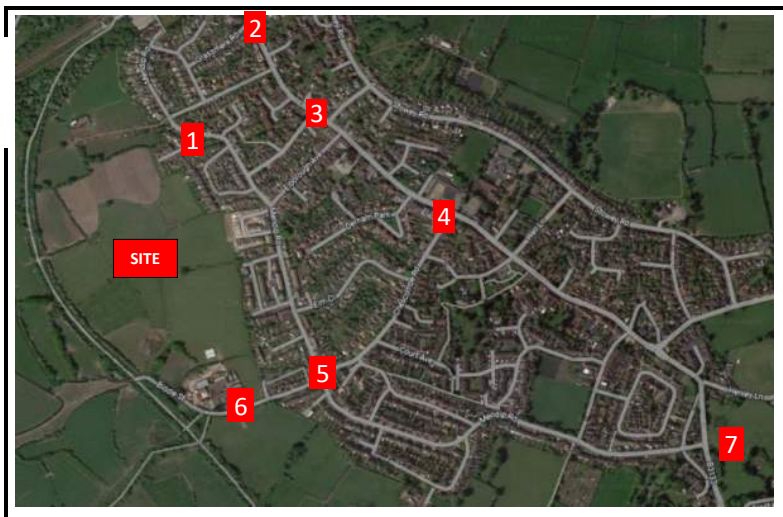
Chescome Road/High Street

High Street/Mendip Road

Mendip Road

High Street

NOTES:	**PROJECT:** Land at Yatton	**PLAN TITLE:** Traffic Flow Diagrams	
	TIME PERIOD: 17:00-18:00	2025 + Development PM	
	DATE: 13/03/2023	**JOB NUMBER:** 23257	**DRAWN BY:** YS / **APPORVED:** LH



KEY

12	Total Vehicles
12	HGVs

SITE

Mendip Road

Grassmere/High Street

The Ridge

Shiners Elms/Mendip

Heathgate/High Street

Chescombe Road / Rectory Farm cross roads

Chescombe Road / Mendip Road

Chescome Road/High Street

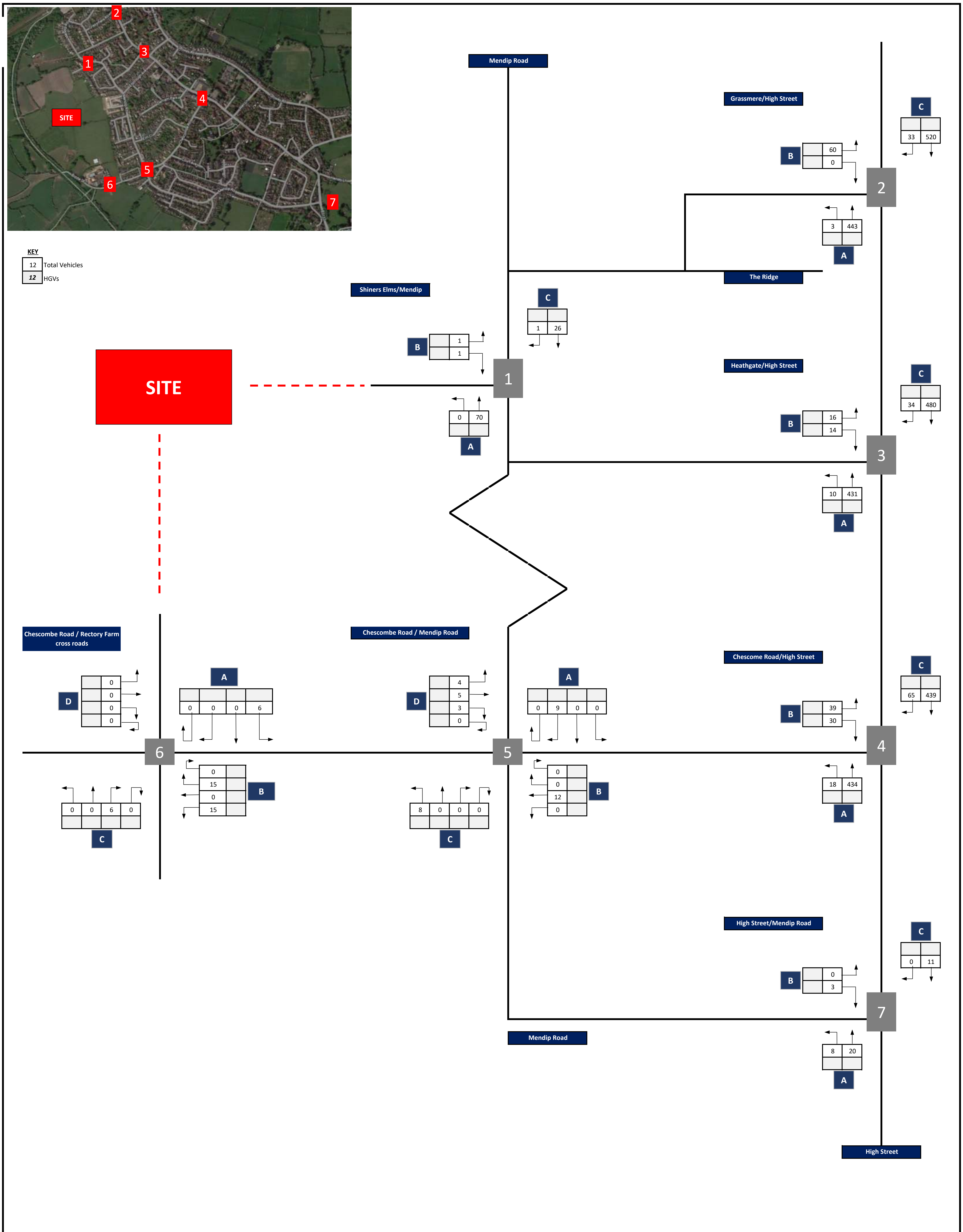
High Street/Mendip Road

Mendip Road

High Street

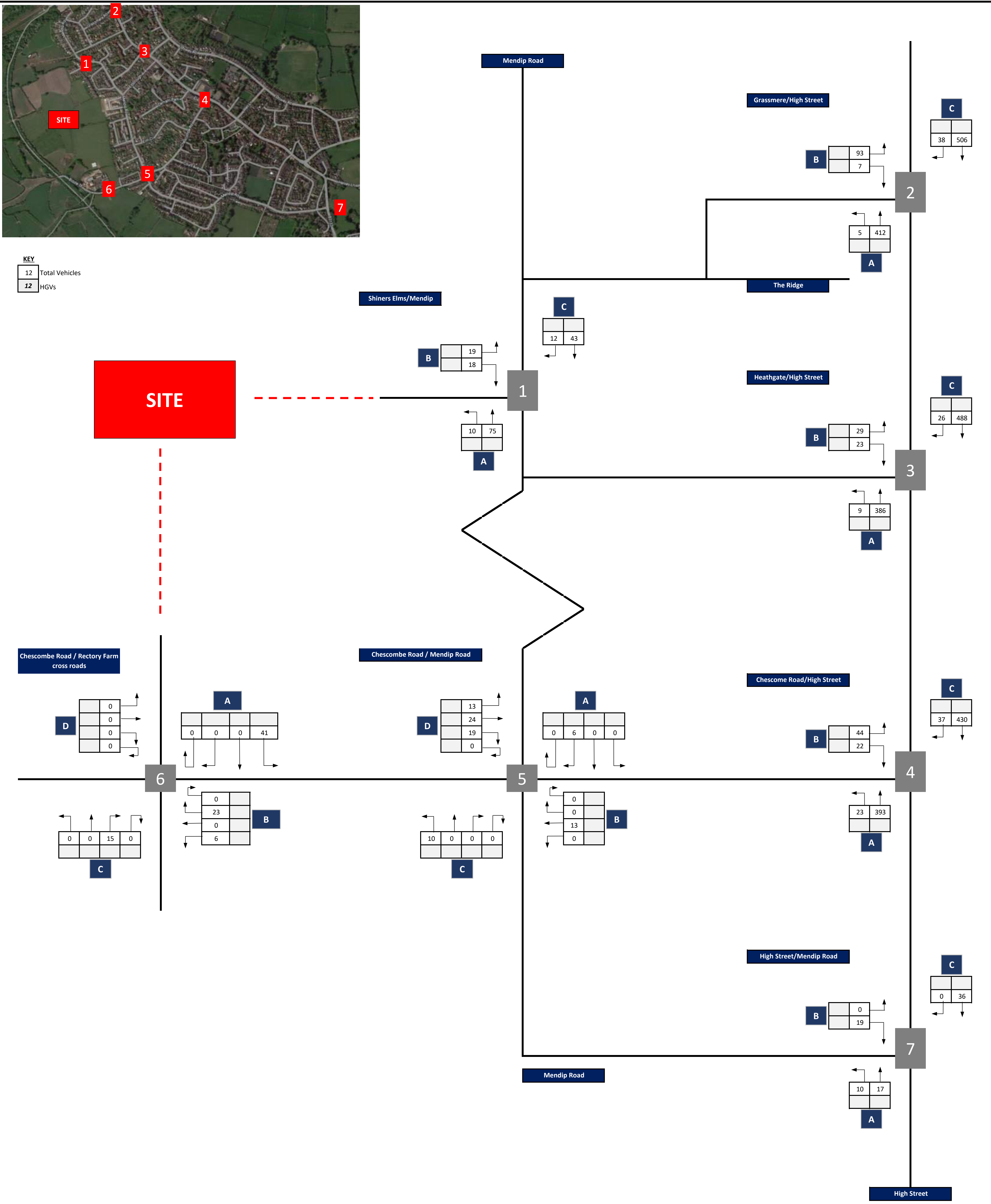
1	A	0	75	
	B	0	3	
	C	0	43	
2	A	3	392	
	B	77	4	
	C	28	494	
3	A	7	383	
	B	13	20	
	C	16	485	
4	A	17	390	
	B	40	14	
	C	35	425	
5	A	0	4	0	0
	B	0	0	5	0
	C	3	0	0	0
	D	0	10	12	8	0
6	A	0	0	0	15
	B	0	6	0	6
	C	0	0	15	0
	D	0	0	0	0
7	A	3	8		
	B	0	8		
	C	0	23		

Hydrock	NOTES:	PROJECT: Land at Yatton TIME PERIOD: 08:00-09:00 DATE: 13/03/2023 JOB NUMBER: 23257	PLAN TITLE: Traffic Flow Diagrams 2025 Base + Committed Developments AM DRAWN BY: YS APPORVED: LH



SITE
1
2
3
4
5
6
7
KEY
12 Total Vehicles
12 HGVs
Mendip Road
Grassmere/High Street
The Ridge
Shiners Elms/Mendip
Heathgate/High Street
Chescombe Road / Rectory Farm cross roads
Chescombe Road / Mendip Road
Chescome Road/High Street
High Street/Mendip Road
Mendip Road
High Street
A B C D
60 0
33 520
3 443
1 1
1 26
0 70
16 14
34 480
10 431
0 0 0 0
0 0 0 6
0 15 0 15
0 0 6 0
4 5 3 0
0 9 0 0
0 0 12 0
8 0 0 0
39 30
65 439
18 434
0 3
0 11
8 20

Hydrock	**NOTES:**	**PROJECT:** Land at Yatton	**PLAN TITLE:** Traffic Flow Diagrams
		TIME PERIOD: 17:00-18:00	2025 Base + Committed Developments PM
		DATE: 13/03/2023 · **JOB NUMBER:** 23257	**DRAWN BY:** YS · **APPORVED:** LH


SITE
1
2
3
4
5
6
7
KEY
12 Total Vehicles
12 HGVs
Mendip Road
Grassmere/High Street
The Ridge
Shiners Elms/Mendip
Heathgate/High Street
Chescombe Road / Rectory Farm cross roads
Chescombe Road / Mendip Road
Chescome Road/High Street
High Street/Mendip Road
Mendip Road
High Street
A
B
C
D
19
18
10
75
12
43
93
7
38
506
5
412
29
23
26
488
9
386
0
0
0
0
0
0
0
41
0
23
0
6
0
0
15
0
13
24
19
0
0
6
0
0
0
0
13
0
10
0
0
0
44
22
37
430
23
393
0
19
0
36
10
17

NOTES:	
PROJECT:	Land at Yatton
TIME PERIOD:	08:00-09:00
PLAN TITLE:	Traffic Flow Diagrams 2025 Base + Development + Committed Developments AM
DATE:	13/03/2023
JOB NUMBER:	23257
DRAWN BY:	YS
APPORVED:	LH

KEY

12	Total Vehicles
12	HGVs

SITE

Mendip Road

Grassmere/High Street

The Ridge

Shiners Elms/Mendip

Heathgate/High Street

Chescombe Road / Rectory Farm cross roads

Chescombe Road / Mendip Road

Chescome Road/High Street

High Street/Mendip Road

Mendip Road

High Street

1: A 14 70; B 14 11; C 18 26

2: A 5 457; B 71 2; C 47 538

3: A 12 434; B 28 15; C 48 483

4: A 26 438; B 41 35; C 68 443

5: A 0 13 0 0; B 0 0 23 0; C 18 0 0 0; D 6 13 11 0

6: A 0 0 0 24; B 0 39 0 15; C 0 0 6 0; D 0 0 0 0

7: A 18 32; B 0 11; C 0 20

Hydrock	NOTES:	PROJECT: Land at Yatton	PLAN TITLE: Traffic Flow Diagrams
		TIME PERIOD: 17:00-18:00	2025 Base + Development + Committed Developments PM
		DATE: 13/03/2023 / JOB NUMBER: 23257	DRAWN BY: YS / APPORVED: LH

KEY

12	Total Vehicles
12	HGVs

SITE

Mendip Road

Grassmere/High Street

The Ridge

Shiners Elms/Mendip

Heathgate/High Street

Chescombe Road / Rectory Farm cross roads

Chescombe Road / Mendip Road

Chescome Road/High Street

High Street/Mendip Road

Mendip Road

High Street

PROJECT:	Land at Yatton	
TIME PERIOD:	08:00-09:00	
DATE:	13/03/2023	JOB NUMBER: 23257
PLAN TITLE:	Traffic Flow Diagrams – Future Year 2028 AM	
DRAWN BY:	YS	APPORVED: LH

NOTES:

KEY

12	Total Vehicles
12	HGVs

SITE

Mendip Road

Grassmere/High Street

The Ridge

Shiners Elms/Mendip

Heathgate/High Street

Chescombe Road / Rectory Farm cross roads

Chescombe Road / Mendip Road

Chescome Road/High Street

High Street/Mendip Road

Mendip Road

High Street

PROJECT: Land at Yatton		**PLAN TITLE:** Traffic Flow Diagrams	
TIME PERIOD: 17:00-18:00		Future Year 2028 PM	
DATE: 13/03/2023	**JOB NUMBER:** 23257	**DRAWN BY:** YS	**APPORVED:** LH

NOTES:

KEY

12	Total Vehicles
12	HGVs

SITE

Mendip Road

Grassmere/High Street

The Ridge

Shiners Elms/Mendip

Heathgate/High Street

Chescombe Road / Rectory Farm cross roads

Chescombe Road / Mendip Road

Chescome Road/High Street

High Street/Mendip Road

Mendip Road

High Street

NOTES:	**PROJECT:** Land at Yatton	**PLAN TITLE:** Traffic Flow Diagrams
	TIME PERIOD: 08:00-09:00	2028 + Development AM
	DATE: 13/03/2023 / **JOB NUMBER:** 23257	**DRAWN BY:** YS / **APPORVED:** LH

KEY

12	Total Vehicles
12	HGVs

SITE

Mendip Road

Grassmere/High Street

The Ridge

Shiners Elms/Mendip

Heathgate/High Street

Chescombe Road / Rectory Farm cross roads

Chescombe Road / Mendip Road

Chescome Road/High Street

High Street/Mendip Road

Mendip Road

High Street

NOTES:	**PROJECT:** Land at Yatton	**PLAN TITLE:** Traffic Flow Diagrams	
	TIME PERIOD: 17:00-18:00	2028 + Development PM	
	DATE: 13/03/2023	**JOB NUMBER:** 23257	**DRAWN BY:** YS / **APPORVED:** LH

KEY

12	Total Vehicles
12	HGVs

SITE

Mendip Road

Grassmere/High Street

The Ridge

Shiners Elms/Mendip

Heathgate/High Street

Chescombe Road / Rectory Farm cross roads

Chescombe Road / Mendip Road

Chescome Road/High Street

High Street/Mendip Road

Mendip Road

High Street

1: A 0 77; B 0 3; C 0 45

2: A 3 403; B 79 4; C 28 507

3: A 8 394; B 13 21; C 16 499

4: A 18 401; B 41 14; C 36 437

5: A 0 4 0 0; B 0 0 5 0; C 3 0 0 0; D 10 12 8 0

6: A 0 0 0 15; B 0 6 0 6; C 0 0 15 0; D 0 0 0 0

7: A 3 8; B 0 8; C 0 23

Hydrock	NOTES:	PROJECT: Land at Yatton	PLAN TITLE: Traffic Flow Diagrams
		TIME PERIOD: 08:00-09:00	2028 Base + Committed Developments AM
		DATE: 13/03/2023	JOB NUMBER: 23257
		DRAWN BY: YS	APPORVED: LH

KEY

12	Total Vehicles
12	HGVs

SITE

Mendip Road

Grassmere/High Street

The Ridge

Shiners Elms/Mendip

Heathgate/High Street

Chescombe Road / Rectory Farm cross roads

Chescombe Road / Mendip Road

Chescome Road/High Street

High Street/Mendip Road

Mendip Road

High Street

1	A	0	72				
	B	1	1				
	C	1	27				
2	A	3	456				
	B	62	0				
	C	34	534				
3	A	10	443				
	B	17	14				
	C	34	493				
4	A	18	446				
	B	40	30				
	C	66	452				
5	A	0	9	0	0		
	B	0	0	12	0		
	C	8	0	0	0		
	D	4	5	3	0		
6	A	0	0	0	6		
	B	0	15	0	15		
	C	0	0	6	0		
	D	0	0	0	0		
7	A	8	20				
	B	0	3				
	C	0	11				

Hydrock

NOTES:	**PROJECT:** Land at Yatton	**PLAN TITLE:** Traffic Flow Diagrams	
	TIME PERIOD: 17:00-18:00	2028 Base + Committed Developments PM	
	DATE: 13/03/2023	**JOB NUMBER:** 23257	**DRAWN BY:** YS / **APPORVED:** LH

KEY

12	Total Vehicles
12	HGVs

SITE

Mendip Road

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Chescombe Road / Mendip Road

Chescome Road/High Street

High Street/Mendip Road

Mendip Road

High Street

1	A	10	77	
	B	19	18	
	C	12	45	
2	A	5	423	
	B	96	7	
	C	39	520	
3	A	9	397	
	B	29	23	
	C	26	501	
4	A	23	404	
	B	45	23	
	C	38	442	
5	A	0	6	0	0
	B	0	0	13	0
	C	10	0	0	0
	D	13	24	19	0
6	A	0	0	0	41
	B	0	23	0	6
	C	0	0	15	0
	D	0	0	0	0
7	A	10	17		
	B	0	19		
	C	0	36		

Hydrock	NOTES:	PROJECT: Land at Yatton	PLAN TITLE: Traffic Flow Diagrams
		TIME PERIOD: 08:00-09:00	2028 Base + Development + Committed Developments AM
		DATE: 13/03/2023 / JOB NUMBER: 23257	DRAWN BY: YS / APPORVED: LH

KEY

12	Total Vehicles
12	HGVs

SITE

Mendip Road

Grassmere/High Street

The Ridge

Shiners Elms/Mendip

Heathgate/High Street

Chescombe Road / Rectory Farm cross roads

Chescombe Road / Mendip Road

Chescome Road/High Street

High Street/Mendip Road

Mendip Road

High Street

1	A	14	72	
	B	14	11	
	C	18	27	
2	A	5	469	
	B	73	2	
	C	48	552	
3	A	12	446	
	B	28	16	
	C	49	497	
4	A	26	450	
	B	42	36	
	C	70	455	
5	A	0	13	0	0
	B	0	0	23	0
	C	18	0	0	0
	D	6	13	11	0
6	A	0	0	0	24
	B	0	39	0	15
	C	0	0	6	0
	D	0	0	0	0
7	A	18	32		
	B	0	11		
	C	0	20		

Hydrock

NOTES:	**PROJECT:** Land at Yatton	**PLAN TITLE:** Traffic Flow Diagrams	
	TIME PERIOD: 17:00-18:00	2028 Base + Development + Committed Developments PM	
	DATE: 13/03/2023	**JOB NUMBER:** 23257	**DRAWN BY:** YS / **APPORVED:** LH

Appendix E Site Access General Arrangement

PROPOSED PEDESTRIAN CROSSING WITH TACTILE PAVING AND DROPPED KERBS

PROPOSED 2m FOOTWAY TO TIE INTO EXISTING FOOTWAY ON SHINERS ELMS

OS MAPPING AMENDED TO TIE IN WITH TOPO SURVEY AND SITE VISIT MEASUREMENTS

PROPOSED 3m SHARED FOOTWAY/CYCLEWAY TO TIE INTO EXISTING FOOTWAY ON SHINERS ELMS

1.8m
2.0m
1.0m
6.0m
5.5m
1.8m
2.0m
3.0m

SHINERS ELM

Grass
Drainage Ditch
Drainage Ditch
Drainage Ditch

RGL 12.83
EL 11.07

KEY

- SITE BOUNDARY
- PROPOSED KERB LINE
- PROPOSED CARRIAGEWAY
- PROPOSED FOOTWAY/CYCLEWAY
- PROPOSED VERGE

0m 5m 10m

SCALE BAR (1:250)

KEY PLAN

NOTES

NOTES *(CONTINUED)*

REVISIONS *(CONTINUED)*

REVISIONS

Rev	Date	Description	By	Ckd	App
P02	15/03/2023	Second Issue.	AC	LH	LH
P01	14/02/2023	First Issue.	AC	LH	LH

Hydrock
MERCHANTS' HOUSE NORTH
WAPPING ROAD
BRISTOL
BS1 4RW
t: (0117) 9459 225
e: bristol@hydrock.com

CLIENT
PERSIMMON HOMES SEVERN VALLEY

PROJECT
LAND AT YATTON

TITLE
PROPOSED SITE ACCESS GENERAL ARRANGEMENT DESIGN

HYDROCK PROJECT NO.
C-23257-C

SCALE @ A3
1:250

STATUS DESCRIPTION
INFORMATION

STATUS
S2

DRAWING NO. (PROJECT CODE-ORGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER)
23257-HYD-XX-XX-DR-TP-0201

REVISION
P02

Appendix F TRICS Trip Rate Reports

Filtering Summary

Land Use	03/B	RESIDENTIAL/AFFORDABLE/LOCAL AUTHORITY HOUS
Selected Trip Rate Calculation Parameter Range	14-280 DWELLS	
Actual Trip Rate Calculation Parameter Range	14-54 DWELLS	
Date Range	Minimum: 01/01/00	Maximum: 31/12/22
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	
Days of the week selected	Tuesday	1
	Wednesday	1
	Thursday	1
	Friday	1
Main Location Types selected	Edge of Town Centre	2
	Edge of Town	2
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	X - Selected
	Servicing vehicles Excluded	12 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	10,001 to 15,000	4
Population <5 Mile ranges selected	25,001 to 50,000	2
	50,001 to 75,000	1
	75,001 to 100,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	4
PTAL Rating	No PTAL Present	4

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	1 days
11	SCOTLAND		
	MO	MORAY	2 days

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

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: 14 to 54 (units:)
Range Selected by User: 14 to 280 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 31/12/22

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:

Tuesday	1 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	4 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 undertaking using machines.

Selected Locations:

Edge of Town Centre	2
Edge of Town	2

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	2
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	X days - Selected
Servicing vehicles Excluded	12 days - Selected

Secondary Filtering selection:

Use Class:

C3	4 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

Population within 1 mile:

10,001 to 15,000	4 days

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

Population within 5 miles:

25,001 to 50,000	2 days
50,001 to 75,000	1 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	4 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:

No	4 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	4 days

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

LIST OF SITES relevant to selection parameters

Site(1):	ES-03-B-01	Site area:	0.30 hect
Development Name:	BUNGALOWS	No of Dwellings:	14
Location:	HAILSHAM	Housing density:	
Postcode:	BN27 2DJ	Total Bedrooms:	
Main Location Type:	Edge of Town	Survey Date:	03/07/03
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	

Site(2):	MO-03-B-01	Site area:	0.22 hect
Development Name:	SEMI DETACHED	No of Dwellings:	15
Location:	ELGIN	Housing density:	250
Postcode:	IV30 1PQ	Total Bedrooms:	44
Main Location Type:	Edge of Town Centre	Survey Date:	12/05/06
Sub-Location Type:	No Sub Category	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	11

Site(3):	MO-03-B-02	Site area:	1.20 hect
Development Name:	BUNGALOWS	No of Dwellings:	40
Location:	ELGIN	Housing density:	71
Postcode:		Total Bedrooms:	80
Main Location Type:	Edge of Town Centre	Survey Date:	10/05/06
Sub-Location Type:	No Sub Category	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	64

Site(4):	WY-03-B-02	Site area:	1.53 hect
Development Name:	MIXED HOUSES	No of Dwellings:	54
Location:	HUDDERSFIELD	Housing density:	39
Postcode:	HD2 1LU	Total Bedrooms:	144
Main Location Type:	Edge of Town	Survey Date:	17/09/13
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	60

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 95 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.08

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	31	0.041	3.862	4	31	0.089	8.496	4	31	0.130	12.358
08:00 - 09:00	4	31	0.138	13.130	4	31	0.293	27.805	4	31	0.431	40.935
09:00 - 10:00	4	31	0.220	20.854	4	31	0.260	24.715	4	31	0.480	45.569
10:00 - 11:00	4	31	0.187	17.764	4	31	0.195	18.537	4	31	0.382	36.301
11:00 - 12:00	4	31	0.179	16.992	4	31	0.154	14.675	4	31	0.333	31.667
12:00 - 13:00	4	31	0.163	15.447	4	31	0.179	16.992	4	31	0.342	32.439
13:00 - 14:00	4	31	0.081	7.724	4	31	0.146	13.902	4	31	0.227	21.626
14:00 - 15:00	4	31	0.187	17.764	4	31	0.146	13.902	4	31	0.333	31.666
15:00 - 16:00	4	31	0.187	17.764	4	31	0.195	18.537	4	31	0.382	36.301
16:00 - 17:00	4	31	0.179	16.992	4	31	0.122	11.585	4	31	0.301	28.577
17:00 - 18:00	4	31	0.252	23.943	4	31	0.089	8.496	4	31	0.341	32.439
18:00 - 19:00	4	31	0.163	15.447	4	31	0.098	9.268	4	31	0.261	24.715
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.977	187.683			1.966	186.910			3.943	374.593

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.*

Parameter summary

Trip rate parameter range selected:	14 - 54 (units:)
Survey date date range:	01/01/00 - 31/12/22
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 95 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
08:00 - 09:00	4	31	0.008	0.772	4	31	0.008	0.772	4	31	0.016	1.544
09:00 - 10:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
10:00 - 11:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
11:00 - 12:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
12:00 - 13:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
13:00 - 14:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
14:00 - 15:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
15:00 - 16:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
16:00 - 17:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
17:00 - 18:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
18:00 - 19:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.008	0.772			0.008	0.772			0.016	1.544

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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 95 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
08:00 - 09:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
09:00 - 10:00	4	31	0.008	0.772	4	31	0.008	0.772	4	31	0.016	1.544
10:00 - 11:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
11:00 - 12:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
12:00 - 13:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
13:00 - 14:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
14:00 - 15:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
15:00 - 16:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
16:00 - 17:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
17:00 - 18:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
18:00 - 19:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.008	0.772			0.008	0.772			0.016	1.544

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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 95 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	31	0.024	2.317	4	31	0.024	2.317	4	31	0.048	4.634
08:00 - 09:00	4	31	0.008	0.772	4	31	0.024	2.317	4	31	0.032	3.089
09:00 - 10:00	4	31	0.016	1.545	4	31	0.016	1.545	4	31	0.032	3.090
10:00 - 11:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
11:00 - 12:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
12:00 - 13:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
13:00 - 14:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
14:00 - 15:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
15:00 - 16:00	4	31	0.024	2.317	4	31	0.000	0.000	4	31	0.024	2.317
16:00 - 17:00	4	31	0.000	0.000	4	31	0.008	0.772	4	31	0.008	0.772
17:00 - 18:00	4	31	0.008	0.772	4	31	0.000	0.000	4	31	0.008	0.772
18:00 - 19:00	4	31	0.024	2.317	4	31	0.000	0.000	4	31	0.024	2.317
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.104	10.040			0.072	6.951			0.176	16.991

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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 95 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	31	0.041	3.862	4	31	0.098	9.268	4	31	0.139	13.130
08:00 - 09:00	4	31	0.211	20.081	4	31	0.455	43.252	4	31	0.666	63.333
09:00 - 10:00	4	31	0.309	29.350	4	31	0.398	37.846	4	31	0.707	67.196
10:00 - 11:00	4	31	0.252	23.943	4	31	0.341	32.439	4	31	0.593	56.382
11:00 - 12:00	4	31	0.236	22.398	4	31	0.171	16.220	4	31	0.407	38.618
12:00 - 13:00	4	31	0.211	20.081	4	31	0.236	22.398	4	31	0.447	42.479
13:00 - 14:00	4	31	0.098	9.268	4	31	0.244	23.171	4	31	0.342	32.439
14:00 - 15:00	4	31	0.252	23.943	4	31	0.244	23.171	4	31	0.496	47.114
15:00 - 16:00	4	31	0.268	25.488	4	31	0.285	27.033	4	31	0.553	52.521
16:00 - 17:00	4	31	0.252	23.943	4	31	0.228	21.626	4	31	0.480	45.569
17:00 - 18:00	4	31	0.341	32.439	4	31	0.098	9.268	4	31	0.439	41.707
18:00 - 19:00	4	31	0.211	20.081	4	31	0.138	13.130	4	31	0.349	33.211
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.682	254.877			2.936	278.822			5.618	533.699

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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 95 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	31	0.016	1.545	4	31	0.065	6.179	4	31	0.081	7.724
08:00 - 09:00	4	31	0.065	6.179	4	31	0.260	24.715	4	31	0.325	30.894
09:00 - 10:00	4	31	0.073	6.951	4	31	0.106	10.041	4	31	0.179	16.992
10:00 - 11:00	4	31	0.122	11.585	4	31	0.138	13.130	4	31	0.260	24.715
11:00 - 12:00	4	31	0.057	5.407	4	31	0.073	6.951	4	31	0.130	12.358
12:00 - 13:00	4	31	0.106	10.041	4	31	0.081	7.724	4	31	0.187	17.765
13:00 - 14:00	4	31	0.049	4.634	4	31	0.065	6.179	4	31	0.114	10.813
14:00 - 15:00	4	31	0.098	9.268	4	31	0.089	8.496	4	31	0.187	17.764
15:00 - 16:00	4	31	0.163	15.447	4	31	0.057	5.407	4	31	0.220	20.854
16:00 - 17:00	4	31	0.114	10.813	4	31	0.098	9.268	4	31	0.212	20.081
17:00 - 18:00	4	31	0.146	13.902	4	31	0.049	4.634	4	31	0.195	18.536
18:00 - 19:00	4	31	0.114	10.813	4	31	0.089	8.496	4	31	0.203	19.309
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.123	106.585			1.170	111.220			2.293	217.805

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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 95 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	31	0.000	0.000	4	31	0.016	1.545	4	31	0.016	1.545
08:00 - 09:00	4	31	0.000	0.000	4	31	0.008	0.772	4	31	0.008	0.772
09:00 - 10:00	4	31	0.016	1.545	4	31	0.016	1.545	4	31	0.032	3.090
10:00 - 11:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
11:00 - 12:00	4	31	0.000	0.000	4	31	0.016	1.545	4	31	0.016	1.545
12:00 - 13:00	4	31	0.008	0.772	4	31	0.000	0.000	4	31	0.008	0.772
13:00 - 14:00	4	31	0.008	0.772	4	31	0.000	0.000	4	31	0.008	0.772
14:00 - 15:00	4	31	0.008	0.772	4	31	0.008	0.772	4	31	0.016	1.544
15:00 - 16:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
16:00 - 17:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
17:00 - 18:00	4	31	0.008	0.772	4	31	0.000	0.000	4	31	0.008	0.772
18:00 - 19:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.048	4.633			0.064	6.179			0.112	10.812

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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 95 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.08

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	31	0.081	7.724	4	31	0.203	19.309	4	31	0.284	27.033
08:00 - 09:00	4	31	0.285	27.033	4	31	0.748	71.057	4	31	1.033	98.090
09:00 - 10:00	4	31	0.415	39.390	4	31	0.537	50.976	4	31	0.952	90.366
10:00 - 11:00	4	31	0.374	35.528	4	31	0.480	45.569	4	31	0.854	81.097
11:00 - 12:00	4	31	0.293	27.805	4	31	0.260	24.715	4	31	0.553	52.520
12:00 - 13:00	4	31	0.325	30.894	4	31	0.317	30.122	4	31	0.642	61.016
13:00 - 14:00	4	31	0.154	14.675	4	31	0.309	29.350	4	31	0.463	44.025
14:00 - 15:00	4	31	0.358	33.984	4	31	0.341	32.439	4	31	0.699	66.423
15:00 - 16:00	4	31	0.455	43.252	4	31	0.341	32.439	4	31	0.796	75.691
16:00 - 17:00	4	31	0.366	34.756	4	31	0.333	31.667	4	31	0.699	66.423
17:00 - 18:00	4	31	0.504	47.886	4	31	0.146	13.902	4	31	0.650	61.788
18:00 - 19:00	4	31	0.350	33.211	4	31	0.228	21.626	4	31	0.578	54.837
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			3.960	376.138			4.243	403.171			8.203	779.309

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.*

Filtering Summary

Land Use	02/A	EMPLOYMENT/OFFICE
Selected Trip Rate Calculation Parameter Range	118-3000 sqm GFA	
Actual Trip Rate Calculation Parameter Range	796-6186 sqm GFA	
Date Range	Minimum: 01/01/13	Maximum: 23/11/22
Parking Spaces Range	All Surveys Included	
Days of the week selected	Wednesday	2
Main Location Types selected	Edge of Town	2
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included Servicing vehicles Excluded	3 - Selected 3 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	5,001 to 10,000 10,001 to 15,000	1 1
Population <5 Mile ranges selected	50,001 to 75,000 100,001 to 125,000	1 1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
PTAL Rating	No PTAL Present	2
Filter by Site Operations Breakdown	All Surveys Included	

Calculation Reference: AUDIT-540501-230517-0530

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
10	WALES		
	CO	CONWY	1 days

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

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:	Gross floor area
Actual Range:	796 to 6186 (units: sqm)
Range Selected by User:	118 to 3000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 23/11/22

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:

Wednesday	2 days

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

Selected survey types:

Manual count	2 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 undertaking using machines.

Selected Locations:

Edge of Town	2

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:

Industrial Zone	1
Commercial Zone	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:
Not Known 2 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®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:
5,001 to 10,000 1 days
10,001 to 15,000 1 days

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

Population within 5 miles:
50,001 to 75,000 1 days
100,001 to 125,000 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 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:
No 2 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 2 days

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

LIST OF SITES relevant to selection parameters

Site(1):	CO-02-A-01	Gross floor area:	6186 sqm
Development Name:	GOVERNMENT OFFICES		
Location:	LLANDUDNO JUNCTION		
Postcode:	LL31 9RZ	No of Employees:	500
Main Location Type:	Edge of Town	Survey Date:	28/03/18
Sub-Location Type:	Commercial Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	320
Site(2):	WK-02-A-03	Gross floor area:	796 sqm
Development Name:	ENGINEERING CONSULTANTS		
Location:	WARWICK		
Postcode:	CV34 5XH	No of Employees:	63
Main Location Type:	Edge of Town	Survey Date:	23/11/22
Sub-Location Type:	Industrial Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	36

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
WY-02-A-05	Business park

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
Estimated TRIP rate value per 500 SQM shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.78

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2	3491	0.501	2.506	2	3491	0.000	0.000	2	3491	0.501	2.506
08:00 - 09:00	2	3491	1.762	8.808	2	3491	0.043	0.215	2	3491	1.805	9.023
09:00 - 10:00	2	3491	1.203	6.015	2	3491	0.172	0.859	2	3491	1.375	6.874
10:00 - 11:00	2	3491	0.501	2.506	2	3491	0.086	0.430	2	3491	0.587	2.936
11:00 - 12:00	2	3491	0.358	1.790	2	3491	0.172	0.859	2	3491	0.530	2.649
12:00 - 13:00	2	3491	0.387	1.934	2	3491	0.430	2.148	2	3491	0.817	4.082
13:00 - 14:00	2	3491	0.501	2.506	2	3491	0.344	1.719	2	3491	0.845	4.225
14:00 - 15:00	2	3491	0.215	1.074	2	3491	0.315	1.575	2	3491	0.530	2.649
15:00 - 16:00	2	3491	0.215	1.074	2	3491	0.372	1.862	2	3491	0.587	2.936
16:00 - 17:00	2	3491	0.243	1.217	2	3491	0.687	3.437	2	3491	0.930	4.654
17:00 - 18:00	2	3491	0.129	0.645	2	3491	2.048	10.241	2	3491	2.177	10.886
18:00 - 19:00	2	3491	0.014	0.072	2	3491	1.217	6.087	2	3491	1.231	6.159
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			6.029	30.147			5.886	29.432			11.915	59.579

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.

Parameter summary

Trip rate parameter range selected:	796 - 6186 (units: sqm)
Survey date date range:	01/01/13 - 23/11/22
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
Estimated TRIP rate value per 500 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2	3491	0.000	0.000	2	3491	0.000	0.000	2	3491	0.000	0.000
08:00 - 09:00	2	3491	0.014	0.072	2	3491	0.000	0.000	2	3491	0.014	0.072
09:00 - 10:00	2	3491	0.029	0.143	2	3491	0.029	0.143	2	3491	0.058	0.286
10:00 - 11:00	2	3491	0.014	0.072	2	3491	0.029	0.143	2	3491	0.043	0.215
11:00 - 12:00	2	3491	0.029	0.143	2	3491	0.029	0.143	2	3491	0.058	0.286
12:00 - 13:00	2	3491	0.014	0.072	2	3491	0.014	0.072	2	3491	0.028	0.144
13:00 - 14:00	2	3491	0.014	0.072	2	3491	0.014	0.072	2	3491	0.028	0.144
14:00 - 15:00	2	3491	0.029	0.143	2	3491	0.029	0.143	2	3491	0.058	0.286
15:00 - 16:00	2	3491	0.000	0.000	2	3491	0.000	0.000	2	3491	0.000	0.000
16:00 - 17:00	2	3491	0.014	0.072	2	3491	0.014	0.072	2	3491	0.028	0.144
17:00 - 18:00	2	3491	0.043	0.215	2	3491	0.043	0.215	2	3491	0.086	0.430
18:00 - 19:00	2	3491	0.014	0.072	2	3491	0.014	0.072	2	3491	0.028	0.144
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.214	1.076			0.215	1.075			0.429	2.151

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
Estimated TRIP rate value per 500 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2	3491	0.000	0.000	2	3491	0.000	0.000	2	3491	0.000	0.000
08:00 - 09:00	2	3491	0.000	0.000	2	3491	0.000	0.000	2	3491	0.000	0.000
09:00 - 10:00	2	3491	0.014	0.072	2	3491	0.000	0.000	2	3491	0.014	0.072
10:00 - 11:00	2	3491	0.000	0.000	2	3491	0.000	0.000	2	3491	0.000	0.000
11:00 - 12:00	2	3491	0.014	0.072	2	3491	0.014	0.072	2	3491	0.028	0.144
12:00 - 13:00	2	3491	0.000	0.000	2	3491	0.000	0.000	2	3491	0.000	0.000
13:00 - 14:00	2	3491	0.000	0.000	2	3491	0.014	0.072	2	3491	0.014	0.072
14:00 - 15:00	2	3491	0.000	0.000	2	3491	0.000	0.000	2	3491	0.000	0.000
15:00 - 16:00	2	3491	0.014	0.072	2	3491	0.000	0.000	2	3491	0.014	0.072
16:00 - 17:00	2	3491	0.000	0.000	2	3491	0.000	0.000	2	3491	0.000	0.000
17:00 - 18:00	2	3491	0.000	0.000	2	3491	0.014	0.072	2	3491	0.014	0.072
18:00 - 19:00	2	3491	0.000	0.000	2	3491	0.000	0.000	2	3491	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.042	0.216			0.042	0.216			0.084	0.432

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
Estimated TRIP rate value per 500 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2	3491	0.014	0.072	2	3491	0.000	0.000	2	3491	0.014	0.072
08:00 - 09:00	2	3491	0.258	1.289	2	3491	0.000	0.000	2	3491	0.258	1.289
09:00 - 10:00	2	3491	0.086	0.430	2	3491	0.000	0.000	2	3491	0.086	0.430
10:00 - 11:00	2	3491	0.043	0.215	2	3491	0.014	0.072	2	3491	0.057	0.287
11:00 - 12:00	2	3491	0.014	0.072	2	3491	0.000	0.000	2	3491	0.014	0.072
12:00 - 13:00	2	3491	0.000	0.000	2	3491	0.029	0.143	2	3491	0.029	0.143
13:00 - 14:00	2	3491	0.000	0.000	2	3491	0.000	0.000	2	3491	0.000	0.000
14:00 - 15:00	2	3491	0.029	0.143	2	3491	0.072	0.358	2	3491	0.101	0.501
15:00 - 16:00	2	3491	0.029	0.143	2	3491	0.029	0.143	2	3491	0.058	0.286
16:00 - 17:00	2	3491	0.029	0.143	2	3491	0.129	0.645	2	3491	0.158	0.788
17:00 - 18:00	2	3491	0.000	0.000	2	3491	0.172	0.859	2	3491	0.172	0.859
18:00 - 19:00	2	3491	0.014	0.072	2	3491	0.072	0.358	2	3491	0.086	0.430
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.516	2.579			0.517	2.578			1.033	5.157

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
Estimated TRIP rate value per 500 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2	3491	0.516	2.578	2	3491	0.000	0.000	2	3491	0.516	2.578
08:00 - 09:00	2	3491	1.977	9.883	2	3491	0.043	0.215	2	3491	2.020	10.098
09:00 - 10:00	2	3491	1.447	7.233	2	3491	0.172	0.859	2	3491	1.619	8.092
10:00 - 11:00	2	3491	0.602	3.008	2	3491	0.100	0.501	2	3491	0.702	3.509
11:00 - 12:00	2	3491	0.516	2.578	2	3491	0.229	1.146	2	3491	0.745	3.724
12:00 - 13:00	2	3491	0.487	2.435	2	3491	0.616	3.079	2	3491	1.103	5.514
13:00 - 14:00	2	3491	0.659	3.294	2	3491	0.458	2.292	2	3491	1.117	5.586
14:00 - 15:00	2	3491	0.272	1.361	2	3491	0.387	1.934	2	3491	0.659	3.295
15:00 - 16:00	2	3491	0.258	1.289	2	3491	0.415	2.077	2	3491	0.673	3.366
16:00 - 17:00	2	3491	0.372	1.862	2	3491	0.874	4.368	2	3491	1.246	6.230
	2	3491	0.129	0.645	2	3491						

Filtering Summary

Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	4-4334 DWELLS	
Actual Trip Rate Calculation Parameter Range	16-918 DWELLS	
Date Range	Minimum: 01/01/14	Maximum: 24/11/22
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	
Days of the week selected	Monday	5
	Tuesday	1
	Wednesday	6
	Thursday	4
	Friday	2
Main Location Types selected	Edge of Town	18
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	28 - Selected
	Servicing vehicles Excluded	57 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	5,001 to 10,000	6
	10,001 to 15,000	12
Population <5 Mile ranges selected	50,001 to 75,000	5
	75,001 to 100,000	4
	100,001 to 125,000	2
	125,001 to 250,000	7
Car Ownership <5 Mile ranges selected	0.6 to 1.0	5
	1.1 to 1.5	11
	1.6 to 2.0	2
PTAL Rating	No PTAL Present	18

Calculation Reference: AUDIT-540501-230517-0509

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	3 days
	KC	KENT	1 days
	MW	MEDWAY	1 days
	SC	SURREY	3 days
	WS	WEST SUSSEX	2 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
08	NORTH WEST		
	EC	CHESHIRE EAST	1 days
09	NORTH		
	DH	DURHAM	1 days

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

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: 16 to 918 (units:)
Range Selected by User: 4 to 4334 (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: 01/01/14 to 24/11/22

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	5 days
Tuesday	1 days
Wednesday	6 days
Thursday	4 days
Friday	2 days

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

Selected survey types:

Manual count	18 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 undertaking using machines.

Selected Locations:
Edge of Town

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	15
Village	1
Out of Town	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	28 days - Selected
Servicing vehicles Excluded	57 days - Selected

Secondary Filtering selection:

Use Class:

C3	18 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

Population within 1 mile:

5,001 to 10,000	6 days
10,001 to 15,000	12 days

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

Population within 5 miles:

50,001 to 75,000	5 days
75,001 to 100,000	4 days
100,001 to 125,000	2 days
125,001 to 250,000	7 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	5 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	9 days
No	9 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	18 days

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

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

LIST OF SITES relevant to selection parameters

Site(1):	CT-03-A-01	Site area:	1.78 hect
Development Name:	MIXED HOUSES	No of Dwellings:	46
Location:	STOTFOLD	Housing density:	30
Postcode:	SG5 4TB	Total Bedrooms:	153
Main Location Type:	Edge of Town	Survey Date:	22/06/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	151
Site(2):	DH-03-A-03	Site area:	5.60 hect
Development Name:	SEMI-DETACHED & TERRACED	No of Dwellings:	57
Location:	DURHAM	Housing density:	11
Postcode:	DH1 1HD	Total Bedrooms:	169
Main Location Type:	Edge of Town	Survey Date:	19/10/18
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	190
Site(3):	EC-03-A-06	Site area:	0.73 hect
Development Name:	TERRACED HOUSES	No of Dwellings:	24
Location:	MACCLESFIELD	Housing density:	39
Postcode:	SK10 2NS	Total Bedrooms:	72
Main Location Type:	Edge of Town	Survey Date:	24/11/14
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	32
Site(4):	ES-03-A-03	Site area:	9.91 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	212
Location:	POLEGATE	Housing density:	63
Postcode:	BN26 6HR	Total Bedrooms:	649
Main Location Type:	Edge of Town	Survey Date:	11/07/16
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	357
Site(5):	HC-03-A-26	Site area:	7.01 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	270
Location:	WHITELEY	Housing density:	52
Postcode:	PO15 7PH	Total Bedrooms:	727
Main Location Type:	Edge of Town	Survey Date:	24/06/21
Sub-Location Type:	Out of Town	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	557
Site(6):	HC-03-A-29	Site area:	6.20 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	195
Location:	RINGWOOD	Housing density:	39
Postcode:	BH24 3FJ	Total Bedrooms:	514
Main Location Type:	Edge of Town	Survey Date:	30/06/22
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	493
Site(7):	HC-03-A-31	Site area:	2.17 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	44
Location:	LIPHOOK	Housing density:	35
Postcode:	GU30 7WU	Total Bedrooms:	125
Main Location Type:	Edge of Town	Survey Date:	07/10/22
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	113
Site(8):	KC-03-A-07	Site area:	9.46 hect
Development Name:	MIXED HOUSES	No of Dwellings:	288
Location:	HERNE BAY	Housing density:	40
Postcode:	CT6 6HZ	Total Bedrooms:	934
Main Location Type:	Edge of Town	Survey Date:	27/09/17
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	891
Site(9):	MW-03-A-02	Site area:	0.70 hect
Development Name:	MIXED HOUSES	No of Dwellings:	19
Location:	RAINHAM	Housing density:	32
Postcode:	ME8 8XU	Total Bedrooms:	56
Main Location Type:	Edge of Town	Survey Date:	06/06/22
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	45

LIST OF SITES relevant to selection parameters (Cont.)

Site(10):	NE-03-A-02	Site area:	12.00 hect
Development Name:	SEMI DETACHED & DETACHED	No of Dwellings:	432
Location:	SCUNTHORPE	Housing density:	133
Postcode:	DN15 8GS	Total Bedrooms:	1174
Main Location Type:	Edge of Town	Survey Date:	12/05/14
Sub-Location Type:	No Sub Category	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	432
Site(11):	NT-03-A-08	Site area:	1.61 hect
Development Name:	DETACHED HOUSES	No of Dwellings:	36
Location:	HUCKNALL	Housing density:	22
Postcode:	NG15 8JN	Total Bedrooms:	144
Main Location Type:	Edge of Town	Survey Date:	18/10/21
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	85
Site(12):	SC-03-A-04	Site area:	3.20 hect
Development Name:	DETACHED & TERRACED	No of Dwellings:	71
Location:	BYFLEET	Housing density:	25
Postcode:	KT14 7BY	Total Bedrooms:	202
Main Location Type:	Edge of Town	Survey Date:	23/01/14
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	177
Site(13):	SC-03-A-07	Site area:	2.80 hect
Development Name:	MIXED HOUSES	No of Dwellings:	41
Location:	FARNHAM	Housing density:	18
Postcode:	GU9 0AX	Total Bedrooms:	129
Main Location Type:	Edge of Town	Survey Date:	11/05/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	116
Site(14):	SC-03-A-08	Site area:	46.80 hect
Development Name:	MIXED HOUSES	No of Dwellings:	790
Location:	HORLEY	Housing density:	31
Postcode:	RH6 8NT	Total Bedrooms:	2204
Main Location Type:	Edge of Town	Survey Date:	04/05/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	1740
Site(15):	SF-03-A-05	Site area:	1.15 hect
Development Name:	DETACHED HOUSES	No of Dwellings:	18
Location:	BURY ST EDMUNDS	Housing density:	19
Postcode:	IP33 2SN	Total Bedrooms:	78
Main Location Type:	Edge of Town	Survey Date:	09/09/15
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	75
Site(16):	SH-03-A-06	Site area:	0.80 hect
Development Name:	BUNGALOWS	No of Dwellings:	16
Location:	SHREWSBURY	Housing density:	24
Postcode:	SY1 2RB	Total Bedrooms:	34
Main Location Type:	Edge of Town	Survey Date:	22/05/14
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	32
Site(17):	WS-03-A-11	Site area:	50.00 hect
Development Name:	MIXED HOUSES	No of Dwellings:	918
Location:	WEST HORSHAM	Housing density:	50
Postcode:	RH12 3LN	Total Bedrooms:	2865
Main Location Type:	Edge of Town	Survey Date:	02/04/19
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	1894
Site(18):	WS-03-A-12	Site area:	7.28 hect
Development Name:	MIXED HOUSES	No of Dwellings:	152
Location:	CHICHESTER	Housing density:	26
Postcode:	PO18 0GD	Total Bedrooms:	443
Main Location Type:	Edge of Town	Survey Date:	16/06/21
Sub-Location Type:	Village	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	131

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DY-03-A-01	Too large
NF-03-A-35	Too large
ST-03-A-07	Too large
WA-03-A-04	Too large
WB-03-A-03	Too large
WS-03-A-08	Too large

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 95 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.65

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	18	202	0.072	6.885	18	202	0.293	27.827	18	202	0.365	34.712
08:00 - 09:00	18	202	0.144	13.691	18	202	0.401	38.141	18	202	0.545	51.832
09:00 - 10:00	18	202	0.132	12.539	18	202	0.161	15.314	18	202	0.293	27.853
10:00 - 11:00	18	202	0.119	11.309	18	202	0.142	13.455	18	202	0.261	24.764
11:00 - 12:00	18	202	0.126	12.016	18	202	0.143	13.613	18	202	0.269	25.629
12:00 - 13:00	18	202	0.150	14.215	18	202	0.145	13.822	18	202	0.295	28.037
13:00 - 14:00	18	202	0.145	13.770	18	202	0.144	13.717	18	202	0.289	27.487
14:00 - 15:00	18	202	0.153	14.529	18	202	0.173	16.440	18	202	0.326	30.969
15:00 - 16:00	18	202	0.254	24.084	18	202	0.163	15.524	18	202	0.417	39.608
16:00 - 17:00	18	202	0.262	24.843	18	202	0.152	14.424	18	202	0.414	39.267
17:00 - 18:00	18	202	0.352	33.429	18	202	0.145	13.770	18	202	0.497	47.199
18:00 - 19:00	18	202	0.305	29.005	18	202	0.156	14.843	18	202	0.461	43.848
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.214	210.315			2.218	210.890			4.432	421.205

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.*

Parameter summary

Trip rate parameter range selected:	16 - 918 (units:)
Survey date date range:	01/01/14 - 24/11/22
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	6

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 95 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	18	202	0.001	0.105	18	202	0.001	0.105	18	202	0.002	0.210
08:00 - 09:00	18	202	0.004	0.366	18	202	0.004	0.393	18	202	0.008	0.759
09:00 - 10:00	18	202	0.002	0.183	18	202	0.002	0.157	18	202	0.004	0.340
10:00 - 11:00	18	202	0.003	0.262	18	202	0.002	0.236	18	202	0.005	0.498
11:00 - 12:00	18	202	0.001	0.131	18	202	0.001	0.131	18	202	0.002	0.262
12:00 - 13:00	18	202	0.001	0.052	18	202	0.001	0.079	18	202	0.002	0.131
13:00 - 14:00	18	202	0.001	0.079	18	202	0.001	0.052	18	202	0.002	0.131
14:00 - 15:00	18	202	0.002	0.236	18	202	0.002	0.183	18	202	0.004	0.419
15:00 - 16:00	18	202	0.004	0.340	18	202	0.004	0.340	18	202	0.008	0.680
16:00 - 17:00	18	202	0.002	0.236	18	202	0.003	0.262	18	202	0.005	0.498
17:00 - 18:00	18	202	0.002	0.157	18	202	0.002	0.183	18	202	0.004	0.340
18:00 - 19:00	18	202	0.001	0.105	18	202	0.001	0.079	18	202	0.002	0.184
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.024	2.252			0.024	2.200			0.048	4.452

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 95 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	18	202	0.000	0.026	18	202	0.001	0.052	18	202	0.001	0.078
08:00 - 09:00	18	202	0.001	0.079	18	202	0.001	0.052	18	202	0.002	0.131
09:00 - 10:00	18	202	0.002	0.157	18	202	0.001	0.105	18	202	0.003	0.262
10:00 - 11:00	18	202	0.002	0.183	18	202	0.001	0.131	18	202	0.003	0.314
11:00 - 12:00	18	202	0.000	0.026	18	202	0.001	0.079	18	202	0.001	0.105
12:00 - 13:00	18	202	0.001	0.052	18	202	0.000	0.026	18	202	0.001	0.078
13:00 - 14:00	18	202	0.002	0.157	18	202	0.001	0.131	18	202	0.003	0.288
14:00 - 15:00	18	202	0.001	0.079	18	202	0.001	0.079	18	202	0.002	0.158
15:00 - 16:00	18	202	0.000	0.026	18	202	0.000	0.026	18	202	0.000	0.052
16:00 - 17:00	18	202	0.002	0.157	18	202	0.001	0.131	18	202	0.003	0.288
17:00 - 18:00	18	202	0.001	0.105	18	202	0.001	0.105	18	202	0.002	0.210
18:00 - 19:00	18	202	0.000	0.000	18	202	0.000	0.000	18	202	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.012	1.047			0.009	0.917			0.021	1.964

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 95 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	18	202	0.001	0.052	18	202	0.001	0.052	18	202	0.002	0.104
08:00 - 09:00	18	202	0.001	0.131	18	202	0.001	0.105	18	202	0.002	0.236
09:00 - 10:00	18	202	0.001	0.052	18	202	0.001	0.079	18	202	0.002	0.131
10:00 - 11:00	18	202	0.001	0.052	18	202	0.001	0.052	18	202	0.002	0.104
11:00 - 12:00	18	202	0.001	0.052	18	202	0.001	0.052	18	202	0.002	0.104
12:00 - 13:00	18	202	0.000	0.026	18	202	0.000	0.026	18	202	0.000	0.052
13:00 - 14:00	18	202	0.001	0.052	18	202	0.001	0.052	18	202	0.002	0.104
14:00 - 15:00	18	202	0.001	0.052	18	202	0.001	0.052	18	202	0.002	0.104
15:00 - 16:00	18	202	0.001	0.105	18	202	0.001	0.105	18	202	0.002	0.210
16:00 - 17:00	18	202	0.001	0.079	18	202	0.001	0.079	18	202	0.002	0.158
17:00 - 18:00	18	202	0.001	0.052	18	202	0.001	0.052	18	202	0.002	0.104
18:00 - 19:00	18	202	0.000	0.026	18	202	0.000	0.026	18	202	0.000	0.052
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.010	0.731			0.010	0.732			0.020	1.463

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
Estimated TRIP rate value per 95 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	18	202	0.002	0.209	18	202	0.009	0.838	18	202	0.011	1.047
08:00 - 09:00	18	202	0.004	0.393	18	202	0.018	1.702	18	202	0.022	2.095
09:00 - 10:00	18	202	0.002	0.209	18	202	0.003	0.262	18	202	0.005	0.471
10:00 - 11:00	18	202	0.002	0.209	18	202	0.002	0.236	18	202	0.004	0.445
11:00 - 12:00	18	202	0.002	0.157	18	202	0.002	0.209	18	202	0.004	0.366
12:00 - 13:00	18	202	0.004	0.340	18	202	0.002	0.183	18	202	0.006	0.523
13:00 - 14:00	18	202	0.002	0.209	18	202	0.001	0.105	18	202	0.003	0.314
14:00 - 15:00	18	202	0.003	0.288	18	202	0.003	0.262	18	202	0.006	0.550
15:00 - 16:00	18	202	0.008	0.785	18	202	0.004	0.366	18	202	0.012	1.151
16:00 - 17:00	18	202	0.010	0.916	18	202	0.004	0.393	18	202	0.014	1.309
17:00 - 18:00	18	202	0.008	0.785	18	202	0.005	0.445	18	202	0.013	1.230
18:00 - 19:00	18	202	0.007	0.628	18	202	0.004	0.419	18	202	0.011	1.047
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.054	5.128			0.057	5.420			0.111	10.548

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 95 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	18	202	0.092	8.770	18	202	0.399	37.880	18	202	0.491	46.650
08:00 - 09:00	18	202	0.179	16.963	18	202	0.642	60.969	18	202	0.821	77.932
09:00 - 10:00	18	202	0.170	16.126	18	202	0.212	20.131	18	202	0.382	36.257
10:00 - 11:00	18	202	0.156	14.843	18	202	0.190	18.010	18	202	0.346	32.853
11:00 - 12:00	18	202	0.168	15.942	18	202	0.194	18.403	18	202	0.362	34.345
12:00 - 13:00	18	202	0.191	18.115	18	202	0.186	17.644	18	202	0.377	35.759
13:00 - 14:00	18	202	0.193	18.351	18	202	0.187	17.801	18	202	0.380	36.152
14:00 - 15:00	18	202	0.205	19.450	18	202	0.215	20.393	18	202	0.420	39.843
15:00 - 16:00	18	202	0.423	40.157	18	202	0.214	20.366	18	202	0.637	60.523
16:00 - 17:00	18	202	0.413	39.188	18	202	0.212	20.157	18	202	0.625	59.345
17:00 - 18:00	18	202	0.500	47.461	18	202	0.207	19.686	18	202	0.707	67.147
18:00 - 19:00	18	202	0.419	39.817	18	202	0.238	22.565	18	202	0.657	62.382
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			3.109	295.183			3.096	294.005			6.205	589.188

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
Estimated TRIP rate value per 95 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	18	202	0.014	1.283	18	202	0.033	3.141	18	202	0.047	4.424
08:00 - 09:00	18	202	0.030	2.853	18	202	0.103	9.791	18	202	0.133	12.644
09:00 - 10:00	18	202	0.029	2.749	18	202	0.023	2.173	18	202	0.052	4.922
10:00 - 11:00	18	202	0.021	1.990	18	202	0.024	2.304	18	202	0.045	4.294
11:00 - 12:00	18	202	0.020	1.937	18	202	0.017	1.649	18	202	0.037	3.586
12:00 - 13:00	18	202	0.021	2.042	18	202	0.017	1.649	18	202	0.038	3.691
13:00 - 14:00	18	202	0.021	2.042	18	202	0.021	1.990	18	202	0.042	4.032
14:00 - 15:00	18	202	0.031	2.984	18	202	0.034	3.220	18	202	0.065	6.204
15:00 - 16:00	18	202	0.080	7.618	18	202	0.034	3.246	18	202	0.114	10.864
16:00 - 17:00	18	202	0.042	3.953	18	202	0.017	1.597	18	202	0.059	5.550
17:00 - 18:00	18	202	0.037	3.560	18	202	0.033	3.089	18	202	0.070	6.649
18:00 - 19:00	18	202	0.036	3.455	18	202	0.032	3.063	18	202	0.068	6.518
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.382	36.466			0.388	36.912			0.770	73.378

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 95 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	18	202	0.001	0.105	18	202	0.021	1.990	18	202	0.022	2.095
08:00 - 09:00	18	202	0.000	0.026	18	202	0.021	1.963	18	202	0.021	1.989
09:00 - 10:00	18	202	0.003	0.262	18	202	0.006	0.524	18	202	0.009	0.786
10:00 - 11:00	18	202	0.003	0.288	18	202	0.004	0.366	18	202	0.007	0.654
11:00 - 12:00	18	202	0.004	0.366	18	202	0.005	0.471	18	202	0.009	0.837
12:00 - 13:00	18	202	0.003	0.288	18	202	0.004	0.393	18	202	0.007	0.681
13:00 - 14:00	18	202	0.002	0.236	18	202	0.004	0.393	18	202	0.006	0.629
14:00 - 15:00	18	202	0.005	0.471	18	202	0.005	0.497	18	202	0.010	0.968
15:00 - 16:00	18	202	0.014	1.361	18	202	0.004	0.340	18	202	0.018	1.701
16:00 - 17:00	18	202	0.020	1.911	18	202	0.001	0.105	18	202	0.021	2.016
17:00 - 18:00	18	202	0.012	1.178	18	202	0.004	0.340	18	202	0.016	1.518
18:00 - 19:00	18	202	0.014	1.309	18	202	0.004	0.340	18	202	0.018	1.649
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.081	7.801			0.083	7.722			0.164	15.523

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 95 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	18	202	0.000	0.000	18	202	0.008	0.785	18	202	0.008	0.785
08:00 - 09:00	18	202	0.000	0.000	18	202	0.007	0.681	18	202	0.007	0.681
09:00 - 10:00	18	202	0.000	0.000	18	202	0.002	0.183	18	202	0.002	0.183
10:00 - 11:00	18	202	0.000	0.000	18	202	0.002	0.183	18	202	0.002	0.183
11:00 - 12:00	18	202	0.000	0.026	18	202	0.001	0.052	18	202	0.001	0.078
12:00 - 13:00	18	202	0.001	0.052	18	202	0.001	0.105	18	202	0.002	0.157
13:00 - 14:00	18	202	0.001	0.079	18	202	0.001	0.105	18	202	0.002	0.184
14:00 - 15:00	18	202	0.001	0.131	18	202	0.000	0.000	18	202	0.001	0.131
15:00 - 16:00	18	202	0.002	0.236	18	202	0.001	0.131	18	202	0.003	0.367
16:00 - 17:00	18	202	0.003	0.288	18	202	0.000	0.026	18	202	0.003	0.314
17:00 - 18:00	18	202	0.006	0.602	18	202	0.000	0.026	18	202	0.006	0.628
18:00 - 19:00	18	202	0.007	0.628	18	202	0.001	0.052	18	202	0.008	0.680
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.021	2.042			0.024	2.329			0.045	4.371

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 95 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	18	202	0.000	0.000	18	202	0.000	0.000	18	202	0.000	0.000
08:00 - 09:00	18	202	0.000	0.000	18	202	0.001	0.079	18	202	0.001	0.079
09:00 - 10:00	18	202	0.000	0.000	18	202	0.000	0.026	18	202	0.000	0.026
10:00 - 11:00	18	202	0.000	0.000	18	202	0.000	0.000	18	202	0.000	0.000
11:00 - 12:00	18	202	0.000	0.000	18	202	0.000	0.000	18	202	0.000	0.000
12:00 - 13:00	18	202	0.000	0.000	18	202	0.000	0.000	18	202	0.000	0.000
13:00 - 14:00	18	202	0.000	0.000	18	202	0.000	0.000	18	202	0.000	0.000
14:00 - 15:00	18	202	0.000	0.000	18	202	0.000	0.000	18	202	0.000	0.000
15:00 - 16:00	18	202	0.000	0.026	18	202	0.000	0.000	18	202	0.000	0.026
16:00 - 17:00	18	202	0.000	0.026	18	202	0.000	0.000	18	202	0.000	0.026
17:00 - 18:00	18	202	0.000	0.000	18	202	0.000	0.000	18	202	0.000	0.000
18:00 - 19:00	18	202	0.000	0.000	18	202	0.000	0.000	18	202	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.000	0.052			0.001	0.105			0.001	0.157

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
Estimated TRIP rate value per 95 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	18	202	0.001	0.105	18	202	0.029	2.775	18	202	0.030	2.880
08:00 - 09:00	18	202	0.000	0.026	18	202	0.029	2.723	18	202	0.029	2.749
09:00 - 10:00	18	202	0.003	0.262	18	202	0.008	0.733	18	202	0.011	0.995
10:00 - 11:00	18	202	0.003	0.288	18	202	0.006	0.550	18	202	0.009	0.838
11:00 - 12:00	18	202	0.004	0.393	18	202	0.006	0.524	18	202	0.010	0.917
12:00 - 13:00	18	202	0.004	0.340	18	202	0.005	0.497	18	202	0.009	0.837
13:00 - 14:00	18	202	0.003	0.314	18	202	0.005	0.497	18	202	0.008	0.811
14:00 - 15:00	18	202	0.006	0.602	18	202	0.005	0.497	18	202	0.011	1.099
15:00 - 16:00	18	202	0.017	1.623	18	202	0.005	0.471	18	202	0.022	2.094
16:00 - 17:00	18	202	0.023	2.225	18	202	0.001	0.131	18	202	0.024	2.356
17:00 - 18:00	18	202	0.019	1.780	18	202	0.004	0.366	18	202	0.023	2.146
18:00 - 19:00	18	202	0.020	1.937	18	202	0.004	0.393	18	202	0.024	2.330
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.103	9.895			0.107	10.157			0.210	20.052

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
Estimated TRIP rate value per 95 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.65

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	18	202	0.109	10.366	18	202	0.470	44.634	18	202	0.579	55.000
08:00 - 09:00	18	202	0.213	20.236	18	202	0.791	75.183	18	202	1.004	95.419
09:00 - 10:00	18	202	0.204	19.346	18	202	0.245	23.298	18	202	0.449	42.644
10:00 - 11:00	18	202	0.182	17.330	18	202	0.222	21.099	18	202	0.404	38.429
11:00 - 12:00	18	202	0.194	18.429	18	202	0.219	20.785	18	202	0.413	39.214
12:00 - 13:00	18	202	0.219	20.838	18	202	0.210	19.974	18	202	0.429	40.812
13:00 - 14:00	18	202	0.220	20.916	18	202	0.215	20.393	18	202	0.435	41.309
14:00 - 15:00	18	202	0.246	23.325	18	202	0.257	24.372	18	202	0.503	47.697
15:00 - 16:00	18	202	0.528	50.183	18	202	0.257	24.450	18	202	0.785	74.633
16:00 - 17:00	18	202	0.487	46.283	18	202	0.234	22.277	18	202	0.721	68.560
17:00 - 18:00	18	202	0.564	53.586	18	202	0.248	23.586	18	202	0.812	77.172
18:00 - 19:00	18	202	0.483	45.838	18	202	0.278	26.440	18	202	0.761	72.278
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			3.649	346.676			3.646	346.491			7.295	693.167

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 CARS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 95 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	18	202	0.061	5.812	18	202	0.267	25.366	18	202	0.328	31.178
08:00 - 09:00	18	202	0.123	11.675	18	202	0.368	34.974	18	202	0.491	46.649
09:00 - 10:00	18	202	0.111	10.576	18	202	0.142	13.482	18	202	0.253	24.058
10:00 - 11:00	18	202	0.096	9.162	18	202	0.119	11.309	18	202	0.215	20.471
11:00 - 12:00	18	202	0.110	10.419	18	202	0.123	11.702	18	202	0.233	22.121
12:00 - 13:00	18	202	0.132	12.513	18	202	0.127	12.068	18	202	0.259	24.581
13:00 - 14:00	18	202	0.126	12.016	18	202	0.125	11.911	18	202	0.251	23.927
14:00 - 15:00	18	202	0.133	12.592	18	202	0.154	14.660	18	202	0.287	27.252
15:00 - 16:00	18	202	0.231	21.911	18	202	0.140	13.325	18	202	0.371	35.236
16:00 - 17:00	18	202	0.236	22.408	18	202	0.133	12.644	18	202	0.369	35.052
17:00 - 18:00	18	202	0.319	30.262	18	202	0.130	12.356	18	202	0.449	42.618
18:00 - 19:00	18	202	0.284	27.016	18	202	0.143	13.613	18	202	0.427	40.629
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.962	186.362			1.971	187.410			3.933	373.772

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 LGVS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 95 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	18	202	0.009	0.890	18	202	0.022	2.120	18	202	0.031	3.010
08:00 - 09:00	18	202	0.015	1.414	18	202	0.023	2.225	18	202	0.038	3.639
09:00 - 10:00	18	202	0.016	1.518	18	202	0.015	1.440	18	202	0.031	2.958
10:00 - 11:00	18	202	0.017	1.571	18	202	0.017	1.597	18	202	0.034	3.168
11:00 - 12:00	18	202	0.015	1.387	18	202	0.016	1.545	18	202	0.031	2.932
12:00 - 13:00	18	202	0.016	1.518	18	202	0.016	1.545	18	202	0.032	3.063
13:00 - 14:00	18	202	0.015	1.440	18	202	0.016	1.545	18	202	0.031	2.985
14:00 - 15:00	18	202	0.016	1.518	18	202	0.015	1.466	18	202	0.031	2.984
15:00 - 16:00	18	202	0.016	1.545	18	202	0.017	1.649	18	202	0.033	3.194
16:00 - 17:00	18	202	0.019	1.832	18	202	0.013	1.230	18	202	0.032	3.062
17:00 - 18:00	18	202	0.026	2.461	18	202	0.010	0.969	18	202	0.036	3.430
18:00 - 19:00	18	202	0.018	1.675	18	202	0.011	1.021	18	202	0.029	2.696
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.198	18.769			0.191	18.352			0.389	37.121

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 MOTOR CYCLES
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 95 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	18	202	0.000	0.000	18	202	0.001	0.131	18	202	0.001	0.131
08:00 - 09:00	18	202	0.000	0.026	18	202	0.004	0.393	18	202	0.004	0.419
09:00 - 10:00	18	202	0.001	0.052	18	202	0.001	0.052	18	202	0.002	0.104
10:00 - 11:00	18	202	0.001	0.079	18	202	0.001	0.131	18	202	0.002	0.210
11:00 - 12:00	18	202	0.000	0.000	18	202	0.001	0.105	18	202	0.001	0.105
12:00 - 13:00	18	202	0.001	0.052	18	202	0.001	0.079	18	202	0.002	0.131
13:00 - 14:00	18	202	0.000	0.026	18	202	0.000	0.026	18	202	0.000	0.052
14:00 - 15:00	18	202	0.001	0.052	18	202	0.000	0.000	18	202	0.001	0.052
15:00 - 16:00	18	202	0.002	0.157	18	202	0.001	0.079	18	202	0.003	0.236
16:00 - 17:00	18	202	0.001	0.131	18	202	0.001	0.079	18	202	0.002	0.210
17:00 - 18:00	18	202	0.004	0.393	18	202	0.001	0.105	18	202	0.005	0.498
18:00 - 19:00	18	202	0.002	0.183	18	202	0.001	0.105	18	202	0.003	0.288
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.013	1.151			0.013	1.285			0.026	2.436

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 G Junction Capacity Modelling

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Chescombe Road High Street Junction.j9
Path: P:\23000-23999\23257 - Land at Yatton\01_WIP\CA_Calculation\TP\Modelling
Report generation date: 13/03/2023 14:15:18

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2022 Base							
Stream B-AC	0.1	8.33	0.09	A	0.2	10.56	0.16	B
Stream C-AB	0.2	5.16	0.09	A	0.4	5.34	0.16	A
	2025 Base							
Stream B-AC	0.1	8.54	0.10	A	0.2	11.01	0.18	B
Stream C-AB	0.2	5.13	0.10	A	0.4	5.31	0.18	A
	2025 Base + Committed Dev							
Stream B-AC	0.2	9.16	0.13	A	0.2	11.46	0.19	B
Stream C-AB	0.2	5.07	0.10	A	0.5	5.39	0.20	A
	2025 Base + Committed Dev + Proposed Dev							
Stream B-AC	0.2	10.07	0.17	B	0.3	12.20	0.22	B
Stream C-AB	0.3	5.08	0.11	A	0.5	5.47	0.21	A
	2028 Base							
Stream B-AC	0.1	8.65	0.10	A	0.2	11.27	0.18	B
Stream C-AB	0.2	5.11	0.10	A	0.5	5.31	0.19	A
	2028 Base + Committed Dev							
Stream B-AC	0.2	9.29	0.14	A	0.2	11.75	0.20	B
Stream C-AB	0.2	5.05	0.11	A	0.5	5.40	0.21	A
	2028 Base + Committed Dev + Proposed Dev							
Stream B-AC	0.2	10.22	0.17	B	0.3	12.51	0.23	B
Stream C-AB	0.3	5.06	0.12	A	0.6	5.48	0.22	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	14/02/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	HYDROCK\AnnieChapelton
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	08:00	09:30	15	✓
D2	2022 Base	PM	ONE HOUR	17:00	18:30	15	✓
D3	2025 Base	AM	ONE HOUR	08:00	09:30	15	✓
D4	2025 Base	PM	ONE HOUR	17:00	18:30	15	✓
D5	2025 Base + Committed Dev	AM	ONE HOUR	08:00	09:30	15	✓
D6	2025 Base + Committed Dev	PM	ONE HOUR	17:00	18:30	15	✓
D7	2025 Base + Committed Dev + Proposed Dev	AM	ONE HOUR	08:00	09:30	15	✓
D8	2025 Base + Committed Dev + Proposed Dev	PM	ONE HOUR	17:00	18:30	15	✓
D9	2028 Base	AM	ONE HOUR	08:00	09:30	15	✓
D10	2028 Base	PM	ONE HOUR	17:00	18:30	15	✓
D11	2028 Base + Committed Dev	AM	ONE HOUR	08:00	09:30	15	✓
D12	2028 Base + Committed Dev	PM	ONE HOUR	17:00	18:30	15	✓
D13	2028 Base + Committed Dev + Proposed Dev	AM	ONE HOUR	08:00	09:30	15	✓
D14	2028 Base + Committed Dev + Proposed Dev	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

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

2022 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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 bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.85			50.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.80	43	43

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	502	0.092	0.233	0.146	0.333
1	B-C	638	0.098	0.249	-	-
1	C-B	603	0.235	0.235	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	08:00	09:30	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	377	100.000
B		ONE HOUR	✓	40	100.000
C		ONE HOUR	✓	416	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	14	363
	B	8	0	32
	C	386	30	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.09	8.33	0.1	A	37	55
C-AB	0.09	5.16	0.2	A	52	79
C-A					329	494
A-B					13	19
A-C					333	500

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	8	518	0.058	30	0.0	0.1	7.365	A
C-AB	37	9	736	0.051	37	0.0	0.1	5.149	A
C-A	276	69			276				
A-B	11	3			11				
A-C	273	68			273				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	501	0.072	36	0.1	0.1	7.741	A
C-AB	50	12	765	0.065	49	0.1	0.1	5.031	A
C-A	324	81			324				
A-B	13	3			13				
A-C	326	82			326				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	11	476	0.092	44	0.1	0.1	8.327	A
C-AB	70	18	805	0.087	70	0.1	0.2	4.892	A
C-A	388	97			388				
A-B	15	4			15				
A-C	400	100			400				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	11	476	0.092	44	0.1	0.1	8.330	A
C-AB	70	18	805	0.087	70	0.2	0.2	4.901	A
C-A	388	97			388				
A-B	15	4			15				
A-C	400	100			400				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	501	0.072	36	0.1	0.1	7.747	A
C-AB	50	12	765	0.065	50	0.2	0.1	5.047	A
C-A	324	81			324				
A-B	13	3			13				
A-C	326	82			326				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	8	518	0.058	30	0.1	0.1	7.373	A
C-AB	37	9	736	0.051	38	0.1	0.1	5.164	A
C-A	276	69			276				
A-B	11	3			11				
A-C	273	68			273				

2022 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Base	PM	ONE HOUR	17:00	18:30	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	408	100.000
B		ONE HOUR	✓	60	100.000
C		ONE HOUR	✓	462	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	12	396
	B	26	0	34
	C	407	55	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.16	10.56	0.2	B	55	83
C-AB	0.16	5.34	0.4	A	99	149
C-A					324	487
A-B					11	17
A-C					363	545

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	11	461	0.098	45	0.0	0.1	8.634	A
C-AB	70	18	746	0.094	70	0.0	0.2	5.317	A
C-A	278	69			278				
A-B	9	2			9				
A-C	298	75			298				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	13	439	0.123	54	0.1	0.1	9.348	A
C-AB	94	23	777	0.121	94	0.2	0.3	5.268	A
C-A	322	80			322				
A-B	11	3			11				
A-C	356	89			356				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	17	407	0.162	66	0.1	0.2	10.543	B
C-AB	134	33	821	0.163	133	0.3	0.4	5.238	A
C-A	375	94			375				
A-B	13	3			13				
A-C	436	109			436				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	17	407	0.162	66	0.2	0.2	10.558	B
C-AB	134	34	822	0.163	134	0.4	0.4	5.248	A
C-A	374	94			374				
A-B	13	3			13				
A-C	436	109			436				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	13	439	0.123	54	0.2	0.1	9.366	A
C-AB	94	24	778	0.121	95	0.4	0.3	5.283	A
C-A	321	80			321				
A-B	11	3			11				
A-C	356	89			356				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	11	461	0.098	45	0.1	0.1	8.660	A
C-AB	71	18	747	0.095	71	0.3	0.2	5.336	A
C-A	277	69			277				
A-B	9	2			9				
A-C	298	75			298				

2025 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	08:00	09:30	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	399	100.000
B		ONE HOUR	✓	42	100.000
C		ONE HOUR	✓	440	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	15	384
	B	8	0	34
	C	408	32	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.10	8.54	0.1	A	39	58
C-AB	0.10	5.13	0.2	A	58	87
C-A					346	519
A-B					14	20
A-C					352	528

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	8	513	0.062	32	0.0	0.1	7.471	A
C-AB	41	10	744	0.055	40	0.0	0.1	5.113	A
C-A	291	73			291				
A-B	11	3			11				
A-C	289	72			289				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	10	495	0.077	38	0.1	0.1	7.882	A
C-AB	54	14	775	0.070	54	0.1	0.1	4.993	A
C-A	341	85			341				
A-B	13	3			13				
A-C	345	86			345				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	12	468	0.099	46	0.1	0.1	8.533	A
C-AB	78	19	819	0.095	78	0.1	0.2	4.854	A
C-A	407	102			407				
A-B	16	4			16				
A-C	423	106			423				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	12	468	0.099	47	0.1	0.1	8.537	A
C-AB	78	19	819	0.095	78	0.2	0.2	4.865	A
C-A	407	102			407				
A-B	16	4			16				
A-C	423	106			423				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	10	495	0.077	38	0.1	0.1	7.890	A
C-AB	55	14	775	0.070	55	0.2	0.1	5.012	A
C-A	341	85			341				
A-B	13	3			13				
A-C	345	86			345				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	8	513	0.062	32	0.1	0.1	7.482	A
C-AB	41	10	745	0.055	41	0.1	0.1	5.128	A
C-A	290	73			290				
A-B	11	3			11				
A-C	289	72			289				

2025 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	17:00	18:30	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	432	100.000
B		ONE HOUR	✓	63	100.000
C		ONE HOUR	✓	489	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	13	419
	B	28	0	36
	C	430	58	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.18	11.01	0.2	B	58	87
C-AB	0.18	5.31	0.4	A	110	165
C-A					339	508
A-B					12	17
A-C					384	577

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	12	455	0.105	47	0.0	0.1	8.827	A
C-AB	77	19	755	0.102	76	0.0	0.2	5.297	A
C-A	291	73			291				
A-B	10	2			10				
A-C	315	79			315				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	57	14	431	0.132	57	0.1	0.2	9.630	A
C-AB	103	26	789	0.131	103	0.2	0.3	5.257	A
C-A	336	84			336				
A-B	11	3			11				
A-C	377	94			377				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	70	17	397	0.176	70	0.2	0.2	10.992	B
C-AB	149	37	836	0.178	148	0.3	0.4	5.243	A
C-A	389	97			389				
A-B	14	3			14				
A-C	461	115			461				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	70	17	397	0.176	70	0.2	0.2	11.010	B
C-AB	149	37	836	0.178	149	0.4	0.4	5.255	A
C-A	389	97			389				
A-B	14	3			14				
A-C	461	115			461				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	57	14	431	0.132	57	0.2	0.2	9.650	A
C-AB	103	26	789	0.131	104	0.4	0.3	5.271	A
C-A	336	84			336				
A-B	11	3			11				
A-C	377	94			377				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	12	454	0.105	48	0.2	0.1	8.859	A
C-AB	77	19	756	0.102	77	0.3	0.2	5.315	A
C-A	291	73			291				
A-B	10	2			10				
A-C	315	79			315				

2025 Base + Committed Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.93	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 Base + Committed Dev	AM	ONE HOUR	08:00	09:30	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	407	100.000
B		ONE HOUR	✓	54	100.000
C		ONE HOUR	✓	460	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	17	390
	B	14	0	40
	C	425	35	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.13	9.16	0.2	A	50	75
C-AB	0.10	5.07	0.2	A	64	96
C-A					358	537
A-B					16	24
A-C					358	537

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	10	500	0.082	41	0.0	0.1	7.826	A
C-AB	45	11	757	0.060	45	0.0	0.1	5.057	A
C-A	301	75			301				
A-B	13	3			13				
A-C	294	73			294				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	12	481	0.102	49	0.1	0.1	8.335	A
C-AB	61	15	790	0.077	60	0.1	0.1	4.938	A
C-A	353	88			353				
A-B	15	4			15				
A-C	351	88			351				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	60	15	453	0.132	60	0.1	0.2	9.153	A
C-AB	87	22	837	0.104	87	0.1	0.2	4.805	A
C-A	419	105			419				
A-B	19	5			19				
A-C	429	107			429				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	60	15	453	0.132	60	0.2	0.2	9.161	A
C-AB	87	22	837	0.104	87	0.2	0.2	4.807	A
C-A	419	105			419				
A-B	19	5			19				
A-C	429	107			429				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	12	481	0.102	49	0.2	0.1	8.345	A
C-AB	61	15	790	0.077	61	0.2	0.1	4.944	A
C-A	353	88			353				
A-B	15	4			15				
A-C	351	88			351				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	10	500	0.082	41	0.1	0.1	7.843	A
C-AB	45	11	757	0.060	46	0.1	0.1	5.066	A
C-A	301	75			301				
A-B	13	3			13				
A-C	294	73			294				

2025 Base + Committed Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Base + Committed Dev	PM	ONE HOUR	17:00	18:30	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	452	100.000
B		ONE HOUR	✓	68	100.000
C		ONE HOUR	✓	504	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	18	434
	B	30	0	39
	C	439	65	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.19	11.46	0.2	B	63	94
C-AB	0.20	5.39	0.5	A	124	187
C-A					338	507
A-B					17	25
A-C					398	597

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	51	13	450	0.114	51	0.0	0.1	9.016	A
C-AB	87	22	758	0.114	86	0.0	0.2	5.357	A
C-A	293	73			293				
A-B	14	3			14				
A-C	327	82			327				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	61	15	425	0.144	61	0.1	0.2	9.900	A
C-AB	117	29	791	0.148	116	0.2	0.3	5.341	A
C-A	337	84			337				
A-B	16	4			16				
A-C	390	98			390				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	389	0.193	75	0.2	0.2	11.440	B
C-AB	169	42	840	0.202	169	0.3	0.5	5.373	A
C-A	386	96			386				
A-B	20	5			20				
A-C	478	119			478				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	389	0.193	75	0.2	0.2	11.464	B
C-AB	170	42	840	0.202	170	0.5	0.5	5.386	A
C-A	386	96			386				
A-B	20	5			20				
A-C	478	119			478				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	61	15	425	0.145	62	0.2	0.2	9.929	A
C-AB	117	29	792	0.148	118	0.5	0.3	5.355	A
C-A	336	84			336				
A-B	16	4			16				
A-C	390	98			390				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	51	13	449	0.114	52	0.2	0.1	9.050	A
C-AB	87	22	758	0.115	87	0.3	0.2	5.378	A
C-A	293	73			293				
A-B	14	3			14				
A-C	327	82			327				

2025 Base + Committed Dev + Proposed Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 Base + Committed Dev + Proposed Dev	AM	ONE HOUR	08:00	09:30	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	416	100.000
B		ONE HOUR	✓	66	100.000
C		ONE HOUR	✓	467	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	23	393
	B	22	0	44
	C	430	37	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.17	10.07	0.2	B	61	91
C-AB	0.11	5.08	0.3	A	69	104
C-A					359	539
A-B					21	31
A-C					361	541

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50	13	482	0.104	50	0.0	0.1	8.323	A
C-AB	48	12	758	0.064	48	0.0	0.1	5.073	A
C-A	303	76			303				
A-B	17	4			17				
A-C	296	74			296				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	60	15	461	0.130	60	0.1	0.1	8.974	A
C-AB	65	16	791	0.082	65	0.1	0.2	4.960	A
C-A	355	89			355				
A-B	20	5			20				
A-C	353	88			353				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	431	0.170	73	0.1	0.2	10.052	B
C-AB	94	23	839	0.112	93	0.2	0.2	4.832	A
C-A	420	105			420				
A-B	25	6			25				
A-C	433	108			433				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	431	0.170	73	0.2	0.2	10.065	B
C-AB	94	23	839	0.112	94	0.2	0.3	4.839	A
C-A	420	105			420				
A-B	25	6			25				
A-C	433	108			433				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	60	15	461	0.130	60	0.2	0.2	8.992	A
C-AB	65	16	791	0.083	66	0.3	0.2	4.967	A
C-A	355	89			355				
A-B	20	5			20				
A-C	353	88			353				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50	13	482	0.104	50	0.2	0.1	8.346	A
C-AB	49	12	758	0.064	49	0.2	0.1	5.081	A
C-A	303	76			303				
A-B	17	4			17				
A-C	296	74			296				

2025 Base + Committed Dev + Proposed Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025 Base + Committed Dev + Proposed Dev	PM	ONE HOUR	17:00	18:30	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	464	100.000
B		ONE HOUR	✓	77	100.000
C		ONE HOUR	✓	511	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	26	438
	B	35	0	41
	C	443	68	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.22	12.20	0.3	B	70	105
C-AB	0.21	5.47	0.5	A	132	198
C-A					337	505
A-B					24	36
A-C					402	603

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	14	442	0.130	57	0.0	0.1	9.341	A
C-AB	91	23	758	0.121	90	0.0	0.2	5.394	A
C-A	293	73			293				
A-B	19	5			19				
A-C	330	82			330				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	69	17	416	0.165	69	0.1	0.2	10.356	B
C-AB	124	31	792	0.156	123	0.2	0.3	5.394	A
C-A	336	84			336				
A-B	23	6			23				
A-C	394	98			394				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	21	379	0.222	84	0.2	0.3	12.160	B
C-AB	180	45	840	0.214	179	0.3	0.5	5.456	A
C-A	383	96			383				
A-B	28	7			28				
A-C	483	121			483				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	21	379	0.222	84	0.3	0.3	12.197	B
C-AB	180	45	840	0.214	180	0.5	0.5	5.466	A
C-A	383	96			383				
A-B	28	7			28				
A-C	483	121			483				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	69	17	416	0.165	69	0.3	0.2	10.392	B
C-AB	124	31	792	0.157	125	0.5	0.4	5.412	A
C-A	335	84			335				
A-B	23	6			23				
A-C	394	98			394				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	14	442	0.130	58	0.2	0.2	9.386	A
C-AB	92	23	758	0.121	92	0.4	0.3	5.419	A
C-A	293	73			293				
A-B	19	5			19				
A-C	330	82			330				

2028 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2028 Base	AM	ONE HOUR	08:00	09:30	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	410	100.000
B		ONE HOUR	✓	44	100.000
C		ONE HOUR	✓	453	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	15	395
	B	9	0	35
	C	420	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.10	8.65	0.1	A	40	60
C-AB	0.10	5.11	0.2	A	61	91
C-A					355	532
A-B					14	21
A-C					363	544

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	8	511	0.064	33	0.0	0.1	7.528	A
C-AB	43	11	749	0.057	42	0.0	0.1	5.094	A
C-A	298	75			298				
A-B	11	3			11				
A-C	297	74			297				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39	10	491	0.080	39	0.1	0.1	7.960	A
C-AB	57	14	780	0.073	57	0.1	0.1	4.971	A
C-A	350	87			350				
A-B	14	3			14				
A-C	355	89			355				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	12	464	0.103	48	0.1	0.1	8.648	A
C-AB	82	21	826	0.099	82	0.1	0.2	4.836	A
C-A	416	104			416				
A-B	17	4			17				
A-C	435	109			435				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	12	464	0.103	48	0.1	0.1	8.652	A
C-AB	82	21	826	0.100	82	0.2	0.2	4.845	A
C-A	416	104			416				
A-B	17	4			17				
A-C	435	109			435				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39	10	491	0.080	39	0.1	0.1	7.966	A
C-AB	57	14	781	0.073	58	0.2	0.1	4.991	A
C-A	350	87			350				
A-B	14	3			14				
A-C	355	89			355				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	8	510	0.064	33	0.1	0.1	7.537	A
C-AB	43	11	749	0.057	43	0.1	0.1	5.109	A
C-A	298	75			298				
A-B	11	3			11				
A-C	297	74			297				

2028 Base , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2028 Base	PM	ONE HOUR	17:00	18:30	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	444	100.000
B		ONE HOUR	✓	65	100.000
C		ONE HOUR	✓	503	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	13	431
	B	28	0	37
	C	443	60	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.18	11.27	0.2	B	60	90
C-AB	0.19	5.31	0.5	A	116	173
C-A					346	519
A-B					12	18
A-C					395	593

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	12	451	0.109	49	0.0	0.1	8.934	A
C-AB	80	20	760	0.106	79	0.0	0.2	5.287	A
C-A	298	75			298				
A-B	10	2			10				
A-C	324	81			324				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	15	426	0.138	59	0.1	0.2	9.781	A
C-AB	108	27	795	0.136	108	0.2	0.3	5.251	A
C-A	344	86			344				
A-B	12	3			12				
A-C	387	97			387				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	72	18	391	0.184	72	0.2	0.2	11.248	B
C-AB	157	39	843	0.186	157	0.3	0.5	5.249	A
C-A	396	99			396				
A-B	14	4			14				
A-C	475	119			475				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	72	18	391	0.184	72	0.2	0.2	11.269	B
C-AB	158	39	844	0.187	158	0.5	0.5	5.259	A
C-A	396	99			396				
A-B	14	4			14				
A-C	475	119			475				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	15	426	0.138	59	0.2	0.2	9.808	A
C-AB	109	27	795	0.137	109	0.5	0.3	5.264	A
C-A	343	86			343				
A-B	12	3			12				
A-C	387	97			387				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	12	451	0.109	49	0.2	0.1	8.968	A
C-AB	81	20	761	0.106	81	0.3	0.2	5.306	A
C-A	298	74			298				
A-B	10	2			10				
A-C	324	81			324				

2028 Base + Committed Dev , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2028 Base + Committed Dev	AM	ONE HOUR	08:00	09:30	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	419	100.000
B		ONE HOUR	✓	56	100.000
C		ONE HOUR	✓	473	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	18	401
	B	14	0	41
	C	437	36	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.14	9.29	0.2	A	51	77
C-AB	0.11	5.05	0.2	A	67	101
C-A					366	549
A-B					16	24
A-C					368	552

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42	10	498	0.084	42	0.0	0.1	7.879	A
C-AB	47	12	761	0.062	47	0.0	0.1	5.038	A
C-A	309	77			309				
A-B	13	3			13				
A-C	302	75			302				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50	13	478	0.105	50	0.1	0.1	8.418	A
C-AB	63	16	795	0.080	63	0.1	0.1	4.919	A
C-A	362	90			362				
A-B	16	4			16				
A-C	361	90			361				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	61	15	449	0.137	61	0.1	0.2	9.280	A
C-AB	91	23	844	0.108	91	0.1	0.2	4.785	A
C-A	429	107			429				
A-B	19	5			19				
A-C	442	110			442				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	61	15	449	0.137	61	0.2	0.2	9.288	A
C-AB	92	23	844	0.109	92	0.2	0.2	4.792	A
C-A	429	107			429				
A-B	19	5			19				
A-C	442	110			442				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50	13	477	0.105	50	0.2	0.1	8.428	A
C-AB	64	16	795	0.080	64	0.2	0.2	4.928	A
C-A	361	90			361				
A-B	16	4			16				
A-C	361	90			361				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42	10	498	0.084	42	0.1	0.1	7.903	A
C-AB	47	12	761	0.062	48	0.2	0.1	5.045	A
C-A	308	77			308				
A-B	13	3			13				
A-C	302	75			302				

2028 Base + Committed Dev , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2028 Base + Committed Dev	PM	ONE HOUR	17:00	18:30	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	464	100.000
B		ONE HOUR	✓	70	100.000
C		ONE HOUR	✓	518	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	18	446
	B	30	0	40
	C	452	66	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.20	11.75	0.2	B	64	96
C-AB	0.21	5.40	0.5	A	131	196
C-A					345	518
A-B					17	25
A-C					409	614

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	53	13	446	0.118	52	0.0	0.1	9.127	A
C-AB	90	23	763	0.118	89	0.0	0.2	5.343	A
C-A	300	75			300				
A-B	14	3			14				
A-C	336	84			336				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	420	0.150	63	0.1	0.2	10.065	B
C-AB	122	31	797	0.153	122	0.2	0.3	5.338	A
C-A	344	86			344				
A-B	17	4			17				
A-C	401	100			401				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	19	384	0.201	77	0.2	0.2	11.717	B
C-AB	178	45	847	0.210	178	0.3	0.5	5.387	A
C-A	392	98			392				
A-B	20	5			20				
A-C	491	123			491				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	19	384	0.201	77	0.2	0.2	11.746	B
C-AB	179	45	848	0.211	179	0.5	0.5	5.396	A
C-A	392	98			392				
A-B	20	5			20				
A-C	491	123			491				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	420	0.150	63	0.2	0.2	10.096	B
C-AB	123	31	798	0.154	124	0.5	0.4	5.353	A
C-A	343	86			343				
A-B	17	4			17				
A-C	401	100			401				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	53	13	446	0.118	53	0.2	0.1	9.166	A
C-AB	91	23	763	0.119	91	0.4	0.2	5.368	A
C-A	299	75			299				
A-B	14	3			14				
A-C	336	84			336				

2028 Base + Committed Dev + Proposed Dev , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2028 Base + Committed Dev + Proposed Dev	AM	ONE HOUR	08:00	09:30	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	427	100.000
B		ONE HOUR	✓	68	100.000
C		ONE HOUR	✓	480	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	23	404
	B	23	0	45
	C	442	38	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.17	10.22	0.2	B	62	93
C-AB	0.12	5.06	0.3	A	72	109
C-A					368	552
A-B					21	32
A-C					371	556

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	51	13	479	0.106	50	0.0	0.1	8.387	A
C-AB	51	13	763	0.066	50	0.0	0.1	5.050	A
C-A	311	78			311				
A-B	17	4			17				
A-C	304	76			304				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	61	15	458	0.133	61	0.1	0.2	9.069	A
C-AB	68	17	797	0.085	68	0.1	0.2	4.939	A
C-A	363	91			363				
A-B	21	5			21				
A-C	363	91			363				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	427	0.175	74	0.2	0.2	10.205	B
C-AB	98	25	846	0.116	98	0.2	0.3	4.816	A
C-A	430	107			430				
A-B	25	6			25				
A-C	445	111			445				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	427	0.175	75	0.2	0.2	10.219	B
C-AB	99	25	846	0.117	99	0.3	0.3	4.823	A
C-A	430	107			430				
A-B	25	6			25				
A-C	445	111			445				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	61	15	457	0.133	61	0.2	0.2	9.088	A
C-AB	68	17	797	0.086	69	0.3	0.2	4.947	A
C-A	363	91			363				
A-B	21	5			21				
A-C	363	91			363				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	51	13	479	0.106	51	0.2	0.1	8.414	A
C-AB	51	13	763	0.067	51	0.2	0.1	5.062	A
C-A	310	78			310				
A-B	17	4			17				
A-C	304	76			304				

2028 Base + Committed Dev + Proposed Dev , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2028 Base + Committed Dev + Proposed Dev	PM	ONE HOUR	17:00	18:30	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	477	100.000
B		ONE HOUR	✓	78	100.000
C		ONE HOUR	✓	525	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	26	450
	B	36	0	42
	C	455	70	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.23	12.51	0.3	B	72	108
C-AB	0.22	5.48	0.6	A	138	207
C-A					344	515
A-B					24	36
A-C					413	620

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	15	438	0.135	58	0.0	0.2	9.458	A
C-AB	95	24	763	0.125	94	0.0	0.3	5.385	A
C-A	300	75			300				
A-B	20	5			20				
A-C	339	85			339				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	70	18	412	0.171	70	0.2	0.2	10.533	B
C-AB	129	32	798	0.162	129	0.3	0.4	5.392	A
C-A	343	86			343				
A-B	24	6			24				
A-C	405	101			405				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	86	22	374	0.231	86	0.2	0.3	12.476	B
C-AB	189	47	848	0.223	188	0.4	0.6	5.470	A
C-A	389	97			389				
A-B	29	7			29				
A-C	496	124			496				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	86	22	374	0.231	86	0.3	0.3	12.514	B
C-AB	189	47	848	0.223	189	0.6	0.6	5.483	A
C-A	389	97			389				
A-B	29	7			29				
A-C	496	124			496				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	70	18	412	0.171	71	0.3	0.2	10.573	B
C-AB	130	32	798	0.163	131	0.6	0.4	5.409	A
C-A	342	86			342				
A-B	24	6			24				
A-C	405	101			405				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	15	438	0.135	59	0.2	0.2	9.506	A
C-AB	96	24	763	0.126	96	0.4	0.3	5.411	A
C-A	299	75			299				
A-B	20	5			20				
A-C	339	85			339				

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Grassmere Road High Street Junction.j9
Path: P:\23000-23999\23257 - Land at Yatton\01_WIP\CA_Calculation\TP\Modelling
Report generation date: 13/03/2023 15:22:59

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2022 Base							
Stream B-AC	0.2	9.14	0.18	A	0.1	8.53	0.13	A
Stream C-AB	0.1	4.64	0.07	A	0.2	4.64	0.09	A
	2025 Base							
Stream B-AC	0.2	9.40	0.19	A	0.2	8.73	0.14	A
Stream C-AB	0.1	4.60	0.08	A	0.2	4.60	0.10	A
	2025 Base + Committed Dev							
Stream B-AC	0.2	9.51	0.19	A	0.2	8.84	0.14	A
Stream C-AB	0.1	4.53	0.08	A	0.2	4.55	0.10	A
	2025 Base + Committed Dev + Proposed Dev							
Stream B-AC	0.3	10.38	0.24	B	0.2	9.48	0.17	A
Stream C-AB	0.3	4.60	0.11	A	0.4	4.64	0.15	A
	2028 Base							
Stream B-AC	0.2	9.55	0.20	A	0.2	8.84	0.14	A
Stream C-AB	0.2	4.58	0.08	A	0.2	4.58	0.10	A
	2028 Base + Committed Dev							
Stream B-AC	0.2	9.65	0.20	A	0.2	8.96	0.15	A
Stream C-AB	0.2	4.51	0.08	A	0.2	4.53	0.11	A
	2028 Base + Committed Dev + Proposed Dev							
Stream B-AC	0.3	10.55	0.25	B	0.2	9.61	0.18	A
Stream C-AB	0.3	4.58	0.12	A	0.4	4.63	0.16	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	14/02/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	HYDROCK\AnnieChapelton
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	08:00	09:30	15	✓
D2	2022 Base	PM	ONE HOUR	17:00	18:30	15	✓
D3	2025 Base	AM	ONE HOUR	08:00	09:30	15	✓
D4	2025 Base	PM	ONE HOUR	17:00	18:30	15	✓
D5	2025 Base + Committed Dev	AM	ONE HOUR	08:00	09:30	15	✓
D6	2025 Base + Committed Dev	PM	ONE HOUR	17:00	18:30	15	✓
D7	2025 Base + Committed Dev + Proposed Dev	AM	ONE HOUR	08:00	09:30	15	✓
D8	2025 Base + Committed Dev + Proposed Dev	PM	ONE HOUR	17:00	18:30	15	✓
D9	2028 Base	AM	ONE HOUR	08:00	09:30	15	✓
D10	2028 Base	PM	ONE HOUR	17:00	18:30	15	✓
D11	2028 Base + Committed Dev	AM	ONE HOUR	08:00	09:30	15	✓
D12	2028 Base + Committed Dev	PM	ONE HOUR	17:00	18:30	15	✓
D13	2028 Base + Committed Dev + Proposed Dev	AM	ONE HOUR	08:00	09:30	15	✓
D14	2028 Base + Committed Dev + Proposed Dev	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

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

2022 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.03	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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 bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.00			150.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.30	17	17

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	457	0.087	0.220	0.138	0.314
1	B-C	590	0.094	0.239	-	-
1	C-B	661	0.267	0.267	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	08:00	09:30	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	353	100.000
B		ONE HOUR	✓	77	100.000
C		ONE HOUR	✓	470	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	350
	B	4	0	73
	C	444	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.18	9.14	0.2	A	71	106
C-AB	0.07	4.64	0.1	A	47	71
C-A					384	576
A-B					3	4
A-C					321	482

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	14	512	0.113	57	0.0	0.1	7.915	A
C-AB	33	8	810	0.041	33	0.0	0.1	4.630	A
C-A	321	80			321				
A-B	2	0.56			2				
A-C	263	66			263				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	69	17	498	0.139	69	0.1	0.2	8.390	A
C-AB	45	11	843	0.053	44	0.1	0.1	4.508	A
C-A	378	94			378				
A-B	3	0.67			3				
A-C	315	79			315				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	85	21	479	0.177	85	0.2	0.2	9.129	A
C-AB	64	16	889	0.072	64	0.1	0.1	4.358	A
C-A	454	113			454				
A-B	3	0.83			3				
A-C	385	96			385				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	85	21	479	0.177	85	0.2	0.2	9.138	A
C-AB	64	16	889	0.072	64	0.1	0.1	4.365	A
C-A	454	113			454				
A-B	3	0.83			3				
A-C	385	96			385				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	69	17	498	0.139	69	0.2	0.2	8.405	A
C-AB	45	11	843	0.053	45	0.1	0.1	4.518	A
C-A	378	94			378				
A-B	3	0.67			3				
A-C	315	79			315				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	14	512	0.113	58	0.2	0.1	7.938	A
C-AB	33	8	811	0.041	34	0.1	0.1	4.640	A
C-A	320	80			320				
A-B	2	0.56			2				
A-C	263	66			263				

2022 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Base	PM	ONE HOUR	17:00	18:30	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	402	100.000
B		ONE HOUR	✓	57	100.000
C		ONE HOUR	✓	499	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	399
	B	0	0	57
	C	468	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.13	8.53	0.1	A	52	78
C-AB	0.09	4.64	0.2	A	59	88
C-A					399	599
A-B					3	4
A-C					366	549

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	11	518	0.083	43	0.0	0.1	7.566	A
C-AB	41	10	818	0.050	41	0.0	0.1	4.628	A
C-A	335	84			335				
A-B	2	0.56			2				
A-C	300	75			300				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	51	13	504	0.102	51	0.1	0.1	7.945	A
C-AB	55	14	853	0.065	55	0.1	0.1	4.515	A
C-A	393	98			393				
A-B	3	0.67			3				
A-C	359	90			359				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	485	0.129	63	0.1	0.1	8.525	A
C-AB	80	20	902	0.089	80	0.1	0.2	4.379	A
C-A	469	117			469				
A-B	3	0.83			3				
A-C	439	110			439				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	485	0.129	63	0.1	0.1	8.530	A
C-AB	80	20	902	0.089	80	0.2	0.2	4.382	A
C-A	469	117			469				
A-B	3	0.83			3				
A-C	439	110			439				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	51	13	504	0.102	51	0.1	0.1	7.953	A
C-AB	55	14	853	0.065	56	0.2	0.1	4.520	A
C-A	393	98			393				
A-B	3	0.67			3				
A-C	359	90			359				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	11	518	0.083	43	0.1	0.1	7.581	A
C-AB	41	10	819	0.050	41	0.1	0.1	4.635	A
C-A	335	84			335				
A-B	2	0.56			2				
A-C	300	75			300				

2025 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	08:00	09:30	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	373	100.000
B		ONE HOUR	✓	81	100.000
C		ONE HOUR	✓	497	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	370
	B	4	0	77
	C	470	28	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.19	9.40	0.2	A	75	112
C-AB	0.08	4.60	0.1	A	52	78
C-A					404	606
A-B					3	4
A-C					340	510

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	61	15	508	0.121	61	0.0	0.1	8.045	A
C-AB	36	9	820	0.044	36	0.0	0.1	4.592	A
C-A	338	84			338				
A-B	2	0.60			2				
A-C	279	70			279				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	493	0.148	73	0.1	0.2	8.569	A
C-AB	49	12	854	0.057	49	0.1	0.1	4.467	A
C-A	398	99			398				
A-B	3	0.71			3				
A-C	333	83			333				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	22	473	0.190	89	0.2	0.2	9.390	A
C-AB	71	18	904	0.079	71	0.1	0.1	4.317	A
C-A	476	119			476				
A-B	3	0.87			3				
A-C	408	102			408				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	22	473	0.190	90	0.2	0.2	9.402	A
C-AB	71	18	904	0.079	71	0.1	0.1	4.323	A
C-A	476	119			476				
A-B	3	0.87			3				
A-C	408	102			408				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	493	0.148	73	0.2	0.2	8.583	A
C-AB	49	12	855	0.057	49	0.1	0.1	4.478	A
C-A	398	99			398				
A-B	3	0.71			3				
A-C	333	83			333				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	61	15	508	0.121	61	0.2	0.1	8.071	A
C-AB	37	9	820	0.045	37	0.1	0.1	4.601	A
C-A	338	84			338				
A-B	2	0.60			2				
A-C	279	70			279				

2025 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	17:00	18:30	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	425	100.000
B		ONE HOUR	✓	60	100.000
C		ONE HOUR	✓	528	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	422
	B	0	0	60
	C	495	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.14	8.73	0.2	A	55	83
C-AB	0.10	4.60	0.2	A	65	98
C-A					419	629
A-B					3	4
A-C					387	581

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	11	514	0.088	45	0.0	0.1	7.671	A
C-AB	45	11	828	0.054	45	0.0	0.1	4.592	A
C-A	352	88			352				
A-B	2	0.60			2				
A-C	318	79			318				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	14	499	0.109	54	0.1	0.1	8.087	A
C-AB	61	15	865	0.070	61	0.1	0.1	4.475	A
C-A	414	103			414				
A-B	3	0.71			3				
A-C	379	95			379				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	17	479	0.139	66	0.1	0.2	8.728	A
C-AB	89	22	918	0.097	89	0.1	0.2	4.344	A
C-A	492	123			492				
A-B	3	0.87			3				
A-C	465	116			465				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	17	479	0.139	66	0.2	0.2	8.731	A
C-AB	89	22	918	0.097	89	0.2	0.2	4.347	A
C-A	492	123			492				
A-B	3	0.87			3				
A-C	465	116			465				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	14	499	0.109	54	0.2	0.1	8.097	A
C-AB	61	15	865	0.071	61	0.2	0.1	4.481	A
C-A	413	103			413				
A-B	3	0.71			3				
A-C	379	95			379				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	11	514	0.088	45	0.1	0.1	7.686	A
C-AB	45	11	829	0.054	45	0.1	0.1	4.597	A
C-A	352	88			352				
A-B	2	0.60			2				
A-C	318	79			318				

2025 Base + Committed Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 Base + Committed Dev	AM	ONE HOUR	08:00	09:30	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	396	100.000
B		ONE HOUR	✓	81	100.000
C		ONE HOUR	✓	521	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	392
	B	4	0	77
	C	494	28	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.19	9.51	0.2	A	75	112
C-AB	0.08	4.53	0.1	A	54	81
C-A					424	636
A-B					3	4
A-C					360	540

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	61	15	505	0.121	61	0.0	0.1	8.096	A
C-AB	37	9	833	0.045	37	0.0	0.1	4.523	A
C-A	355	89			355				
A-B	2	0.60			2				
A-C	295	74			295				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	490	0.150	73	0.1	0.2	8.638	A
C-AB	51	13	870	0.058	50	0.1	0.1	4.392	A
C-A	418	104			418				
A-B	3	0.71			3				
A-C	353	88			353				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	22	468	0.191	89	0.2	0.2	9.494	A
C-AB	74	18	924	0.080	74	0.1	0.1	4.237	A
C-A	500	125			500				
A-B	3	0.87			3				
A-C	432	108			432				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	22	468	0.191	90	0.2	0.2	9.506	A
C-AB	74	18	924	0.080	74	0.1	0.1	4.239	A
C-A	500	125			500				
A-B	3	0.87			3				
A-C	432	108			432				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	490	0.150	73	0.2	0.2	8.653	A
C-AB	51	13	870	0.058	51	0.1	0.1	4.395	A
C-A	418	104			418				
A-B	3	0.71			3				
A-C	353	88			353				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	61	15	505	0.121	61	0.2	0.1	8.121	A
C-AB	38	9	833	0.045	38	0.1	0.1	4.529	A
C-A	355	89			355				
A-B	2	0.60			2				
A-C	295	74			295				

2025 Base + Committed Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Base + Committed Dev	PM	ONE HOUR	17:00	18:30	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	447	100.000
B		ONE HOUR	✓	60	100.000
C		ONE HOUR	✓	553	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	443
	B	0	0	60
	C	520	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.14	8.84	0.2	A	55	83
C-AB	0.10	4.55	0.2	A	68	102
C-A					439	659
A-B					3	4
A-C					407	610

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	11	510	0.089	45	0.0	0.1	7.731	A
C-AB	46	12	838	0.055	46	0.0	0.1	4.543	A
C-A	370	92			370				
A-B	2	0.60			2				
A-C	334	83			334				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	14	495	0.110	54	0.1	0.1	8.167	A
C-AB	63	16	877	0.072	63	0.1	0.1	4.424	A
C-A	434	108			434				
A-B	3	0.71			3				
A-C	399	100			399				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	17	473	0.140	66	0.1	0.2	8.835	A
C-AB	94	23	934	0.100	93	0.1	0.2	4.287	A
C-A	515	129			515				
A-B	3	0.87			3				
A-C	488	122			488				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	17	473	0.140	66	0.2	0.2	8.845	A
C-AB	94	23	934	0.101	94	0.2	0.2	4.290	A
C-A	515	129			515				
A-B	3	0.87			3				
A-C	488	122			488				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	14	495	0.110	54	0.2	0.1	8.177	A
C-AB	63	16	878	0.072	64	0.2	0.1	4.428	A
C-A	433	108			433				
A-B	3	0.71			3				
A-C	399	100			399				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	11	510	0.089	45	0.1	0.1	7.746	A
C-AB	47	12	838	0.055	47	0.1	0.1	4.548	A
C-A	370	92			370				
A-B	2	0.60			2				
A-C	334	83			334				

2025 Base + Committed Dev + Proposed Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 Base + Committed Dev + Proposed Dev	AM	ONE HOUR	08:00	09:30	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	417	100.000
B		ONE HOUR	✓	100	100.000
C		ONE HOUR	✓	544	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	5	412
	B	7	0	93
	C	506	38	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.24	10.38	0.3	B	92	138
C-AB	0.11	4.60	0.3	A	76	114
C-A					423	635
A-B					4	6
A-C					378	567

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	497	0.151	75	0.0	0.2	8.513	A
C-AB	52	13	836	0.063	52	0.0	0.1	4.592	A
C-A	357	89			357				
A-B	4	0.89			4				
A-C	310	78			310				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	22	480	0.187	90	0.2	0.2	9.211	A
C-AB	71	18	874	0.081	71	0.1	0.2	4.483	A
C-A	418	104			418				
A-B	4	1			4				
A-C	370	93			370				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	28	457	0.241	110	0.2	0.3	10.355	B
C-AB	105	26	929	0.113	104	0.2	0.3	4.366	A
C-A	494	124			494				
A-B	5	1			5				
A-C	454	113			454				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	28	457	0.241	110	0.3	0.3	10.376	B
C-AB	105	26	929	0.113	105	0.3	0.3	4.370	A
C-A	494	124			494				
A-B	5	1			5				
A-C	454	113			454				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	22	480	0.187	90	0.3	0.2	9.238	A
C-AB	71	18	874	0.082	72	0.3	0.2	4.491	A
C-A	418	104			418				
A-B	4	1			4				
A-C	370	93			370				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	497	0.152	75	0.2	0.2	8.551	A
C-AB	53	13	836	0.063	53	0.2	0.1	4.599	A
C-A	357	89			357				
A-B	4	0.89			4				
A-C	310	78			310				

2025 Base + Committed Dev + Proposed Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025 Base + Committed Dev + Proposed Dev	PM	ONE HOUR	17:00	18:30	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	462	100.000
B		ONE HOUR	✓	73	100.000
C		ONE HOUR	✓	585	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	5	457
	B	2	0	71
	C	538	47	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.17	9.48	0.2	A	67	101
C-AB	0.15	4.64	0.4	A	101	152
C-A					436	653
A-B					5	7
A-C					419	629

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	55	14	501	0.110	55	0.0	0.1	8.059	A
C-AB	69	17	845	0.081	68	0.0	0.2	4.632	A
C-A	372	93			372				
A-B	4	1			4				
A-C	344	86			344				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	16	484	0.136	66	0.1	0.2	8.604	A
C-AB	94	24	886	0.107	94	0.2	0.2	4.549	A
C-A	432	108			432				
A-B	5	1			5				
A-C	411	103			411				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	80	20	460	0.175	80	0.2	0.2	9.471	A
C-AB	141	35	945	0.149	140	0.2	0.4	4.480	A
C-A	504	126			504				
A-B	6	1			6				
A-C	503	126			503				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	80	20	460	0.175	80	0.2	0.2	9.479	A
C-AB	141	35	945	0.149	141	0.4	0.4	4.487	A
C-A	503	126			503				
A-B	6	1			6				
A-C	503	126			503				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	16	484	0.136	66	0.2	0.2	8.620	A
C-AB	95	24	886	0.107	95	0.4	0.2	4.560	A
C-A	431	108			431				
A-B	5	1			5				
A-C	411	103			411				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	55	14	501	0.110	55	0.2	0.1	8.082	A
C-AB	69	17	845	0.082	69	0.2	0.2	4.645	A
C-A	372	93			372				
A-B	4	1			4				
A-C	344	86			344				

2028 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2028 Base	AM	ONE HOUR	08:00	09:30	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	384	100.000
B		ONE HOUR	✓	84	100.000
C		ONE HOUR	✓	512	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	381
	B	4	0	79
	C	483	28	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.20	9.55	0.2	A	77	115
C-AB	0.08	4.58	0.2	A	55	82
C-A					414	622
A-B					3	4
A-C					350	524

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	506	0.125	63	0.0	0.1	8.117	A
C-AB	38	10	825	0.046	38	0.0	0.1	4.572	A
C-A	347	87			347				
A-B	2	0.61			2				
A-C	287	72			287				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	490	0.154	75	0.1	0.2	8.667	A
C-AB	52	13	861	0.060	51	0.1	0.1	4.446	A
C-A	408	102			408				
A-B	3	0.73			3				
A-C	342	86			342				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	23	469	0.197	92	0.2	0.2	9.537	A
C-AB	75	19	912	0.082	75	0.1	0.2	4.296	A
C-A	488	122			488				
A-B	4	0.90			4				
A-C	419	105			419				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	23	469	0.197	92	0.2	0.2	9.548	A
C-AB	75	19	912	0.082	75	0.2	0.2	4.303	A
C-A	488	122			488				
A-B	4	0.90			4				
A-C	419	105			419				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	490	0.154	76	0.2	0.2	8.684	A
C-AB	52	13	861	0.060	52	0.2	0.1	4.459	A
C-A	408	102			408				
A-B	3	0.73			3				
A-C	342	86			342				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	506	0.125	63	0.2	0.1	8.144	A
C-AB	38	10	825	0.046	38	0.1	0.1	4.583	A
C-A	347	87			347				
A-B	2	0.61			2				
A-C	287	72			287				

2028 Base , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2028 Base	PM	ONE HOUR	17:00	18:30	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	438	100.000
B		ONE HOUR	✓	62	100.000
C		ONE HOUR	✓	543	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	434
	B	0	0	62
	C	509	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.14	8.84	0.2	A	57	85
C-AB	0.10	4.58	0.2	A	69	103
C-A					430	645
A-B					3	4
A-C					398	598

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	12	512	0.091	46	0.0	0.1	7.729	A
C-AB	47	12	834	0.056	47	0.0	0.1	4.573	A
C-A	362	90			362				
A-B	2	0.61			2				
A-C	327	82			327				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	56	14	496	0.112	56	0.1	0.1	8.164	A
C-AB	64	16	872	0.074	64	0.1	0.1	4.458	A
C-A	424	106			424				
A-B	3	0.73			3				
A-C	390	98			390				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	17	475	0.144	68	0.1	0.2	8.834	A
C-AB	95	24	927	0.102	94	0.1	0.2	4.325	A
C-A	503	126			503				
A-B	4	0.90			4				
A-C	478	120			478				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	17	475	0.144	68	0.2	0.2	8.841	A
C-AB	95	24	927	0.102	95	0.2	0.2	4.329	A
C-A	503	126			503				
A-B	4	0.90			4				
A-C	478	120			478				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	56	14	496	0.112	56	0.2	0.1	8.175	A
C-AB	64	16	872	0.074	65	0.2	0.1	4.464	A
C-A	424	106			424				
A-B	3	0.73			3				
A-C	390	98			390				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	12	512	0.091	47	0.1	0.1	7.744	A
C-AB	47	12	834	0.057	47	0.1	0.1	4.579	A
C-A	362	90			362				
A-B	2	0.61			2				
A-C	327	82			327				

2028 Base + Committed Dev , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2028 Base + Committed Dev	AM	ONE HOUR	08:00	09:30	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	406	100.000
B		ONE HOUR	✓	84	100.000
C		ONE HOUR	✓	536	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	403
	B	4	0	79
	C	507	28	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.20	9.65	0.2	A	77	115
C-AB	0.08	4.51	0.2	A	57	85
C-A					435	652
A-B					3	4
A-C					370	555

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	503	0.125	63	0.0	0.1	8.166	A
C-AB	39	10	838	0.047	39	0.0	0.1	4.503	A
C-A	364	91			364				
A-B	2	0.61			2				
A-C	303	76			303				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	487	0.155	75	0.1	0.2	8.739	A
C-AB	53	13	877	0.061	53	0.1	0.1	4.371	A
C-A	428	107			428				
A-B	3	0.73			3				
A-C	362	91			362				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	23	465	0.198	92	0.2	0.2	9.641	A
C-AB	78	20	932	0.084	78	0.1	0.2	4.215	A
C-A	512	128			512				
A-B	4	0.90			4				
A-C	444	111			444				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	23	465	0.198	92	0.2	0.2	9.654	A
C-AB	78	20	932	0.084	78	0.2	0.2	4.219	A
C-A	511	128			511				
A-B	4	0.90			4				
A-C	444	111			444				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	487	0.155	76	0.2	0.2	8.752	A
C-AB	53	13	877	0.061	54	0.2	0.1	4.377	A
C-A	428	107			428				
A-B	3	0.73			3				
A-C	362	91			362				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	503	0.126	63	0.2	0.1	8.195	A
C-AB	39	10	838	0.047	39	0.1	0.1	4.507	A
C-A	364	91			364				
A-B	2	0.61			2				
A-C	303	76			303				

2028 Base + Committed Dev , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2028 Base + Committed Dev	PM	ONE HOUR	17:00	18:30	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	459	100.000
B		ONE HOUR	✓	62	100.000
C		ONE HOUR	✓	568	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	456
	B	0	0	62
	C	534	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.15	8.96	0.2	A	57	85
C-AB	0.11	4.53	0.2	A	72	107
C-A					450	674
A-B					3	4
A-C					418	627

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	12	508	0.092	46	0.0	0.1	7.790	A
C-AB	49	12	844	0.058	48	0.0	0.1	4.525	A
C-A	379	95			379				
A-B	2	0.61			2				
A-C	343	86			343				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	56	14	492	0.113	56	0.1	0.1	8.246	A
C-AB	67	17	884	0.075	66	0.1	0.1	4.405	A
C-A	444	111			444				
A-B	3	0.73			3				
A-C	410	102			410				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	17	470	0.145	68	0.1	0.2	8.951	A
C-AB	99	25	942	0.105	99	0.1	0.2	4.271	A
C-A	526	132			526				
A-B	4	0.90			4				
A-C	502	125			502				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	17	470	0.145	68	0.2	0.2	8.958	A
C-AB	99	25	943	0.106	99	0.2	0.2	4.273	A
C-A	526	131			526				
A-B	4	0.90			4				
A-C	502	125			502				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	56	14	492	0.113	56	0.2	0.1	8.257	A
C-AB	67	17	884	0.076	67	0.2	0.1	4.410	A
C-A	444	111			444				
A-B	3	0.73			3				
A-C	410	102			410				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	12	508	0.092	47	0.1	0.1	7.807	A
C-AB	49	12	844	0.058	49	0.1	0.1	4.530	A
C-A	379	95			379				
A-B	2	0.61			2				
A-C	343	86			343				

2028 Base + Committed Dev + Proposed Dev , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2028 Base + Committed Dev + Proposed Dev	AM	ONE HOUR	08:00	09:30	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	428	100.000
B		ONE HOUR	✓	102	100.000
C		ONE HOUR	✓	558	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	5	423
	B	7	0	96
	C	520	39	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.25	10.55	0.3	B	94	141
C-AB	0.12	4.58	0.3	A	80	119
C-A					433	649
A-B					4	7
A-C					388	582

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	19	495	0.156	76	0.0	0.2	8.591	A
C-AB	54	14	841	0.065	54	0.0	0.1	4.573	A
C-A	366	92			366				
A-B	4	0.90			4				
A-C	318	80			318				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	23	478	0.193	92	0.2	0.2	9.323	A
C-AB	74	19	881	0.084	74	0.1	0.2	4.464	A
C-A	428	107			428				
A-B	4	1			4				
A-C	380	95			380				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	113	28	454	0.248	112	0.2	0.3	10.530	B
C-AB	110	27	938	0.117	109	0.2	0.3	4.349	A
C-A	505	126			505				
A-B	5	1			5				
A-C	466	116			466				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	113	28	454	0.248	113	0.3	0.3	10.553	B
C-AB	110	27	938	0.117	110	0.3	0.3	4.354	A
C-A	505	126			505				
A-B	5	1			5				
A-C	466	116			466				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	23	478	0.193	92	0.3	0.2	9.351	A
C-AB	75	19	881	0.085	75	0.3	0.2	4.471	A
C-A	428	107			428				
A-B	4	1			4				
A-C	380	95			380				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	19	495	0.156	77	0.2	0.2	8.629	A
C-AB	55	14	841	0.065	55	0.2	0.1	4.581	A
C-A	366	91			366				
A-B	4	0.90			4				
A-C	318	80			318				

2028 Base + Committed Dev + Proposed Dev , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2028 Base + Committed Dev + Proposed Dev	PM	ONE HOUR	17:00	18:30	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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	475	100.000
B		ONE HOUR	✓	75	100.000
C		ONE HOUR	✓	601	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	5	469
	B	2	0	73
	C	552	48	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.18	9.61	0.2	A	69	103
C-AB	0.16	4.63	0.4	A	106	159
C-A					445	668
A-B					5	8
A-C					431	646

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	56	14	499	0.113	56	0.0	0.1	8.123	A
C-AB	71	18	851	0.084	71	0.0	0.2	4.615	A
C-A	381	95			381				
A-B	4	1			4				
A-C	353	88			353				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	67	17	481	0.140	67	0.1	0.2	8.691	A
C-AB	99	25	893	0.110	98	0.2	0.2	4.535	A
C-A	441	110			441				
A-B	5	1			5				
A-C	422	105			422				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	82	21	457	0.180	82	0.2	0.2	9.599	A
C-AB	148	37	954	0.155	147	0.2	0.4	4.473	A
C-A	513	128			513				
A-B	6	2			6				
A-C	517	129			517				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	82	21	457	0.180	82	0.2	0.2	9.610	A
C-AB	148	37	954	0.156	148	0.4	0.4	4.480	A
C-A	513	128			513				
A-B	6	2			6				
A-C	517	129			517				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	67	17	481	0.140	67	0.2	0.2	8.707	A
C-AB	99	25	893	0.111	100	0.4	0.3	4.547	A
C-A	441	110			441				
A-B	5	1			5				
A-C	422	105			422				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	56	14	499	0.113	56	0.2	0.1	8.146	A
C-AB	72	18	851	0.084	72	0.3	0.2	4.629	A
C-A	380	95			380				
A-B	4	1			4				
A-C	353	88			353				

Appendix H Distribution Model

Project	Title
Land at Yatton	Trip Distribution: 2011 Census Travel to Work (WU03EW)
Job Number	**Drawn by**
23257	Ysabella Sach
Date	**Reference**
01/11/2022	23257-HYD-XX-XX-CA-TP-0001-P01

			Southern Access (Chescombe Road Via Rectory Farm)								Northern Access (Shiners Elms)							
			Travelling North				Travelling South				Travelling North				Travelling South			
place of work	**Driving a car or van**		**Mendip Road-Heathgate-High Street**		**Chescombe Road - High Street**		**Mendip Road-High Street**		**Chescombe Road - High Street**		**Mendip Road - The Ridge - Ashleigh Road-Grassmere Rd**		**Mendip Road - Heathgate**		**Mendip Road - The Ridge - Ashleigh Road-Grassmere Rd**		**Mendip Road - Heathgate**	
TOTAL	**2,706**	**100%**		**6%**		**6%**		**18%**		**14%**		**27%**		**21%**		**4%**		**4%**
E02003065 : North Somerset 001	33	1.22%	10%	0.12%	10%	0.1%	0%	0.0%	0%	0.00%	45%	0.5%	35%	0.4%	0%	0.0%	0%	0.0%
E02003066 : North Somerset 002	26	0.96%	10%	0.10%	10%	0.1%	0%	0.0%	0%	0.00%	45%	0.4%	35%	0.3%	0%	0.0%	0%	0.0%
E02003067 : North Somerset 003	39	1.44%	10%	0.14%	10%	0.1%	0%	0.0%	0%	0.00%	45%	0.6%	35%	0.5%	0%	0.0%	0%	0.0%
E02003068 : North Somerset 004	45	1.66%	5%	0.08%	5%	0.1%	23%	0.4%	18%	0.29%	23%	0.4%	18%	0.3%	5%	0.1%	5%	0.1%
E02003069 : North Somerset 005	71	2.62%	10%	0.26%	10%	0.3%	0%	0.0%	0%	0.00%	45%	1.2%	35%	0.9%	0%	0.0%	0%	0.0%
E02003070 : North Somerset 006	75	2.77%	0%	0.00%	0%	0.0%	45%	1.2%	35%	0.97%	0%	0.0%	0%	0.0%	10%	0.3%	10%	0.3%
E02003071 : North Somerset 007	125	4.62%	10%	0.46%	10%	0.5%	0%	0.0%	0%	0.00%	45%	2.1%	35%	1.6%	0%	0.0%	0%	0.0%
E02003072 : North Somerset 008	67	2.48%	5%	0.12%	5%	0.1%	23%	0.6%	18%	0.43%	23%	0.6%	18%	0.4%	5%	0.1%	5%	0.1%
E02003073 : North Somerset 009	25	0.92%	10%	0.09%	10%	0.1%	0%	0.0%	0%	0.00%	45%	0.4%	35%	0.3%	0%	0.0%	0%	0.0%
E02003074 : North Somerset 010	55	2.03%	10%	0.20%	10%	0.2%	0%	0.0%	0%	0.00%	45%	0.9%	35%	0.7%	0%	0.0%	0%	0.0%
E02003075 : North Somerset 011	68	2.51%	5%	0.13%	5%	0.1%	23%	0.6%	18%	0.44%	23%	0.6%	18%	0.4%	5%	0.1%	5%	0.1%
E02003076 : North Somerset 012	327	12.08%	5%	0.60%	5%	0.6%	23%	2.7%	18%	2.11%	23%	2.7%	18%	2.1%	5%	0.6%	5%	0.6%
E02003077 : North Somerset 013	93	3.44%	0%	0.00%	0%	0.0%	45%	1.5%	35%	1.20%	0%	0.0%	0%	0.0%	10%	0.3%	10%	0.3%
E02003078 : North Somerset 014	105	3.88%	0%	0.00%	0%	0.0%	45%	1.7%	35%	1.36%	0%	0.0%	0%	0.0%	10%	0.4%	10%	0.4%
E02003079 : North Somerset 015	7	0.26%	0%	0.00%	0%	0.0%	45%	0.1%	35%	0.09%	0%	0.0%	0%	0.0%	10%	0.0%	10%	0.0%
E02003080 : North Somerset 016	17	0.63%	0%	0.00%	0%	0.0%	45%	0.3%	35%	0.22%	0%	0.0%	0%	0.0%	10%	0.1%	10%	0.1%
E02003081 : North Somerset 017	16	0.59%	0%	0.00%	0%	0.0%	45%	0.3%	35%	0.21%	0%	0.0%	0%	0.0%	10%	0.1%	10%	0.1%
E02003082 : North Somerset 018	19	0.70%	0%	0.00%	0%	0.0%	45%	0.3%	35%	0.25%	0%	0.0%	0%	0.0%	10%	0.1%	10%	0.1%
E02003084 : North Somerset 020	41	1.52%	0%	0.00%	0%	0.0%	45%	0.7%	35%	0.53%	0%	0.0%	0%	0.0%	10%	0.2%	10%	0.2%
E02003085 : North Somerset 021	24	0.89%	0%	0.00%	0%	0.0%	45%	0.4%	35%	0.31%	0%	0.0%	0%	0.0%	10%	0.1%	10%	0.1%
E02003086 : North Somerset 022	4	0.15%	0%	0.00%	0%	0.0%	45%	0.1%	35%	0.05%	0%	0.0%	0%	0.0%	10%	0.0%	10%	0.0%
E02003087 : North Somerset 023	8	0.30%	0%	0.00%	0%	0.0%	45%	0.1%	35%	0.10%	0%	0.0%	0%	0.0%	10%	0.0%	10%	0.0%
E02003088 : North Somerset 024	78	2.88%	0%	0.00%	0%	0.0%	45%	1.3%	35%	1.01%	0%	0.0%	0%	0.0%	10%	0.3%	10%	0.3%
E02003089 : North Somerset 025	34	1.26%	0%	0.00%	0%	0.0%	45%	0.6%	35%	0.44%	0%	0.0%	0%	0.0%	10%	0.1%	10%	0.1%
E02006845 : North Somerset 026	25	0.92%	0%	0.00%	0%	0.0%	45%	0.4%	35%	0.32%	0%	0.0%	0%	0.0%	10%	0.1%	10%	0.1%
E02006846 : North Somerset 027	24	0.89%	0%	0.00%	0%	0.0%	45%	0.4%	35%	0.31%	0%	0.0%	0%	0.0%	10%	0.1%	10%	0.1%
Bath and North East Somerset	34	1.26%	0%	0.00%	0%	0.0%	45%	0.6%	35%	0.44%	0%	0.0%	0%	0.0%	10%	0.1%	10%	0.1%
Bournemouth	0	0.00%	0%	0.00%	0%	0.0%	45%	0.0%	35%	0.00%	0%	0.0%	0%	0.0%	10%	0.0%	10%	0.0%
Bristol, City of	712	26.31%	10%	2.63%	10%	2.6%	0%	0.0%	0%	0.00%	45%	11.8%	35%	9.2%	0%	0.0%	0%	0.0%
Cheltenham	3	0.11%	10%	0.01%	10%	0.0%	0%	0.0%	0%	0.00%	45%	0.0%	35%	0.0%	0%	0.0%	0%	0.0%
Christchurch	0	0.00%	0%	0.00%	0%	0.0%	45%	0.0%	35%	0.00%	0%	0.0%	0%	0.0%	10%	0.0%	10%	0.0%
Cornwall,Isles of Scilly	0	0.00%	0%	0.00%	0%	0.0%	45%	0.0%	35%	0.00%	0%	0.0%	0%	0.0%	10%	0.0%	10%	0.0%
Cotswold	1	0.04%	10%	0.00%	10%	0.0%	0%	0.0%	0%	0.00%	45%	0.0%	35%	0.0%	0%	0.0%	0%	0.0%
East Devon	1	0.04%	0%	0.00%	0%	0.0%	45%	0.0%	35%	0.01%	0%	0.0%	0%	0.0%	10%	0.0%	10%	0.0%
East Dorset	0	0.00%	0%	0.00%	0%	0.0%	45%	0.0%	35%	0.00%	0%	0.0%	0%	0.0%	10%	0.0%	10%	0.0%
Exeter	3	0.11%	0%	0.00%	0%	0.0%	45%	0.0%	35%	0.04%	0%	0.0%	0%	0.0%	10%	0.0%	10%	0.0%
Forest of Dean	1	0.04%	10%	0.00%	10%	0.0%	0%	0.0%	0%	0.00%	45%	0.0%	35%	0.0%	0%	0.0%	0%	0.0%
Gloucester	2	0.07%	10%	0.01%	10%	0.0%	0%	0.0%	0%	0.00%	45%	0.0%	35%	0.0%	0%	0.0%	0%	0.0%
Mendip	10	0.37%	0%	0.00%	0%	0.0%	45%	0.2%	35%	0.13%	0%	0.0%	0%	0.0%	10%	0.0%	10%	0.0%
Mid Devon	0	0.00%	0%	0.00%	0%	0.0%	45%	0.0%	35%	0.00%	0%	0.0%	0%	0.0%	10%	0.0%	10%	0.0%
North Devon	1	0.04%	0%	0.00%	0%	0.0%	45%	0.0%	35%	0.01%	0%	0.0%	0%	0.0%	10%	0.0%	10%	0.0%
North Dorset	0	0.00%	0%	0.00%	0%	0.0%	45%	0.0%	35%	0.00%	0%	0.0%	0%	0.0%	10%	0.0%	10%	0.0%
Plymouth	2	0.07%	0%	0.00%	0%	0.0%	45%	0.0%	35%	0.03%	0%	0.0%	0%	0.0%	10%	0.0%	10%	0.0%
Poole	0	0.00%	0%	0.00%	0%	0.0%	45%	0.0%	35%	0.00%	0%	0.0%	0%	0.0%	10%	0.0%	10%	0.0%
Purbeck	2	0.07%	0%	0.00%	0%	0.0%	45%	0.0%	35%	0.03%	0%	0.0%	0%	0.0%	10%	0.0%	10%	0.0%
Sedgemoor	46	1.70%	0%	0.00%	0%	0.0%	45%	0.8%	35%	0.59%	0%	0.0%	0%	0.0%	10%	0.2%	10%	0.2%
South Gloucestershire	288	10.64%	5%	0.53%	5%	0.5%	23%	2.4%	18%	1.86%	23%	2.4%	18%	1.9%	5%	0.5%	5%	0.5%
South Hams	1	0.04%	0%	0.00%	0%	0.0%	45%	0.0%	35%	0.01%	0%	0.0%	0%	0.0%	10%	0.0%	10%	0.0%
South Somerset	2	0.07%	0%	0.00%	0%	0.0%	45%	0.0%	35%	0.03%	0%	0.0%	0%	0.0%	10%	0.0%	10%	0.0%
Stroud	4	0.15%	10%	0.01%	10%	0.0%	0%	0.0%	0%	0.00%	45%	0.1%	35%	0.1%	0%	0.0%	0%	0.0%
Swindon	9	0.33%	10%	0.03%	10%	0.0%	0%	0.0%	0%	0.00%	45%	0.1%	35%	0.1%	0%	0.0%	0%	0.0%
Taunton Deane	9	0.33%	0%	0.00%	0%	0.0%	45%	0.1%	35%	0.12%	0%	0.0%	0%	0.0%	10%	0.0%	10%	0.0%
Tewkesbury	4	0.15%	10%	0.01%	10%	0.0%	0%	0.0%	0%	0.00%	45%	0.1%	35%	0.1%	0%	0.0%	0%	0.0%
Torbay	1	0.04%	0%	0.00%	0%	0.0%	45%	0.0%	35%	0.01%	0%	0.0%	0%	0.0%	10%	0.0%	10%	0.0%
Torridge	1	0.04%	0%	0.00%	0%	0.0%	45%	0.0%	35%	0.01%	0%	0.0%	0%	0.0%	10%	0.0%	10%	0.0%
Weymouth and Portland	1	0.04%	0%	0.00%	0%	0.0%	45%	0.0%	35%	0.01%	0%	0.0%	0%	0.0%	10%	0.0%	10%	0.0%
Wiltshire	12	0.44%	5%	0.02%	5%	0.0%	23%	0.1%	18%	0.08%	23%	0.1%	18%	0.1%	5%	0.0%	5%	0.0%
East	9	0.33%	10%	0.03%	10%	0.0%	0%	0.0%	0%	0.00%	45%	0.1%	35%	0.1%	0%	0.0%	0%	0.0%
East Midlands	4	0.15%	10%	0.01%	10%	0.0%	0%	0.0%	0%	0.00%	45%	0.1%	35%	0.1%	0%	0.0%	0%	0.0%
London	11	0.41%	10%	0.04%	10%	0.0%	0%	0.0%	0%	0.00%	45%	0.2%	35%	0.1%	0%	0.0%	0%	0.0%
North East	0	0.00%	10%	0.00%	10%	0.0%	0%	0.0%	0%	0.00%	45%	0.0%	35%	0.0%	0%	0.0%	0%	0.0%
North West	9	0.33%	10%	0.03%	10%	0.0%	0%	0.0%	0%	0.00%	45%	0.1%	35%	0.1%	0%	0.0%	0%	0.0%
Northern Ireland	1	0.04%	10%	0.00%	10%	0.0%	0%	0.0%	0%	0.00%	45%	0.0%	35%	0.0%	0%	0.0%	0%	0.0%
Scotland	2	0.07%	10%	0.01%	10%	0.0%	0%	0.0%	0%	0.00%	45%	0.0%	35%	0.0%	0%	0.0%	0%	0.0%
South East	23	0.85%	10%	0.08%	10%	0.1%	0%	0.0%	0%	0.00%	45%	0.4%	35%	0.3%	0%	0.0%	0%	0.0%
Wales	19	0.70%	10%	0.07%	10%	0.1%	0%	0.0%	0%	0.00%	45%	0.3%	35%	0.2%	0%	0.0%	0%	0.0%
West Midlands	18	0.67%	10%	0.07%	10%	0.1%	0%	0.0%	0%	0.00%	45%	0.3%	35%	0.2%	0%	0.0%	0%	0.0%
Yorkshire and The Humber	9	0.33%	10%	0.03%	10%	0.0%	0%	0.0%	0%	0.00%	45%	0.1%	35%	0.1%	0%	0.0%	0%	0.0%