



Little Corby Road, Warwick Bridge (A084131-8)

Vehicular Access Appraisal – 6 November 2015

1. Introduction

- 1.1 WYG has been appointed by North Associates Ltd to advise on the likely transport and highways implications of a proposed residential development on parcel of land ('the site') located within Little Corby, Warwick Bridge.
- 1.2 The site is currently undeveloped agricultural land and is located to the east of Little Corby Road, just north of the existing built up area of Warwick Bridge. The development proposals are to deliver up to 120 residential dwellings with a single vehicular-only access located off Little Corby Road. Pedestrian access will be provided via Hurley Road.
- 1.3 This Technical Note assesses the suitability of providing a single vehicular-only access off Little Corby Road, specifically considering the following highways aspects:
 - Site Access Junction
 - HGV Movements
 - Junction Capacity
- 1.4 The note concludes that a suitable site access can be delivered that accords with relevant guidance. It also demonstrates that Little Corby Road is suitable to accommodate HGVs associated with the development and that with the development in place there will not be any severe impacts associated with the operation of junctions on the local highway network.

2. Site Access Layout

- 2.1 A site access junction has been designed with geometry in accordance with the guidance set out in Design Manual for Roads and Bridges (DMRB). A preliminary design of a site access is shown in **Appendix A** which has a 7.5m carriageway and 10m radii.
- 2.2 The location of the site access has been chosen to provide the optimum position in terms of lateral visibility.



- 2.3 A 30mph speed limit is in place on Little Corby Road south of the proposed site access and so lateral visibility splays can be derived from Manual for Streets (MfS). Looking south, a visibility splay of 2.4x86m can be achieved which more than satisfies the guidance set out in MfS.
- 2.4 North of the proposed site access, Little Corby Road is derestricted. The required lateral visibility splay to the north of the site access has been calculated from recorded observed speeds obtained through an ATC traffic survey. The recorded 85th percentile speeds for southbound vehicles is 43.8mph. A visibility splay of 2.4x215m can be achieved which satisfies standards set out in DMRB.
- 2.5 The ATC survey data is contained in **Appendix B**.

3. HGV Movements

- 3.1 South of the proposed site access, Little Corby Road narrows over a short section to a width of less than 5.5m. The width of the carriageway is unlikely to be able to accommodate the passing of two HGVs and this could be perceived as a possible constraint to development at the site, both in terms of the construction period and during the operational phase.
- 3.2 The ATC traffic survey (contained in **Appendix B**) that was undertaken on Little Corby Road. confirms that on an average weekday, HGV flows are as follows:
- Northbound - 36 vehicles per day
 - Southbound – 39 vehicles per day
- 3.3 This data demonstrates that Little Corby Road is suitable to accommodate two way HGV movements.
- 3.4 During the construction phase, a traffic management strategy can applied to construction traffic to ensure that HGV delivery vehicles do not pass each other in the narrow section of Little Corby Road.
- 3.5 Additionally, a Construction Traffic Management Plan (CTMP) will normally need to be approved by the Local Planning Authority prior to the commencement of the construction phase. The CTMP will specify routes that delivery vehicles should take, the times that



deliveries can be carried out and if required, it will identify any mitigation measures that can be implemented to reduce the environmental impacts of construction traffic (e.g. wheel washing, dust control measures etc).

3.6 During the operational phase, the number of additional HGV movements generated by the residential development will be minimal, comprising refuse collection and occasional deliveries.

4. Junction Capacity

4.1 Junction capacity assessments have been undertaken at the following junctions:

- Proposed site access / Little Corby Road
- A69 / Corby Hill signalised junction
- Little Corby Road / A69 priority junction

4.2 Flows on approaches to the junctions were established through ATC and MCC surveys that were undertaken on Thursday 26th March 2015. The method of deriving future traffic flows is described below. The survey data is contained in **Appendix C**.

Trip Generation

4.3 Trip rates were generated using the TRICS database. The TRICS output report is included as **Appendix D** and resultant weekday morning and evening peak hour trip rates and traffic generation are contained within Table 1.

Table 1 - Vehicle Trip Rates and Generation (120 dwellings)

Proposed Land Use	Unit	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
		Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Trip Rates (Vehicle)							
C3 Houses Privately Owned	Per Dwelling	0.167	0.418	0.585	0.389	0.232	0.621
Trip Generation (Vehicle)							
C3 Houses Privately Owned	120 (Dwelling)	20	50	70	47	28	75

4.4 **Table 1** shows the development could potentially generate 70 and 75 two-way trips during the morning and evening peak hours.



4.5 Trip Distribution

4.6 A trip distribution has been derived from 2011 journey to work census data using the Carlisle 007 super output area. The trip distribution calculations are contained within **Appendix E**.

4.7 The trip distribution derived is described below:

- A69 West 75%
- Little Corby Road north 17%
- A69 East 9%

Traffic Flows

4.8 In order to provide a robust assessment, junctions have been assessed during the peak hours for a design year of 2025. Traffic flows have been derived for two scenarios, both without and with the development.

4.9 The assessed junctions were surveyed in 2015 and growth between 2015 and 2025 has been estimated using TEMPRO growth factors adjusted by NTM for the Carlisle area.

4.10 Traffic flow diagrams are contained in **Figure 1** to **Figure 9**.

4.11 The signalised junction has been assessed using the LINSIG software and the priority junctions using JUNCTION 8. The key performance indicators used by the software are described below:

- The Degree of Saturation (DOS) or Ratio of Flow to Capacity (RFC): values of less than 1.0 indicate the junction is operating within capacity.
- Queues: these are presented as mean max queues.

Assessment Results

4.12 Outputs from the junction modelling of the Site Access / Little Corby Road junction are contained within **Appendix F** and summarised in **Table 2**.



Table 2 – Assessment Results: Site Access / Little Corby Road

Approach	AM Peak		PM Peak	
	Max RFC	Queue (PCU)	Max RFC	Queue (PCU)
2025				
Little Corby Road - Right Turn	0.08	0	0.05	0
A69 - Right Turn Into Little Corby Road	0.03	0	0.07	0

4.13 Outputs from the junction modelling of the A69 / Corby Hill junction are contained within **Appendix G** and summarised in **Table 3**.

Table 3 – Assessment Results: A69 / Corby Hill signalised junction

Approach	Without Development		With Development	
	DoS	MMQ	DoS	MMQ
AM Peak Hour				
A69 (Towards Carlisle)	71.4%	17	71.7%	17
C1024 From Heads Nook	67.0%	9	67.0%	9
A69 (Towards Newcastle)	60.2%	13	60.2%	13
C1013 From Little Corby	66.0%	5	67.2%	5
PM Peak Hour				
A69 (Towards Carlisle)	56.9%	14	57.4%	14
C1024 From Heads Nook	58.8%	4	58.8%	4
A69 (Towards Newcastle)	61.4%	13	61.4%	13
C1013 From Little Corby	52.6%	3	53.0%	3

4.14 Outputs from the junction modelling of the Little Corby Road / A69 junction are contained within **Appendix H** and summarised in **Table 4**.

Table 4 – Assessment Results: Little Corby Road / A69

Approach	Without Development		With Development	
	Max RFC	MMQ	Max RFC	MMQ
AM Peak Hour				
Little Corby Road - Left Turn	0.05	0	0.07	0
Little Corby Road - Right Turn	0.45	1	0.63	2
A69 - Right Turn Into Little Corby Rd	0.03	0	0.03	0
PM Peak Hour				
Little Corby Road - Left Turn	0.04	0	0.05	0
Little Corby Road - Right Turn	0.41	1	0.52	1
A69 - Right Turn Into Little Corby Rd	0.05	0	0.05	0



- 4.15 The assessment results in **Table 2** to **Table 4** shows that at all junctions, the impact of the development on the performance of the junctions is nominal. All junctions continue to operate well within capacity without significant queuing and nominal delays.

5. Conclusions

- 5.1 This Technical Note assesses the suitability of providing a single vehicular-only access off Little Corby Road to serve a 120 dwelling residential development. It describes a preliminary site access junction, describes the suitability of Little Corby Road for HGV movements, identifies the management of development related HGV movements and also presents the results of capacity assessments of junctions on the local highway network.
- 5.2 A site access can be delivered that will accord with relevant design guidance set out in DMRB standards.
- 5.3 During the operational phase, the development will generate a nominal volume of HGVs. Little Corby Road currently accommodates two way HGVs movements and will continue to operate when the development is in the operation phase.
- 5.4 During the construction phase, HGV movements can be managed through implementation of a Traffic Management Plan that will be approved by the Local Planning Authority prior to the commencement of the construction phase. This will set out strategies for managing the environmental impacts and traffic management of HGV traffic.
- 5.5 Junction assessments have been undertaken for a design year of 2025 and therefore present a robust assessment. The assessments show that all assessed junctions on the local highway network will operate well within capacity and without significant queues and delays.
- 5.6 Based on the above there are no operational constraints associated with provision of a single vehicular-only access off Little Corby Road.



Figures

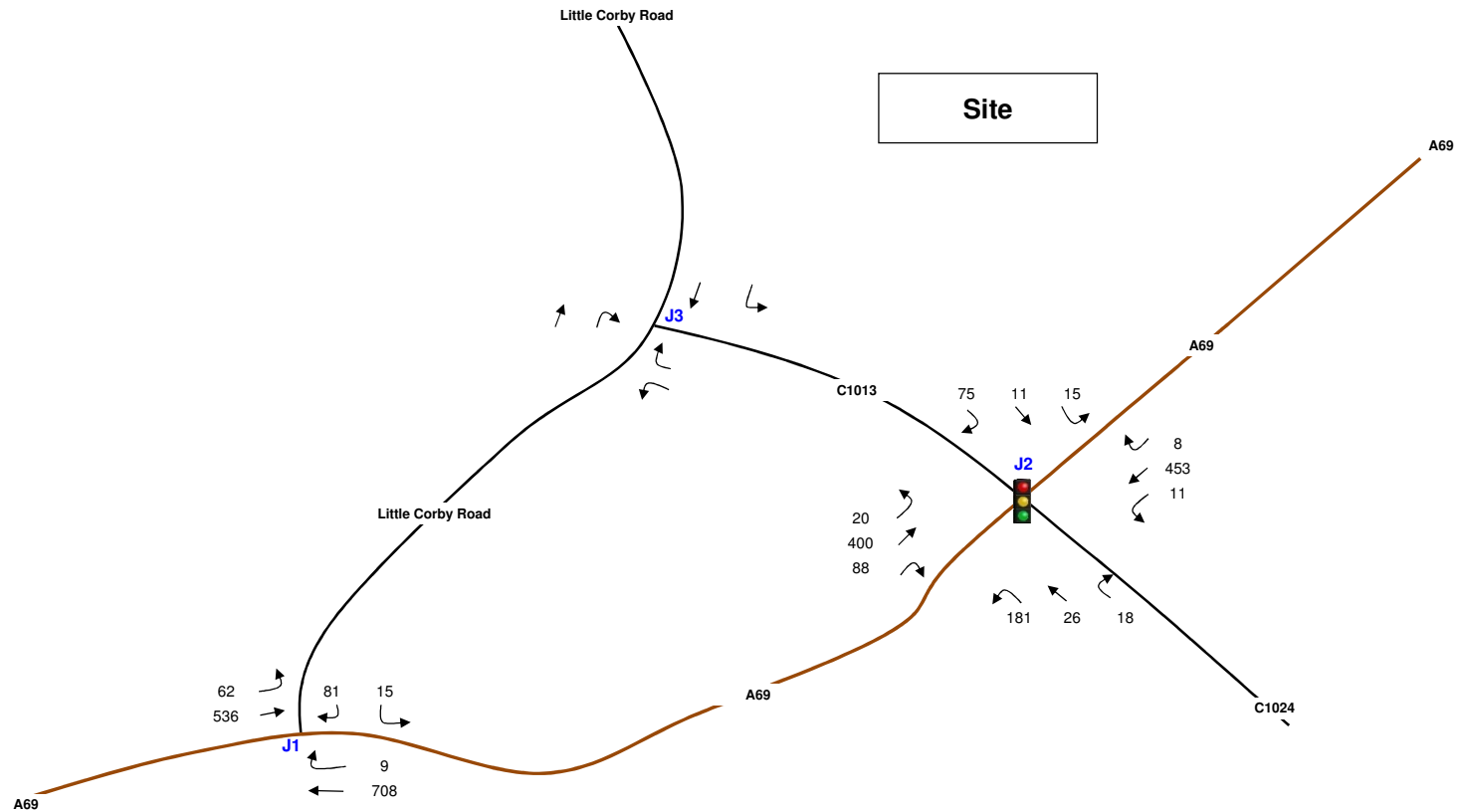


Fig 1: AM Peak Hour 2015 Surveyed Traffic Flows (08:00-09:00)

Job No. A084131-8 Little Corby Warwick Bridge

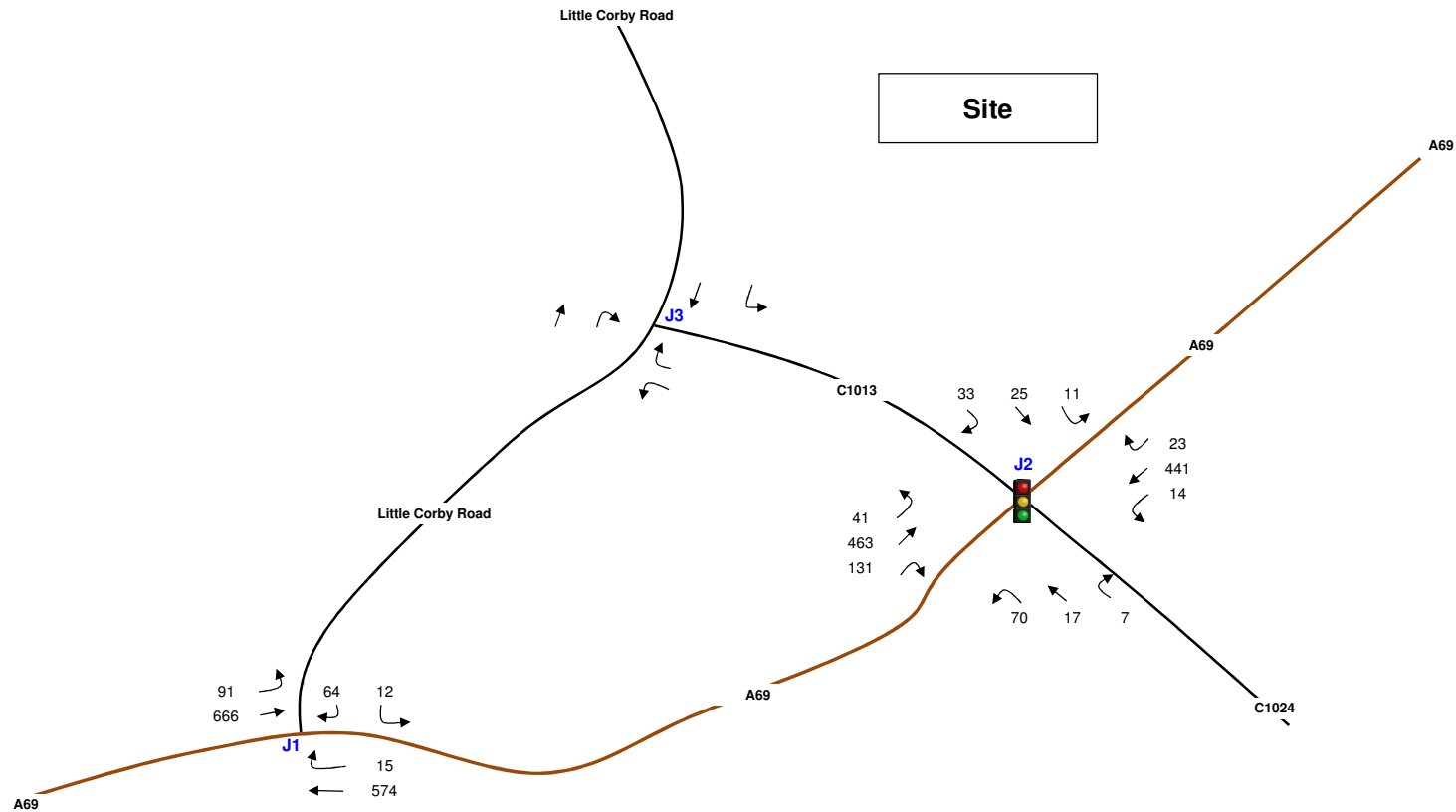


Fig 2: PM Peak Hour 2015 Surveyed Traffic Flows (16:30 - 17:30)

Job No. A084131-8 Little Corby Warwick Bridge

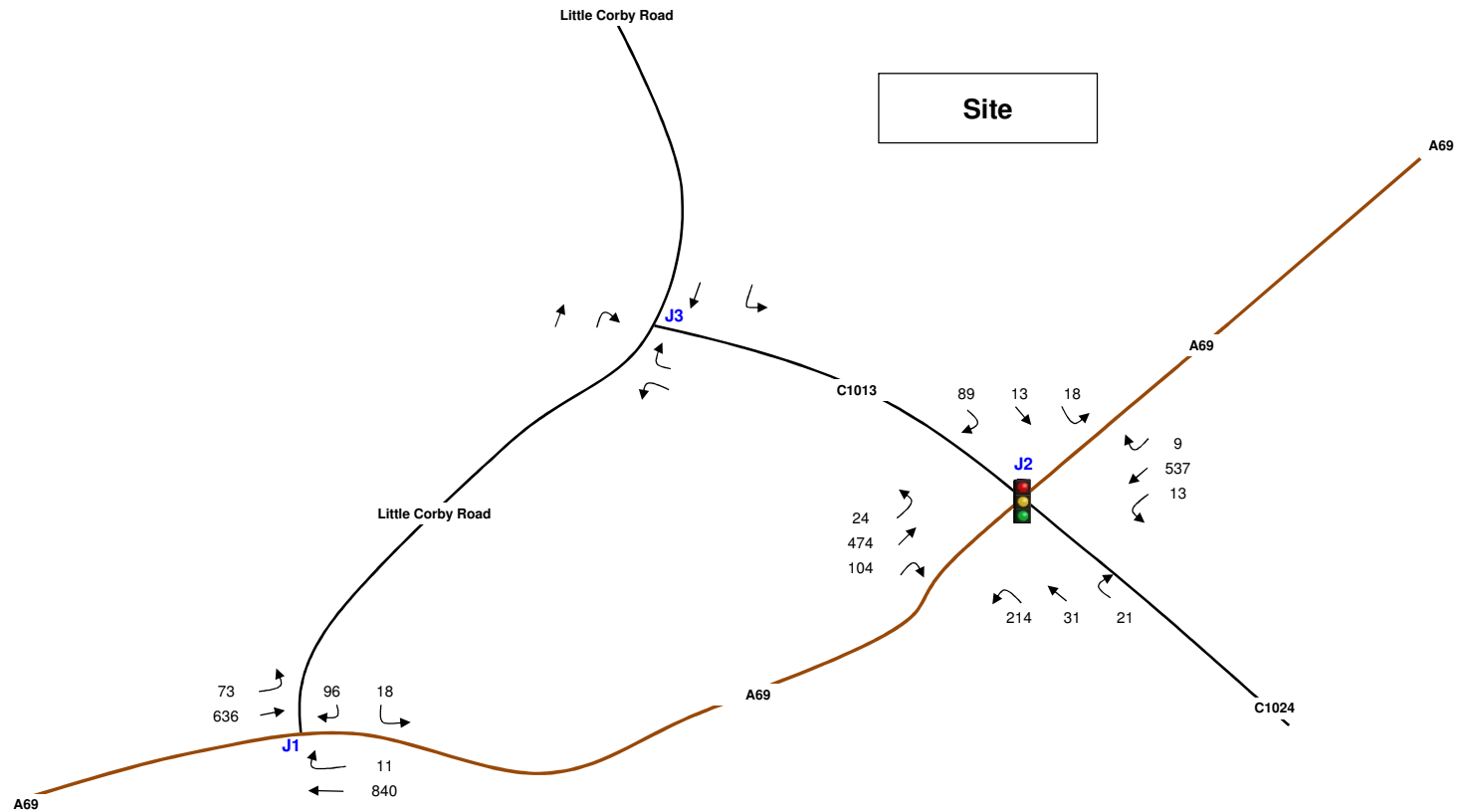


Fig 3: AM Peak Hour 2025 Growthed Surveyed Traffic Flows (08:00-09:00)

Job No. A084131-8 Little Corby Warwick Bridge

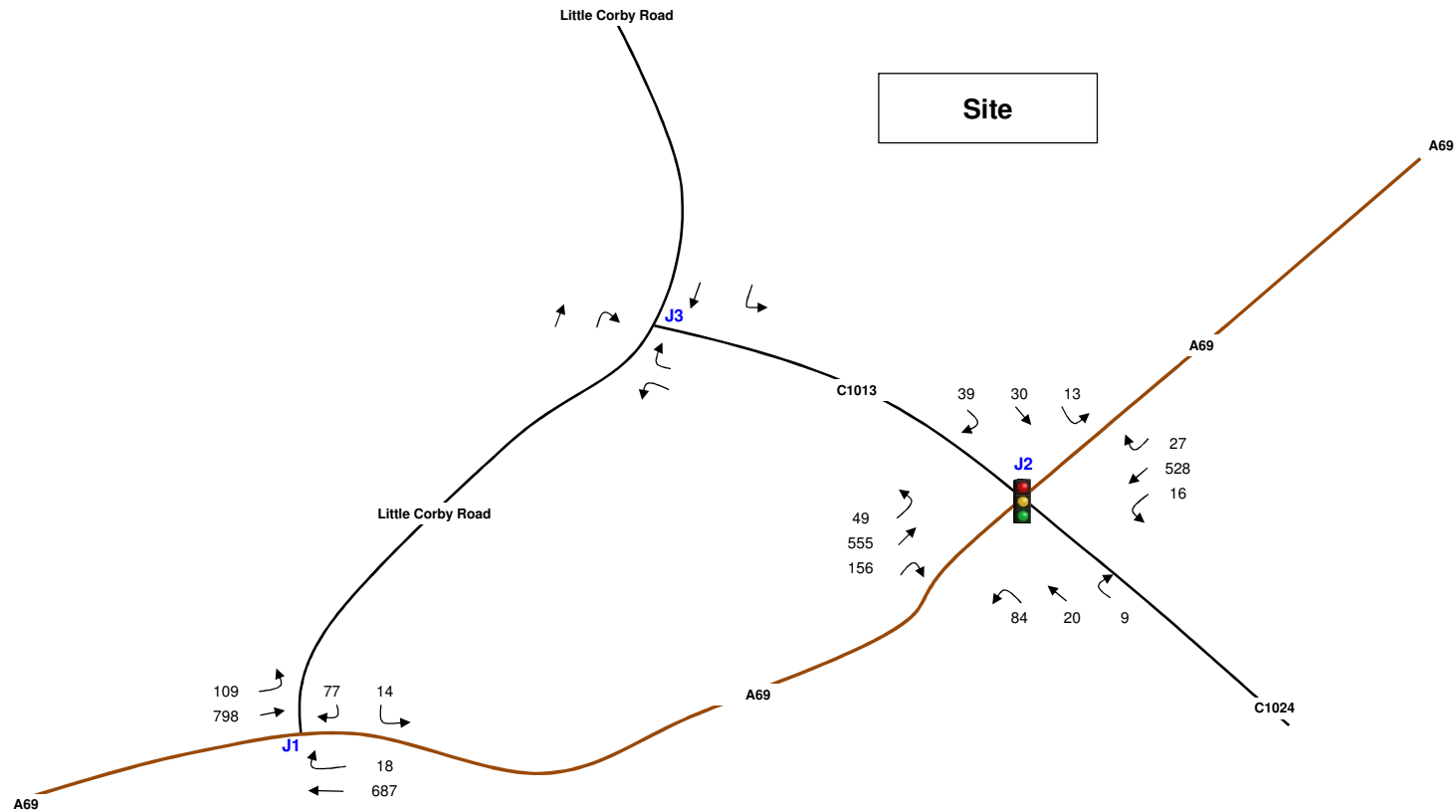


Fig 4: PM Peak Hour 2025 Growthed Surveyed Traffic Flows (16:30 - 17:30)

Job No. A084131-8 Little Corby Warwick Bridge

Quay West at MediaCityUK, Trafford Wharf Road, Trafford Park, Manchester, M17 1HH

Tel: +44 (0)161 835 2400 Fax: +44 (0)161 872 3193



Route	Distribution
A	74.6%
B	8.8%
C	16.6%
Total	100%

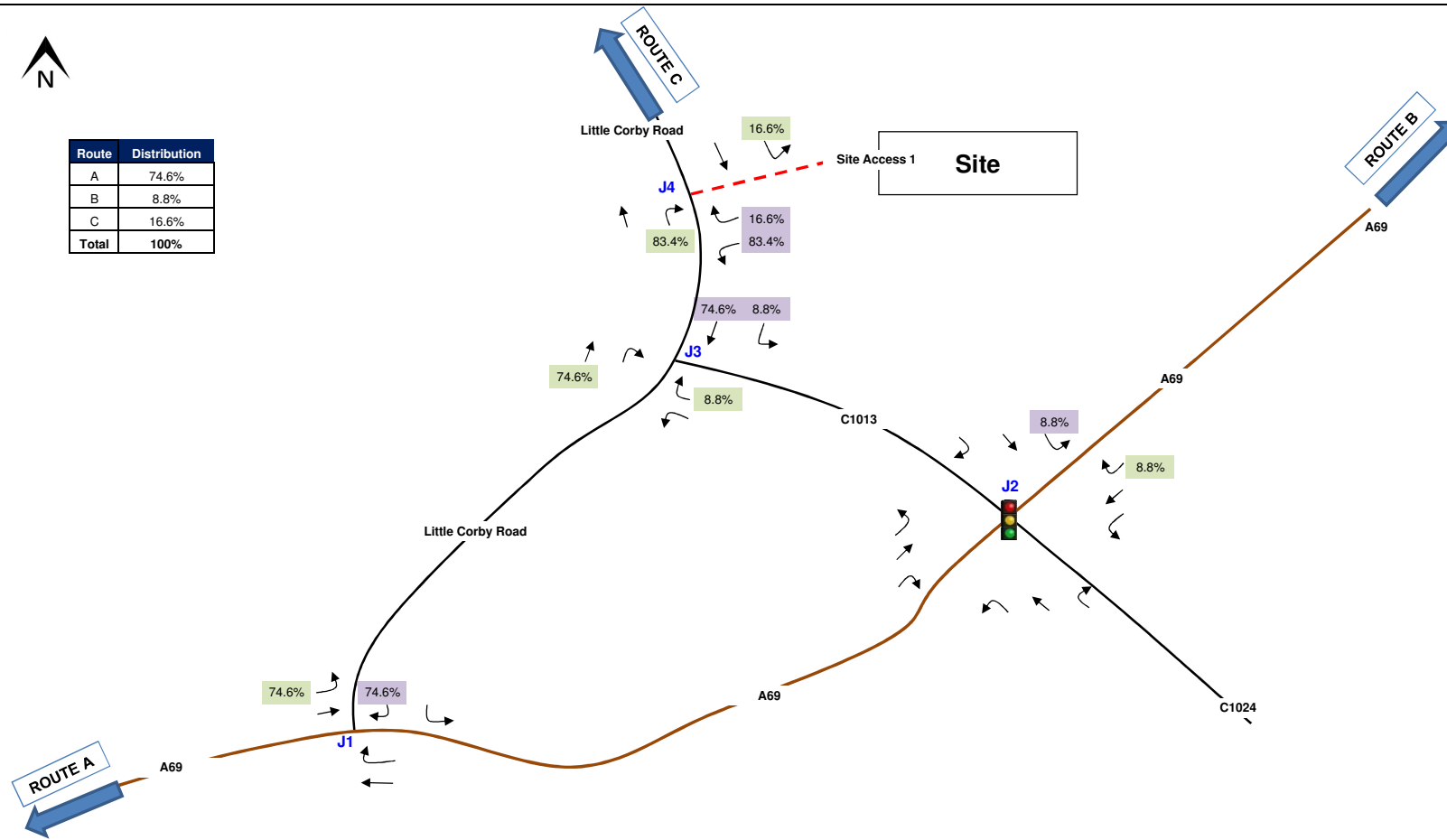


Fig 5: Trip Distribution - Proposed Residential Development

Job No. A084131-8 Little Corby Warwick Bridge

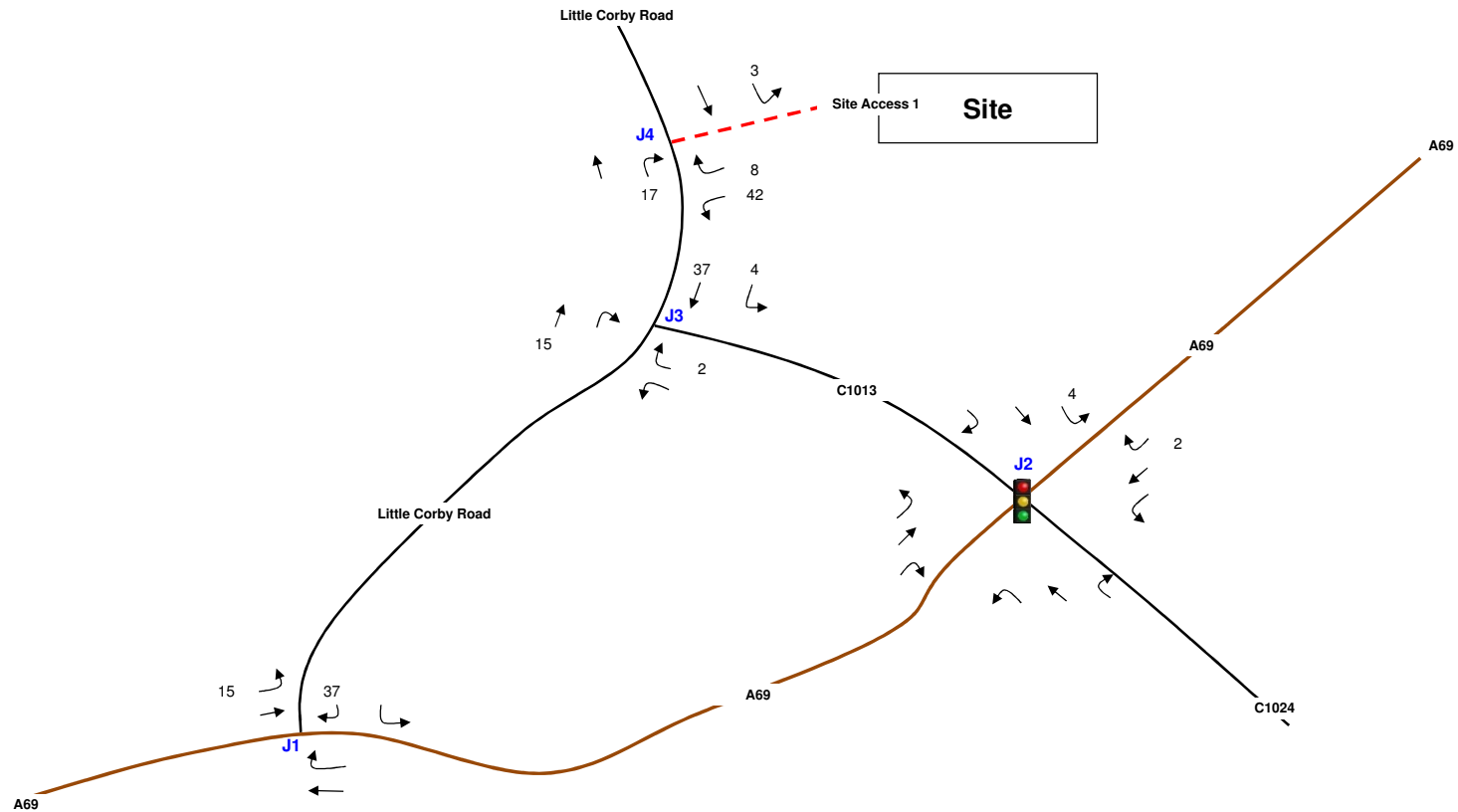


Fig 6: AM Peak Hour Trip Generation - Proposed Development (120 Dwellings)

Job No. A084131-8 Little Corby Warwick Bridge

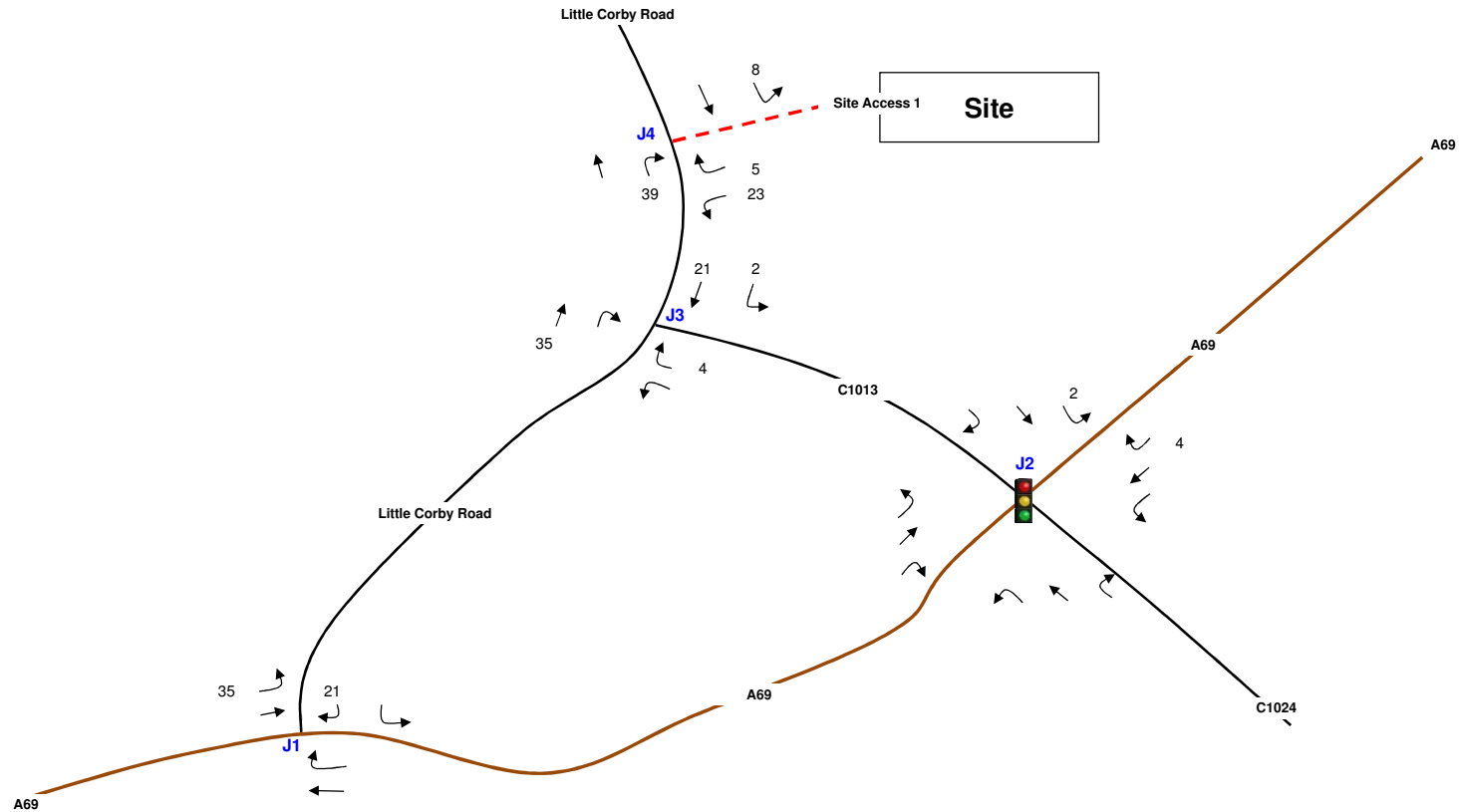


Fig 7: PM Peak Hour Trip Generation - Proposed Development (120 Dwellings)

Job No. A084131-8 Little Corby Warwick Bridge

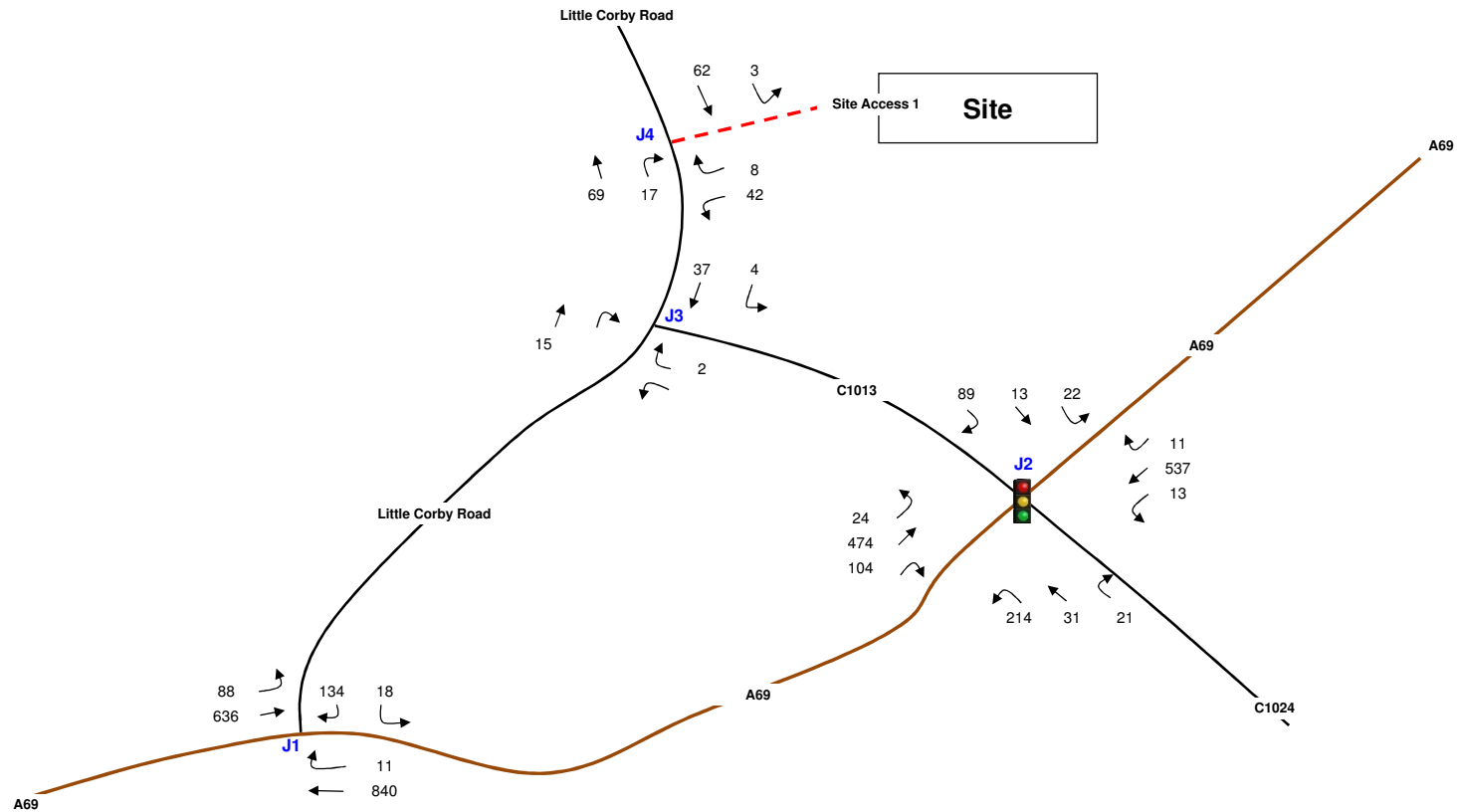


Fig 8: AM Peak Hour 2025 With Development Flows

Job No. A084131-8 Little Corby Warwick Bridge

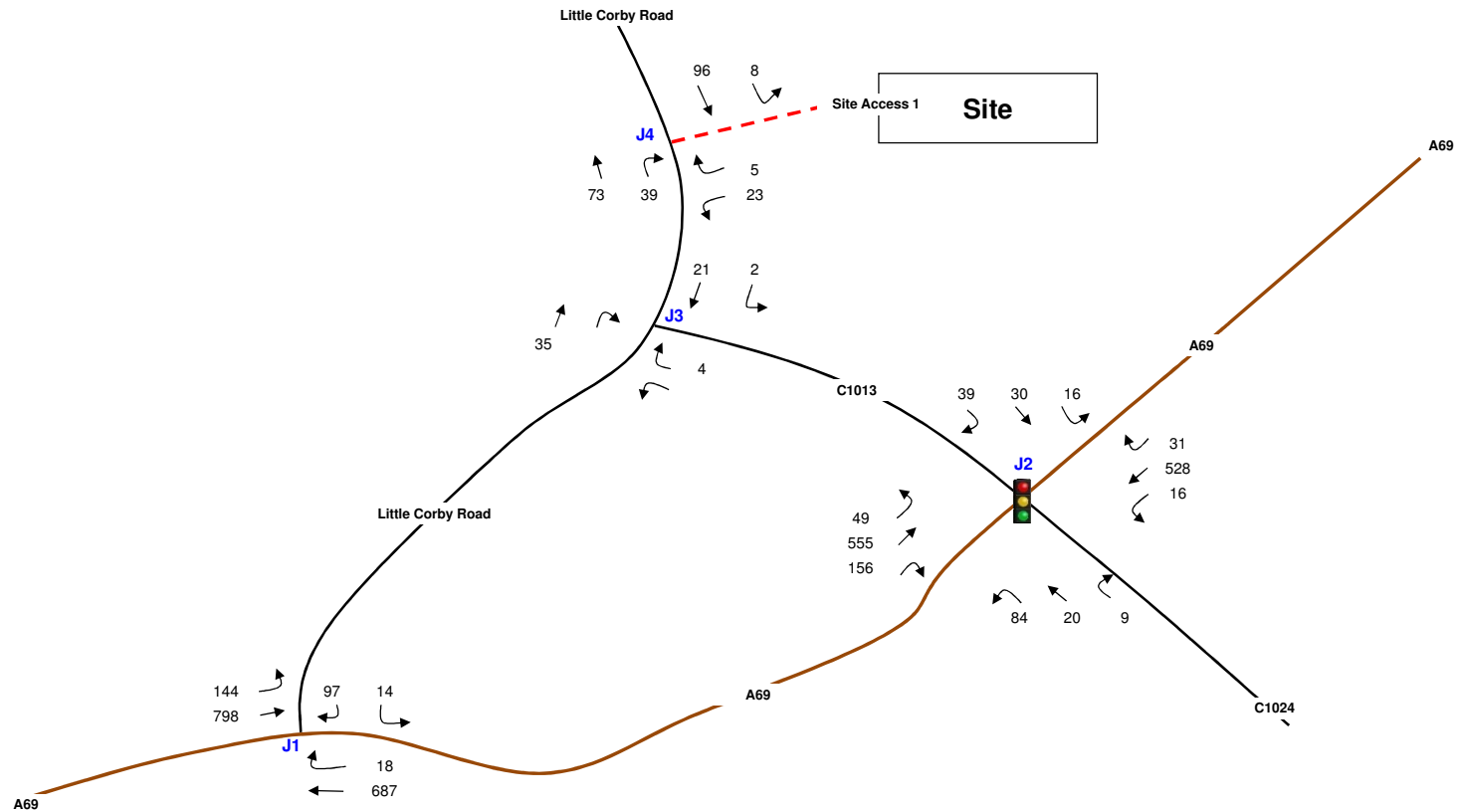


Fig 9: PM Peak Hour 2025 With Development Flows

Job No. A084131-8 Little Corby Warwick Bridge

Quay West at MediaCityUK, Trafford Wharf Road, Trafford Park, Manchester, M17 1HH

Tel: +44 (0)161 835 2400 Fax: +44 (0)161 872 3193



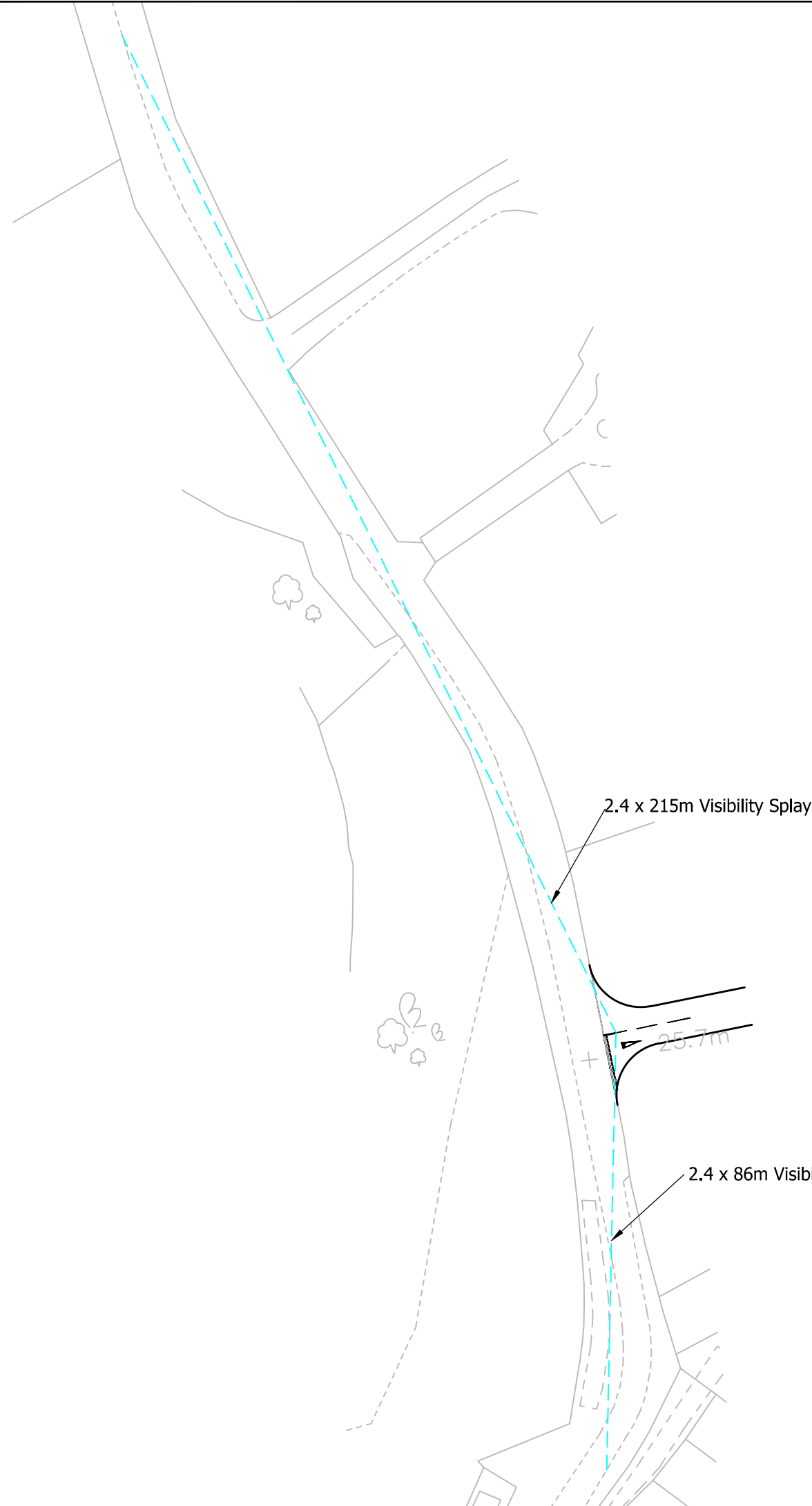
Appendices



Appendix A – Site Access Layout

DO NOT SCALE: CONTRACTOR TO CHECK ALL DIMENSIONS AND REPORT ANY OMISSIONS OR ERRORS

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.



REV	DESCRIPTION	BY	CHK	APP	DATE
-----	-------------	----	-----	-----	------

NORTH ASSOCIATES

QUAY WEST at MediaCity UK
 TRAFFORD WHARF ROAD
 TRAFFORD PARK
 MANCHESTER
 M17 1HH
 TEL: +44 (0)161 872 3223
 FAX: +44 (0)161 872 3193
 e-mail: manchester@wyg.com



Project:
 Little Corby Warwick Bridge

Drawing Title:
 Potential Access Location

Scale @	A3	Drawn	Date	Checked	Date	Approved	Date
1:1000	JED	JED	3/9/13	PB	3/9/13	PB	3/9/13
Project No.	Office	Type	Drawing No.		Revision		
A084131-8	27	C	P001		--		



Appendix B – ATC Survey Data

Automatic Classified Counts, Cumbria

DATE: FRIDAY 30/08/2013

LOCATION: LITTLE CORBY ROAD



Direction : NORTHBOUND

TIME PERIOD	VEHICLE CLASSIFICATION												TOTAL
	MOTOR CYCLE	CAR	LGV	CAR / LGV TOW	2 AXLE RIGID HGV	3 AXLE RIGID HGV	4 AXLE RIGID HGV	3 AXLE ARTIC HGV	4 AXLE ARTIC HGV	5 AXLE ARTIC HGV	6 AXLE ARTIC HGV	BUS / COACH	
0:00 - 1:00	0	2	0	0	0	0	0	0	0	0	0	0	2
1:00 - 2:00	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00 - 3:00	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 - 4:00	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 - 5:00	0	2	1	0	0	0	0	0	0	0	0	0	3
5:00 - 6:00	0	5	0	0	0	0	0	0	0	0	0	0	5
6:00 - 7:00	0	9	1	0	0	0	0	0	0	0	0	0	10
7:00 - 8:00	0	24	4	0	0	0	0	0	0	0	0	0	28
8:00 - 9:00	0	53	7	1	0	0	0	0	0	0	0	0	61
9:00 - 10:00	0	32	9	1	0	0	0	0	0	1	0	1	44
10:00 - 11:00	0	26	4	1	1	0	0	0	0	0	0	0	32
11:00 - 12:00	0	34	7	2	1	0	0	0	0	0	0	0	44
12:00 - 13:00	0	26	7	2	1	0	0	0	0	0	0	0	36
13:00 - 14:00	1	30	2	0	2	0	0	0	0	0	0	0	35
14:00 - 15:00	0	42	4	1	2	0	0	0	0	0	0	0	49
15:00 - 16:00	0	52	10	2	0	0	0	0	0	0	0	0	64
16:00 - 17:00	0	47	4	3	5	0	0	0	0	1	0	0	60
17:00 - 18:00	1	48	6	2	2	0	0	0	0	0	0	0	59
18:00 - 19:00	0	33	4	1	1	0	0	0	0	1	0	0	40
19:00 - 20:00	0	28	1	0	0	0	0	0	0	0	0	0	29
20:00 - 21:00	1	22	2	0	0	0	0	0	0	0	0	0	25
21:00 - 22:00	0	17	2	0	0	0	0	0	0	0	0	0	19
22:00 - 23:00	0	9	0	0	0	0	0	0	0	0	0	0	9
23:00 - 0:00	0	10	0	0	0	0	0	0	0	0	0	0	10

7-19	2	447	68	16	15	0	0	0	0	3	0	1	552
6-22	3	523	74	16	15	0	0	0	0	3	0	1	635
6-24	3	542	74	16	15	0	0	0	0	3	0	1	654
0-24	3	554	75	16	15	0	0	0	0	3	0	1	667

Direction : SOUTHBOUND

TIME PERIOD	VEHICLE CLASSIFICATION												TOTAL
	MOTOR CYCLE	CAR	LGV	CAR / LGV TOW	2 AXLE RIGID HGV	3 AXLE RIGID HGV	4 AXLE RIGID HGV	3 AXLE ARTIC HGV	4 AXLE ARTIC HGV	5 AXLE ARTIC HGV	6 AXLE ARTIC HGV	BUS / COACH	
0:00 - 1:00	0	2	0	0	0	0	0	0	0	0	0	0	2
1:00 - 2:00	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 5:00	0	1	2	0	0	0	0	0	0	0	0	0	3
5:00 - 6:00	0	2	0	0	0	0	0	0	0	0	0	0	2
6:00 - 7:00	0	9	1	0	1	0	0	0	0	0	0	0	11
7:00 - 8:00	0	24	1	1	1	1	0	0	0	0	0	0	28
8:00 - 9:00	0	39	4	1	1	1	0	0	0	0	0	0	46
9:00 - 10:00	0	34	4	2	2	0	0	0	0	0	0	0	42
10:00 - 11:00	0	29	7	2	2	0	0	0	0	0	0	0	40
11:00 - 12:00	0	34	4	2	1	0	0	0	0	0	0	0	41
12:00 - 13:00	0	26	4	2	1	1	0	0	0	0	0	0	34
13:00 - 14:00	1	20	5	1	2	0	0	0	0	0	0	0	29
14:00 - 15:00	0	38	7	1	2	0	1	0	0	0	0	0	49
15:00 - 16:00	0	55	5	0	2	1	0	0	0	0	0	0	63
16:00 - 17:00	1	61	16	3	4	0	0	0	0	0	0	0	85
17:00 - 18:00	0	58	6	2	0	0	0	0	0	0	0	0	66
18:00 - 19:00	0	47	5	0	1	0	0	0	0	0	0	0	53
19:00 - 20:00	0	28	4	1	1	0	0	0	0	0	0	0	34
20:00 - 21:00	0	25	0	0	0	0	0	0	0	0	0	0	25
21:00 - 22:00	0	10	3	0	0	0	0	0	0	0	0	0	13
22:00 - 23:00	0	4	0	0	0	0	0	0	0	0	0	0	4
23:00 - 0:00	0	6	0	0	0	0	0	0	0	0	0	0	6

7-19	2	465	68	17	19	4	1	0	0	0	0	0	576
6-22	2	537	76	18	21	4	1	0	0	0	0	0	659
6-24	2	547	76	18	21	4	1	0	0	0	0	0	669
0-24	2	553	78	18	21	4	1	0	0	0	0	0	677

Automatic Classified Counts, Cumbria

DATE: SATURDAY 31/08/2013

LOCATION: LITTLE CORBY ROAD



Direction : NORTHBOUND

TIME PERIOD	VEHICLE CLASSIFICATION												TOTAL	
	MOTOR CYCLE	CAR	LGV	CAR / LGV TOW	2 AXLE RIGID HGV	3 AXLE RIGID HGV	4 AXLE RIGID HGV	3 AXLE ARTIC HGV	4 AXLE ARTIC HGV	5 AXLE ARTIC HGV	6 AXLE ARTIC HGV	BUS / COACH		
0:00 - 1:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:00 - 2:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:00 - 3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 5:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00 - 6:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:00 - 7:00	0	2	0	0	0	1	0	0	0	0	0	0	0	3
7:00 - 8:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
8:00 - 9:00	1	31	3	1	0	0	0	0	0	0	0	0	0	36
9:00 - 10:00	0	29	2	1	1	1	0	0	0	0	0	0	0	34
10:00 - 11:00	0	31	8	0	1	0	0	0	0	0	0	0	0	40
11:00 - 12:00	0	48	7	2	1	0	0	0	0	0	0	0	0	58
12:00 - 13:00	0	33	9	2	2	3	0	0	0	0	0	0	0	49
13:00 - 14:00	0	41	4	4	2	0	0	0	0	0	0	0	0	51
14:00 - 15:00	1	43	2	1	1	0	0	0	0	0	0	0	0	48
15:00 - 16:00	0	25	1	0	0	0	1	0	0	0	0	0	0	27
16:00 - 17:00	0	28	4	6	0	0	0	0	0	2	0	0	0	40
17:00 - 18:00	0	30	3	1	1	0	0	0	0	0	0	0	0	35
18:00 - 19:00	0	29	2	0	0	0	0	0	0	1	0	0	0	32
19:00 - 20:00	0	30	2	0	0	0	0	0	0	0	0	0	0	32
20:00 - 21:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
21:00 - 22:00	0	17	0	0	0	0	0	0	0	0	0	0	0	17
22:00 - 23:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
23:00 - 0:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12

7-19	2	382	48	18	9	4	1	0	0	3	0	0	0	467
6-22	2	445	51	18	9	5	1	0	0	3	0	0	0	534
6-24	2	461	54	18	9	5	1	0	0	3	0	0	0	553
0-24	2	474	54	18	9	5	1	0	0	3	0	0	0	566

Direction : SOUTHBOUND

TIME PERIOD	VEHICLE CLASSIFICATION												TOTAL	
	MOTOR CYCLE	CAR	LGV	CAR / LGV TOW	2 AXLE RIGID HGV	3 AXLE RIGID HGV	4 AXLE RIGID HGV	3 AXLE ARTIC HGV	4 AXLE ARTIC HGV	5 AXLE ARTIC HGV	6 AXLE ARTIC HGV	BUS / COACH		
0:00 - 1:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:00 - 2:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 - 4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 - 5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 - 6:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 - 7:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
7:00 - 8:00	1	3	1	0	1	2	0	0	0	0	0	0	0	8
8:00 - 9:00	0	20	3	1	1	0	0	0	0	0	0	0	0	25
9:00 - 10:00	0	24	4	1	0	0	0	0	0	0	0	0	0	29
10:00 - 11:00	1	29	5	0	0	1	2	0	0	0	0	0	0	38
11:00 - 12:00	0	27	7	0	2	1	0	0	0	0	0	0	0	37
12:00 - 13:00	0	40	6	2	1	1	0	0	0	0	0	2	0	52
13:00 - 14:00	1	35	3	0	0	2	0	0	0	0	0	0	0	41
14:00 - 15:00	0	33	5	5	1	0	1	0	0	0	0	0	0	45
15:00 - 16:00	0	26	4	2	0	1	0	0	0	0	0	0	0	33
16:00 - 17:00	0	51	3	2	0	0	1	0	0	0	0	0	0	57
17:00 - 18:00	0	36	4	0	1	0	1	0	0	0	0	0	0	42
18:00 - 19:00	1	29	10	1	0	0	0	0	0	0	0	0	0	41
19:00 - 20:00	0	19	5	0	1	0	0	0	0	0	0	0	0	25
20:00 - 21:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
21:00 - 22:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
22:00 - 23:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
23:00 - 0:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11

7-19	4	353	55	14	7	8	5	0	0	0	0	2	0	448
6-22	4	400	62	14	8	8	5	0	0	0	0	2	0	503
6-24	4	418	65	14	8	8	5	0	0	0	0	2	0	524
0-24	4	426	66	14	8	8	5	0	0	0	0	2	0	533

Automatic Classified Counts, Cumbria

DATE: SUNDAY 01/09/2013

LOCATION: LITTLE CORBY ROAD



Direction : NORTHBOUND

TIME PERIOD	VEHICLE CLASSIFICATION												TOTAL	
	MOTOR CYCLE	CAR	LGV	CAR / LGV TOW	2 AXLE RIGID HGV	3 AXLE RIGID HGV	4 AXLE RIGID HGV	3 AXLE ARTIC HGV	4 AXLE ARTIC HGV	5 AXLE ARTIC HGV	6 AXLE ARTIC HGV	BUS / COACH		
0:00 - 1:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:00 - 2:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
2:00 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 - 4:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 - 5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 - 6:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
6:00 - 7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 - 8:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
8:00 - 9:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
9:00 - 10:00	0	25	4	2	0	0	1	0	0	0	0	0	0	32
10:00 - 11:00	1	34	5	0	0	0	0	0	0	0	0	0	0	40
11:00 - 12:00	0	27	6	1	0	0	0	0	0	0	0	0	0	34
12:00 - 13:00	0	42	2	2	0	0	0	0	0	0	0	0	0	46
13:00 - 14:00	1	44	5	0	1	0	0	0	0	0	0	0	0	51
14:00 - 15:00	0	35	3	0	0	0	0	0	0	0	0	0	0	38
15:00 - 16:00	0	42	4	3	0	0	0	0	0	0	0	0	0	49
16:00 - 17:00	1	27	6	0	0	0	0	0	0	0	0	0	0	34
17:00 - 18:00	0	30	5	0	0	0	0	0	0	0	0	0	0	35
18:00 - 19:00	0	32	2	0	0	0	0	0	0	0	0	0	0	34
19:00 - 20:00	0	30	3	0	0	0	0	0	0	0	0	0	0	33
20:00 - 21:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
21:00 - 22:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
22:00 - 23:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
23:00 - 0:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3

7-19	3	362	44	8	1	0	1	0	0	0	0	0	0	419
6-22	3	415	48	8	1	0	1	0	0	0	0	0	0	476
6-24	3	426	48	8	1	0	1	0	0	0	0	0	0	487
0-24	3	438	50	8	1	0	1	0	0	0	0	0	0	501

Direction : SOUTHBOUND

TIME PERIOD	VEHICLE CLASSIFICATION												TOTAL	
	MOTOR CYCLE	CAR	LGV	CAR / LGV TOW	2 AXLE RIGID HGV	3 AXLE RIGID HGV	4 AXLE RIGID HGV	3 AXLE ARTIC HGV	4 AXLE ARTIC HGV	5 AXLE ARTIC HGV	6 AXLE ARTIC HGV	BUS / COACH		
0:00 - 1:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
1:00 - 2:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:00 - 3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 - 4:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 - 5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 - 6:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 - 7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 - 8:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
8:00 - 9:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
9:00 - 10:00	0	18	5	0	0	0	1	0	0	0	0	0	0	24
10:00 - 11:00	0	23	1	3	0	0	0	0	0	0	0	0	0	27
11:00 - 12:00	0	31	5	1	1	0	2	0	0	0	0	0	0	40
12:00 - 13:00	0	31	4	3	0	0	0	0	0	0	0	0	0	38
13:00 - 14:00	0	26	3	0	0	0	1	0	0	0	0	0	0	30
14:00 - 15:00	1	36	7	1	0	0	0	0	0	0	0	0	0	45
15:00 - 16:00	0	38	1	0	1	0	0	0	0	0	0	0	0	40
16:00 - 17:00	2	37	5	1	0	0	0	0	0	0	0	0	0	45
17:00 - 18:00	0	31	6	0	0	0	0	0	0	0	0	0	0	37
18:00 - 19:00	0	26	3	1	0	0	0	0	0	0	0	0	0	30
19:00 - 20:00	0	17	1	1	0	0	0	0	0	0	0	0	0	19
20:00 - 21:00	0	16	0	0	0	0	0	0	0	0	0	0	0	16
21:00 - 22:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17
22:00 - 23:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
23:00 - 0:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1

7-19	3	311	45	10	2	0	4	0	0	0	0	0	0	375
6-22	3	360	47	11	2	0	4	0	0	0	0	0	0	427
6-24	3	368	49	11	2	0	4	0	0	0	0	0	0	437
0-24	3	378	52	11	2	0	4	0	0	0	0	0	0	450

Automatic Classified Counts, Cumbria

DATE: MONDAY 02/09/2013

LOCATION: LITTLE CORBY ROAD



Direction : NORTHBOUND

TIME PERIOD	VEHICLE CLASSIFICATION												TOTAL
	MOTOR CYCLE	CAR	LGV	CAR / LGV TOW	2 AXLE RIGID HGV	3 AXLE RIGID HGV	4 AXLE RIGID HGV	3 AXLE ARTIC HGV	4 AXLE ARTIC HGV	5 AXLE ARTIC HGV	6 AXLE ARTIC HGV	BUS / COACH	
0:00 - 1:00	0	3	0	0	0	0	0	0	0	0	0	0	3
1:00 - 2:00	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00 - 3:00	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 5:00	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 - 6:00	0	2	0	0	0	0	0	0	0	0	0	0	2
6:00 - 7:00	0	7	2	0	0	0	0	0	0	0	0	0	9
7:00 - 8:00	0	20	5	0	1	0	0	0	0	0	0	0	26
8:00 - 9:00	0	60	7	0	0	0	0	0	0	0	0	0	67
9:00 - 10:00	0	28	12	1	0	0	1	0	0	0	0	0	42
10:00 - 11:00	0	24	4	4	2	1	0	0	0	0	0	0	35
11:00 - 12:00	0	39	4	3	3	0	0	0	0	0	0	1	50
12:00 - 13:00	0	30	8	1	0	1	0	0	0	0	0	0	40
13:00 - 14:00	0	39	3	1	3	1	0	0	0	0	0	0	47
14:00 - 15:00	0	27	6	1	0	0	1	0	0	0	0	0	35
15:00 - 16:00	2	41	7	2	1	0	0	0	0	0	0	0	53
16:00 - 17:00	0	45	12	0	0	0	0	0	0	0	0	0	57
17:00 - 18:00	1	55	8	0	1	0	0	0	0	0	0	0	65
18:00 - 19:00	0	37	10	1	1	0	0	0	0	0	0	0	49
19:00 - 20:00	0	26	4	0	0	0	0	0	0	0	0	0	30
20:00 - 21:00	0	15	2	0	0	0	0	0	0	0	0	0	17
21:00 - 22:00	0	12	0	0	0	0	0	0	0	0	0	0	12
22:00 - 23:00	0	4	0	0	0	0	0	0	0	0	0	0	4
23:00 - 0:00	0	3	0	0	0	0	0	0	0	0	0	0	3

7-19	3	445	86	14	12	3	2	0	0	0	0	1	566
6-22	3	505	94	14	12	3	2	0	0	0	0	1	634
6-24	3	512	94	14	12	3	2	0	0	0	0	1	641
0-24	3	520	94	14	12	3	2	0	0	0	0	1	649

Direction : SOUTHBOUND

TIME PERIOD	VEHICLE CLASSIFICATION												TOTAL
	MOTOR CYCLE	CAR	LGV	CAR / LGV TOW	2 AXLE RIGID HGV	3 AXLE RIGID HGV	4 AXLE RIGID HGV	3 AXLE ARTIC HGV	4 AXLE ARTIC HGV	5 AXLE ARTIC HGV	6 AXLE ARTIC HGV	BUS / COACH	
0:00 - 1:00	0	1	1	0	0	0	0	0	0	0	0	0	2
1:00 - 2:00	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 5:00	0	1	2	0	0	0	0	0	0	0	0	0	3
5:00 - 6:00	0	2	0	0	0	0	0	0	0	0	0	0	2
6:00 - 7:00	0	4	1	0	0	0	0	0	0	0	0	0	5
7:00 - 8:00	0	23	8	0	1	1	0	0	0	0	0	0	33
8:00 - 9:00	0	34	9	2	2	0	0	0	0	0	0	0	47
9:00 - 10:00	0	30	11	2	5	1	0	0	0	0	0	0	49
10:00 - 11:00	0	29	6	4	3	0	0	0	0	0	0	0	42
11:00 - 12:00	0	34	4	2	3	1	0	0	0	0	0	0	44
12:00 - 13:00	0	22	3	1	3	1	0	0	0	0	0	0	30
13:00 - 14:00	1	39	10	0	0	0	0	0	0	0	0	0	50
14:00 - 15:00	1	35	9	0	1	0	0	0	0	0	0	0	46
15:00 - 16:00	0	45	9	3	0	0	0	0	0	0	0	0	57
16:00 - 17:00	0	56	10	3	2	0	0	0	0	0	0	0	71
17:00 - 18:00	0	87	7	1	1	0	0	0	1	0	0	0	97
18:00 - 19:00	0	41	5	0	0	0	0	0	0	0	0	0	46
19:00 - 20:00	0	26	2	1	1	0	0	0	0	0	0	0	30
20:00 - 21:00	0	13	2	0	0	0	0	0	0	0	0	0	15
21:00 - 22:00	0	7	2	1	0	0	0	0	0	0	0	0	10
22:00 - 23:00	0	6	1	0	0	0	0	0	0	0	0	0	7
23:00 - 0:00	0	4	0	0	0	0	0	0	0	0	0	0	4

7-19	2	475	91	18	21	4	0	0	1	0	0	0	612
6-22	2	525	98	20	22	4	0	0	1	0	0	0	672
6-24	2	535	99	20	22	4	0	0	1	0	0	0	683
0-24	2	540	102	20	22	4	0	0	1	0	0	0	691

Automatic Classified Counts, Cumbria

DATE: TUESDAY 03/09/2013

LOCATION: LITTLE CORBY ROAD



Direction : NORTHBOUND

TIME PERIOD	VEHICLE CLASSIFICATION												TOTAL	
	MOTOR CYCLE	CAR	LGV	CAR / LGV TOW	2 AXLE RIGID HGV	3 AXLE RIGID HGV	4 AXLE RIGID HGV	3 AXLE ARTIC HGV	4 AXLE ARTIC HGV	5 AXLE ARTIC HGV	6 AXLE ARTIC HGV	BUS / COACH		
0:00 - 1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 5:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:00 - 6:00	0	2	1	1	0	0	0	0	0	0	0	0	0	4
6:00 - 7:00	1	7	0	0	0	0	0	0	0	0	0	0	0	8
7:00 - 8:00	0	25	8	0	1	0	0	0	0	0	0	0	0	34
8:00 - 9:00	0	57	5	0	0	0	0	0	1	0	0	0	0	63
9:00 - 10:00	0	36	7	2	1	0	0	0	0	0	0	0	0	46
10:00 - 11:00	0	35	9	1	1	1	0	0	0	0	0	0	0	47
11:00 - 12:00	1	30	7	1	1	1	0	0	0	0	0	0	0	41
12:00 - 13:00	0	40	9	1	1	0	0	0	0	0	0	0	1	52
13:00 - 14:00	2	32	4	5	0	0	0	0	0	1	0	0	0	44
14:00 - 15:00	0	42	10	0	2	0	0	0	0	0	0	0	0	54
15:00 - 16:00	1	47	8	1	2	0	0	0	0	0	0	0	0	59
16:00 - 17:00	0	40	6	1	3	0	1	0	0	0	0	0	0	51
17:00 - 18:00	1	70	4	2	0	1	0	0	0	0	0	0	0	78
18:00 - 19:00	0	45	7	1	1	0	0	0	0	0	0	0	0	54
19:00 - 20:00	1	34	7	0	2	0	0	0	0	0	0	0	0	44
20:00 - 21:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19
21:00 - 22:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19
22:00 - 23:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
23:00 - 0:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4

7-19	5	499	84	15	13	3	1	0	1	1	0	1	623
6-22	7	574	95	15	15	3	1	0	1	1	0	1	713
6-24	7	589	95	15	15	3	1	0	1	1	0	1	728
0-24	7	594	97	16	15	3	1	0	1	1	0	1	736

Direction : SOUTHBOUND

TIME PERIOD	VEHICLE CLASSIFICATION												TOTAL	
	MOTOR CYCLE	CAR	LGV	CAR / LGV TOW	2 AXLE RIGID HGV	3 AXLE RIGID HGV	4 AXLE RIGID HGV	3 AXLE ARTIC HGV	4 AXLE ARTIC HGV	5 AXLE ARTIC HGV	6 AXLE ARTIC HGV	BUS / COACH		
0:00 - 1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 - 3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 - 4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 6:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 - 7:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:00 - 8:00	0	29	10	1	1	0	0	0	0	0	0	0	0	41
8:00 - 9:00	0	39	8	1	3	0	0	0	0	0	0	0	0	51
9:00 - 10:00	0	27	9	0	0	0	0	0	0	0	0	0	0	36
10:00 - 11:00	0	25	8	1	2	1	0	0	0	0	0	0	0	37
11:00 - 12:00	0	28	4	1	1	0	0	0	0	0	0	0	0	34
12:00 - 13:00	0	44	6	0	1	0	0	0	0	0	0	0	0	51
13:00 - 14:00	1	34	4	0	0	0	0	0	0	0	0	0	0	39
14:00 - 15:00	1	40	5	0	0	0	1	0	1	0	0	0	0	48
15:00 - 16:00	1	55	7	2	0	0	0	0	0	0	0	0	0	65
16:00 - 17:00	0	47	15	0	3	0	0	0	0	0	0	0	0	65
17:00 - 18:00	1	96	10	0	1	0	0	0	1	0	0	0	0	109
18:00 - 19:00	0	41	4	1	0	0	0	0	0	0	0	0	0	46
19:00 - 20:00	0	33	2	0	0	1	0	0	0	0	0	0	0	36
20:00 - 21:00	0	19	3	1	1	0	0	0	0	0	0	0	0	24
21:00 - 22:00	0	20	1	1	0	0	0	0	0	0	0	0	0	22
22:00 - 23:00	0	7	2	1	0	0	0	0	0	0	0	0	0	10
23:00 - 0:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8

7-19	4	505	90	7	12	1	1	0	2	0	0	0	0	622
6-22	4	579	96	9	13	2	1	0	2	0	0	0	0	706
6-24	4	593	99	10	13	2	1	0	2	0	0	0	0	724
0-24	4	597	99	10	13	2	1	0	2	0	0	0	0	728

Automatic Classified Counts, Cumbria

DATE: WEDNESDAY 04/09/2013

LOCATION: LITTLE CORBY ROAD



Direction : NORTHBOUND

TIME PERIOD	VEHICLE CLASSIFICATION												TOTAL
	MOTOR CYCLE	CAR	LGV	CAR / LGV TOW	2 AXLE RIGID HGV	3 AXLE RIGID HGV	4 AXLE RIGID HGV	3 AXLE ARTIC HGV	4 AXLE ARTIC HGV	5 AXLE ARTIC HGV	6 AXLE ARTIC HGV	BUS / COACH	
0:00 - 1:00	0	2	0	0	0	0	0	0	0	0	0	0	2
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 - 3:00	0	0	1	0	0	0	0	0	0	0	0	0	1
3:00 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 5:00	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 - 6:00	0	2	0	0	0	0	0	0	0	0	0	0	2
6:00 - 7:00	1	8	2	0	0	0	0	0	0	0	0	0	11
7:00 - 8:00	0	30	7	3	1	0	0	0	0	0	0	0	41
8:00 - 9:00	1	68	8	2	0	0	0	0	0	0	0	0	79
9:00 - 10:00	0	42	4	0	1	0	0	0	0	0	0	0	47
10:00 - 11:00	0	32	6	3	0	0	0	0	1	0	0	1	43
11:00 - 12:00	0	31	9	4	0	0	0	0	0	0	0	0	44
12:00 - 13:00	0	40	9	2	1	0	0	0	0	0	0	1	53
13:00 - 14:00	1	32	7	2	1	0	0	0	0	0	0	0	43
14:00 - 15:00	1	42	7	1	1	0	0	0	0	0	0	0	52
15:00 - 16:00	1	47	11	1	2	0	0	0	0	0	0	0	62
16:00 - 17:00	1	40	5	2	2	0	0	0	0	0	0	0	50
17:00 - 18:00	1	70	7	1	1	0	0	0	0	0	0	0	80
18:00 - 19:00	0	45	7	1	1	0	0	0	0	0	0	0	54
19:00 - 20:00	1	34	7	0	1	0	0	0	0	0	0	0	43
20:00 - 21:00	0	17	4	0	0	0	0	0	0	0	0	0	21
21:00 - 22:00	0	17	1	0	0	0	0	0	0	0	0	0	18
22:00 - 23:00	0	11	1	0	0	0	0	0	0	0	0	0	12
23:00 - 0:00	0	4	0	0	0	0	0	0	0	0	0	0	4

7-19	6	519	87	22	11	0	0	0	1	0	0	2	648
6-22	8	595	101	22	12	0	0	0	1	0	0	2	741
6-24	8	610	102	22	12	0	0	0	1	0	0	2	757
0-24	8	615	103	22	12	0	0	0	1	0	0	2	763

Direction : SOUTHBOUND

TIME PERIOD	VEHICLE CLASSIFICATION												TOTAL
	MOTOR CYCLE	CAR	LGV	CAR / LGV TOW	2 AXLE RIGID HGV	3 AXLE RIGID HGV	4 AXLE RIGID HGV	3 AXLE ARTIC HGV	4 AXLE ARTIC HGV	5 AXLE ARTIC HGV	6 AXLE ARTIC HGV	BUS / COACH	
0:00 - 1:00	0	2	0	0	0	0	0	0	0	0	0	0	2
1:00 - 2:00	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 - 4:00	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 6:00	0	2	1	0	0	0	0	0	0	0	0	0	3
6:00 - 7:00	0	5	0	0	0	0	0	0	0	0	0	0	5
7:00 - 8:00	0	20	7	0	1	0	0	0	0	0	1	0	29
8:00 - 9:00	0	51	8	0	1	1	0	0	1	0	0	0	62
9:00 - 10:00	0	33	6	2	0	0	0	0	0	0	0	0	41
10:00 - 11:00	0	37	9	5	0	0	0	0	1	0	0	0	52
11:00 - 12:00	0	28	3	2	1	0	1	0	0	0	0	0	35
12:00 - 13:00	0	45	7	0	0	0	0	0	0	0	0	0	52
13:00 - 14:00	0	39	7	1	0	0	0	0	0	0	0	0	47
14:00 - 15:00	1	45	4	0	1	0	0	0	0	0	0	0	51
15:00 - 16:00	1	59	9	1	0	0	0	0	0	0	0	0	70
16:00 - 17:00	0	54	9	1	1	1	0	0	1	0	0	0	67
17:00 - 18:00	1	86	12	1	1	0	0	0	1	0	0	0	102
18:00 - 19:00	1	54	11	1	0	0	0	0	0	0	0	0	67
19:00 - 20:00	0	26	4	1	0	0	0	0	0	0	0	0	31
20:00 - 21:00	0	12	4	1	0	0	0	0	0	0	0	0	17
21:00 - 22:00	0	11	2	0	0	0	0	0	0	0	0	0	13
22:00 - 23:00	0	4	1	0	0	0	0	0	0	0	0	0	5
23:00 - 0:00	0	4	1	0	0	0	0	0	0	0	0	0	5

7-19	4	551	92	14	6	2	1	0	4	0	1	0	675
6-22	4	605	102	16	6	2	1	0	4	0	1	0	741
6-24	4	613	104	16	6	2	1	0	4	0	1	0	751
0-24	4	619	105	16	6	2	1	0	4	0	1	0	758

Automatic Classified Counts, Cumbria

DATE: THURSDAY 05/09/2013

LOCATION: LITTLE CORBY ROAD



Direction : NORTHBOUND

TIME PERIOD	VEHICLE CLASSIFICATION												TOTAL
	MOTOR CYCLE	CAR	LGV	CAR / LGV TOW	2 AXLE RIGID HGV	3 AXLE RIGID HGV	4 AXLE RIGID HGV	3 AXLE ARTIC HGV	4 AXLE ARTIC HGV	5 AXLE ARTIC HGV	6 AXLE ARTIC HGV	BUS / COACH	
0:00 - 1:00	0	2	0	0	0	0	0	0	0	0	0	0	2
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 - 3:00	0	0	1	0	0	0	0	0	0	0	0	0	1
3:00 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 5:00	0	1	1	0	0	0	0	0	0	0	0	0	2
5:00 - 6:00	0	3	0	0	0	0	0	0	0	0	0	0	3
6:00 - 7:00	1	8	1	0	0	0	0	0	0	0	0	0	10
7:00 - 8:00	0	27	7	2	1	0	0	0	0	0	0	0	37
8:00 - 9:00	1	62	7	1	0	0	0	0	0	0	0	0	71
9:00 - 10:00	0	38	6	1	1	0	0	0	0	0	0	0	46
10:00 - 11:00	0	31	6	2	1	0	0	0	1	0	0	1	42
11:00 - 12:00	0	32	8	3	1	0	0	0	0	0	0	0	44
12:00 - 13:00	0	37	9	2	1	0	0	0	0	0	0	1	50
13:00 - 14:00	1	32	5	2	1	0	0	0	0	0	0	0	41
14:00 - 15:00	1	42	7	1	2	0	0	0	0	0	0	0	53
15:00 - 16:00	1	48	10	1	2	0	0	0	0	0	0	0	62
16:00 - 17:00	1	42	5	2	3	0	0	0	0	0	0	0	53
17:00 - 18:00	1	65	6	2	1	0	0	0	0	0	0	0	75
18:00 - 19:00	0	42	6	1	1	0	0	0	0	0	0	0	50
19:00 - 20:00	1	33	6	0	1	0	0	0	0	0	0	0	41
20:00 - 21:00	0	18	3	0	0	0	0	0	0	0	0	0	21
21:00 - 22:00	0	17	2	0	0	0	0	0	0	0	0	0	19
22:00 - 23:00	0	11	1	0	0	0	0	0	0	0	0	0	12
23:00 - 0:00	0	6	0	0	0	0	0	0	0	0	0	0	6

7-19	6	498	82	20	15	0	0	0	1	0	0	2	624
6-22	8	574	94	20	16	0	0	0	1	0	0	2	715
6-24	8	591	95	20	16	0	0	0	1	0	0	2	733
0-24	8	597	97	20	16	0	0	0	1	0	0	2	741

Direction : SOUTHBOUND

TIME PERIOD	VEHICLE CLASSIFICATION												TOTAL
	MOTOR CYCLE	CAR	LGV	CAR / LGV TOW	2 AXLE RIGID HGV	3 AXLE RIGID HGV	4 AXLE RIGID HGV	3 AXLE ARTIC HGV	4 AXLE ARTIC HGV	5 AXLE ARTIC HGV	6 AXLE ARTIC HGV	BUS / COACH	
0:00 - 1:00	0	2	0	0	0	0	0	0	0	0	0	0	2
1:00 - 2:00	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 - 4:00	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 - 5:00	0	0	1	0	0	0	0	0	0	0	0	0	1
5:00 - 6:00	0	2	1	0	0	0	0	0	0	0	0	0	3
6:00 - 7:00	0	5	0	0	0	0	0	0	0	0	0	0	5
7:00 - 8:00	0	23	6	1	1	0	0	0	0	0	1	0	32
8:00 - 9:00	0	45	7	1	2	1	0	0	1	0	0	0	57
9:00 - 10:00	0	32	6	2	1	0	0	0	0	0	0	0	41
10:00 - 11:00	0	32	8	3	1	0	0	0	1	0	0	0	45
11:00 - 12:00	0	30	4	2	1	0	1	0	0	0	0	0	38
12:00 - 13:00	0	40	6	1	1	0	0	0	0	0	0	0	48
13:00 - 14:00	1	33	6	1	1	0	0	0	0	0	0	0	42
14:00 - 15:00	1	42	5	0	1	0	1	0	0	0	0	0	50
15:00 - 16:00	1	57	8	1	1	0	0	0	0	0	0	0	68
16:00 - 17:00	0	54	12	1	2	1	0	0	1	0	0	0	71
17:00 - 18:00	1	79	10	1	1	0	0	0	1	0	0	0	93
18:00 - 19:00	1	49	8	1	0	0	0	0	0	0	0	0	59
19:00 - 20:00	0	28	4	1	0	0	0	0	0	0	0	0	33
20:00 - 21:00	0	17	3	1	0	0	0	0	0	0	0	0	21
21:00 - 22:00	0	13	2	0	0	0	0	0	0	0	0	0	15
22:00 - 23:00	0	5	1	0	0	0	0	0	0	0	0	0	6
23:00 - 0:00	0	5	1	0	0	0	0	0	0	0	0	0	6

7-19	5	516	86	15	13	2	2	0	4	0	1	0	644
6-22	5	579	95	17	13	2	2	0	4	0	1	0	718
6-24	5	589	97	17	13	2	2	0	4	0	1	0	730
0-24	5	595	99	17	13	2	2	0	4	0	1	0	738

DATE: Weekday

LOCATION: LITTLE CORBY ROAD

Direction : NORTHBOUND

TIME PERIOD	VEHICLE CLASSIFICATION												TOTAL	
	MOTOR CYCLE	CAR	LGV	CAR / LGV TOW	2 AXLE RIGID HGV	3 AXLE RIGID HGV	4 AXLE RIGID HGV	3 AXLE ARTIC HGV	4 AXLE ARTIC HGV	5 AXLE ARTIC HGV	6 AXLE ARTIC HGV	BUS / COACH		
0:00 - 1:00	0	2.2	0	0	0	0	0	0	0	0	0	0	0	2.2
1:00 - 2:00	0	0.4	0	0	0	0	0	0	0	0	0	0	0	0.4
2:00 - 3:00	0	0.4	0.4	0	0	0	0	0	0	0	0	0	0	0.8
3:00 - 4:00	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0.2
4:00 - 5:00	0	1.2	0.6	0	0	0	0	0	0	0	0	0	0	1.8
5:00 - 6:00	0	2.8	0.2	0.2	0	0	0	0	0	0	0	0	0	3.2
6:00 - 7:00	0.6	7.8	1.2	0	0	0	0	0	0	0	0	0	0	9.6
7:00 - 8:00	0	25.2	6.2	1	0.8	0	0	0	0	0	0	0	0	33.2
8:00 - 9:00	0.4	60	6.8	0.8	0	0	0	0	0.2	0	0	0	0	68.2
9:00 - 10:00	0	35.2	7.6	1	0.6	0	0.2	0	0	0.2	0	0.2	0	45
10:00 - 11:00	0	29.6	5.8	2.2	1	0.4	0	0	0.4	0	0	0.4	0	39.8
11:00 - 12:00	0.2	33.2	7	2.6	1.2	0.2	0	0	0	0	0	0.2	0	44.6
12:00 - 13:00	0	34.6	8.4	1.6	0.8	0.2	0	0	0	0	0	0.6	0	46.2
13:00 - 14:00	1	33	4.2	2	1.4	0.2	0	0	0	0.2	0	0	0	42
14:00 - 15:00	0.4	39	6.8	0.8	1.4	0	0.2	0	0	0	0	0	0	48.6
15:00 - 16:00	1	47	9.2	1.4	1.4	0	0	0	0	0	0	0	0	60
16:00 - 17:00	0.4	42.8	6.4	1.6	2.6	0	0.2	0	0	0.2	0	0	0	54.2
17:00 - 18:00	1	61.6	6.2	1.4	1	0.2	0	0	0	0	0	0	0	71.4
18:00 - 19:00	0	40.4	6.8	1	1	0	0	0	0	0.2	0	0	0	49.4
19:00 - 20:00	0.6	31	5	0	0.8	0	0	0	0	0	0	0	0	37.4
20:00 - 21:00	0.2	17.8	2.6	0	0	0	0	0	0	0	0	0	0	20.6
21:00 - 22:00	0	16	1.4	0	0	0	0	0	0	0	0	0	0	17.4
22:00 - 23:00	0	9.2	0.4	0	0	0	0	0	0	0	0	0	0	9.6
23:00 - 0:00	0	5.4	0	0	0	0	0	0	0	0	0	0	0	5.4

7-19	4	482	81	17	13	1	1	0	1	1	0	1	624
6-22	6	554	92	17	14	1	1	0	1	1	0	1	715
6-24	6	569	92	17	14	1	1	0	1	1	0	1	733
0-24	6	576	93	18	14	1	1	0	1	1	0	1	741

Direction : SOUTHBOUND

TIME PERIOD	VEHICLE CLASSIFICATION												TOTAL	
	MOTOR CYCLE	CAR	LGV	CAR / LGV TOW	2 AXLE RIGID HGV	3 AXLE RIGID HGV	4 AXLE RIGID HGV	3 AXLE ARTIC HGV	4 AXLE ARTIC HGV	5 AXLE ARTIC HGV	6 AXLE ARTIC HGV	BUS / COACH		
0:00 - 1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 - 2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 - 4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 - 5:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 - 6:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
6:00 - 7:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
7:00 - 8:00	0	23	6	1	1	0	0	0	0	0	1	0	0	32
8:00 - 9:00	0	45	7	1	2	1	0	0	1	0	0	0	0	57
9:00 - 10:00	0	32	6	2	1	0	0	0	0	0	0	0	0	41
10:00 - 11:00	0	32	8	3	1	0	0	0	1	0	0	0	0	45
11:00 - 12:00	0	30	4	2	1	0	1	0	0	0	0	0	0	38
12:00 - 13:00	0	40	6	1	1	0	0	0	0	0	0	0	0	48
13:00 - 14:00	1	33	6	1	1	0	0	0	0	0	0	0	0	42
14:00 - 15:00	1	42	5	0	1	0	1	0	0	0	0	0	0	50
15:00 - 16:00	1	57	8	1	1	0	0	0	0	0	0	0	0	68
16:00 - 17:00	0	54	12	1	2	1	0	0	1	0	0	0	0	71
17:00 - 18:00	1	79	10	1	1	0	0	0	1	0	0	0	0	93
18:00 - 19:00	1	49	8	1	0	0	0	0	0	0	0	0	0	59
19:00 - 20:00	0	28	4	1	0	0	0	0	0	0	0	0	0	33
20:00 - 21:00	0	17	3	1	0	0	0	0	0	0	0	0	0	21
21:00 - 22:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
22:00 - 23:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
23:00 - 0:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6

7-19	5	516	86	15	13	2	2	0	4	0	1	0	644
6-22	5	579	95	17	13	2	2	0	4	0	1	0	718
6-24	5	589	97	17	13	2	2	0	4	0	1	0	730
0-24	5	595	99	17	13	2	2	0	4	0	1	0	738



Appendix C – MCC Survey Data

Little Corby, Cumbria - Manual Traffic Survey, Thursday 26th March 2015



Produced by Streetwise Services Ltd.

Junction: (1) A - Little Corby Road North / B - A69 East / C - A69 South / D - Little Corby Road West

Approach: C - A69 South

TIME	Left to D - Little Corby Road West						N/B to A - Little Corby Road North						Right to B - A69 East						U-Turns to C - A69 South					
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	0	0	0	6	0	0	0	0	6	25	11	5	4	0	45	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	7	1	1	0	0	9	41	9	5	9	3	67	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	4	3	0	0	0	7	59	14	5	5	0	83	0	0	0	0	0	0
0745 - 0800	1	0	0	0	0	1	12	0	0	0	0	12	85	29	2	4	1	121	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	1	29	4	1	0	0	34	210	63	17	22	4	316	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	14	2	0	0	1	17	86	25	4	3	3	121	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	14	2	1	1	0	18	94	15	4	8	4	125	0	0	0	0	0	0
0830 - 0845	1	0	0	0	0	1	10	1	0	0	0	11	85	21	3	8	0	117	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	12	1	0	0	0	13	95	22	4	4	2	127	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	1	50	6	1	1	1	59	360	83	15	23	9	490	0	0	0	0	0	0
0900 - 0915	0	0	0	0	0	0	20	1	1	0	1	23	64	22	5	4	0	95	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	7	3	1	0	0	11	57	17	4	3	1	82	0	0	0	0	0	0
0930 - 0945	0	1	0	0	0	1	6	4	1	0	0	11	67	9	8	4	0	88	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	15	1	0	0	0	16	86	8	3	5	1	103	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	1	48	9	3	0	1	61	274	56	20	16	2	368	0	0	0	0	0	0
Session Total	2	1	0	0	0	3	127	19	5	1	2	154	844	202	52	61	15	1174	0	0	0	0	0	0
1600 - 1615	2	0	0	0	0	2	10	2	0	0	0	12	111	14	3	5	1	134	0	0	0	0	0	0
1615 - 1630	1	0	0	0	0	1	16	4	1	0	0	21	102	19	2	5	1	129	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	22	4	0	0	0	26	131	20	6	2	1	160	0	0	0	0	0	0
1645 - 1700	4	0	0	0	0	4	16	4	0	0	0	20	124	20	1	1	1	147	0	0	0	0	0	0
Hourly Total	7	0	0	0	0	7	64	14	1	0	0	79	468	73	12	13	4	570	0	0	0	0	0	0
1700 - 1715	2	0	0	0	0	2	16	3	0	0	0	19	135	23	3	4	0	165	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	23	3	0	0	0	26	142	18	3	4	2	169	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	21	7	1	0	0	29	133	20	4	2	1	160	0	0	0	0	0	0
1745 - 1800	1	0	0	0	0	1	23	2	0	0	0	25	127	18	2	5	1	153	0	0	0	0	0	0
Hourly Total	3	0	0	0	0	3	83	15	1	0	0	99	537	79	12	15	4	647	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	26	2	0	0	0	28	110	16	2	5	1	134	0	0	0	0	0	0
1815 - 1830	5	0	0	0	0	5	21	3	0	0	0	24	97	13	1	1	1	113	0	0	0	0	0	0
1830 - 1845	1	0	0	0	0	1	12	5	0	0	0	17	89	4	1	1	0	95	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	10	0	0	0	0	10	76	13	1	0	0	90	0	0	0	0	0	0
Hourly Total	6	0	0	0	0	6	69	10	0	0	0	79	372	46	5	7	2	432	0	0	0	0	0	0
Session Total	16	0	0	0	0	16	216	39	2	0	0	257	1377	198	29	35	10	1649	0	0	0	0	0	0

Little Corby, Cumbria - Manual Traffic Survey, Thursday 26th March 2015



Produced by Streetwise Services Ltd.

Junction: (2) A - A69 North / B - Unnamed Road East / C - A69 South / D - Unnamed Road West

Approach: C - A69 South

TIME	Left to D - Unnamed Road West						N/B to A - A69 North						Right to B - Unnamed Road East						U-Turns to C - A69 South					
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	0	0	0	18	10	6	6	0	40	2	1	0	0	0	3	0	0	0	0	0	0
0715 - 0730	0	0	1	0	0	1	24	10	5	3	3	45	10	0	0	2	0	12	0	0	0	0	0	0
0730 - 0745	2	1	0	0	0	3	55	5	5	7	0	72	4	2	1	0	0	7	0	0	0	0	0	0
0745 - 0800	2	2	0	0	0	4	57	17	2	2	1	79	9	5	2	2	0	18	0	0	0	0	0	0
Hourly Total	4	3	1	0	0	8	154	42	18	18	4	236	25	8	3	4	0	40	0	0	0	0	0	0
0800 - 0815	2	1	0	0	0	3	62	17	2	3	2	86	21	8	1	1	0	31	0	0	0	0	0	0
0815 - 0830	2	1	0	0	0	3	69	9	2	8	5	93	6	1	0	0	0	7	0	0	0	0	0	0
0830 - 0845	3	0	0	0	0	3	49	16	3	9	0	77	11	6	3	0	0	20	0	0	0	0	0	0
0845 - 0900	11	0	0	0	0	11	76	18	3	3	1	101	16	6	0	1	1	24	0	0	0	0	0	0
Hourly Total	18	2	0	0	0	20	256	60	10	23	8	357	54	21	4	2	1	82	0	0	0	0	0	0
0900 - 0915	6	1	0	0	0	7	48	16	4	3	0	71	10	3	1	1	0	15	0	0	0	0	0	0
0915 - 0930	4	1	0	1	0	6	46	9	3	3	1	62	15	0	0	2	0	17	0	0	0	0	0	0
0930 - 0945	3	1	1	0	0	5	51	8	9	4	0	72	10	4	1	0	0	15	0	0	0	0	0	0
0945 - 1000	1	0	0	0	0	1	66	6	2	3	1	78	11	0	1	1	0	13	0	0	0	0	0	0
Hourly Total	14	3	1	1	0	19	211	39	18	13	2	283	46	7	3	4	0	60	0	0	0	0	0	0
Session Total	36	8	2	1	0	47	621	141	46	54	14	876	125	36	10	10	1	182	0	0	0	0	0	0
1600 - 1615	8	0	0	0	0	8	85	8	3	6	1	103	24	5	0	0	0	29	0	0	0	0	0	0
1615 - 1630	6	1	0	0	0	7	74	13	1	3	1	92	35	8	1	2	0	46	0	0	0	0	0	0
1630 - 1645	7	3	1	0	0	11	90	13	5	3	1	112	13	4	0	1	0	18	0	0	0	0	0	0
1645 - 1700	8	3	0	0	0	11	84	13	1	1	1	100	29	2	0	0	0	31	0	0	0	0	0	0
Hourly Total	29	7	1	0	0	37	333	47	10	13	4	407	101	19	1	3	0	124	0	0	0	0	0	0
1700 - 1715	7	0	1	0	0	8	93	15	3	4	0	115	30	3	0	0	0	33	0	0	0	0	0	0
1715 - 1730	8	2	0	0	0	10	94	11	2	4	1	112	35	8	0	1	1	45	0	0	0	0	0	0
1730 - 1745	6	1	0	0	0	7	96	11	4	2	1	114	37	2	1	0	0	40	0	0	0	0	0	0
1745 - 1800	10	1	0	0	0	11	85	14	2	4	1	106	26	3	0	1	0	30	0	0	0	0	0	0
Hourly Total	31	4	1	0	0	36	368	51	11	14	3	447	128	16	1	2	1	148	0	0	0	0	0	0
1800 - 1815	7	1	0	0	0	8	85	11	1	5	1	103	16	3	0	0	0	19	0	0	0	0	0	0
1815 - 1830	5	0	1	0	0	6	65	10	1	1	1	78	24	1	0	0	0	25	0	0	0	0	0	0
1830 - 1845	7	0	0	0	0	7	59	4	0	2	0	65	15	1	0	0	0	16	0	0	0	0	0	0
1845 - 1900	4	2	0	0	0	6	56	5	1	0	0	62	9	1	0	0	0	10	0	0	0	0	0	0
Hourly Total	23	3	1	0	0	27	265	30	3	8	2	308	64	6	0	0	0	70	0	0	0	0	0	0
Session Total	83	14	3	0	0	100	966	128	24	35	9	1162	293	41	2	5	1	342	0	0	0	0	0	0



Appendix D – TRICS Outputs

Calculation Reference: AUDIT-705118-150518-0512

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST WS WEST SUSSEX	1 days
04	EAST ANGLIA SF SUFFOLK	1 days
05	EAST MIDLANDS LN LINCOLNSHIRE	2 days
06	WEST MIDLANDS SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE NY NORTH YORKSHIRE	1 days
08	NORTH WEST CH CHESHIRE	2 days
10	WALES CF CARDIFF	1 days
11	SCOTLAND SR STIRLING	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
 Actual Range: 108 to 230 (units:)
 Range Selected by User: 100 to 400 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 11/12/14

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	2 days
Tuesday	3 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	5

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	8
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.

Filtering Stage 3 selection:

Use Class:

C3 10 days

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

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	4 days
20,001 to 25,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	4 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

1.1 to 1.5 10 days

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

Travel Plan:

Yes	1 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.

LIST OF SITES relevant to selection parameters

1	CF-03-A-02 DROPE ROAD	MIXED HOUSES	CARDIFF
	CARDIFF Edge of Town Residential Zone Total Number of dwellings: 196 Survey date: FRIDAY 05/10/07		Survey Type: MANUAL
2	CH-03-A-02 SYDNEY ROAD	HOUSES/FLATS	CHESHIRE
	CREWE Edge of Town Residential Zone Total Number of dwellings: 174 Survey date: TUESDAY 14/10/08		Survey Type: MANUAL
3	CH-03-A-06 CREWE ROAD	SEMI-DET./BUNGALOWS	CHESHIRE
	CREWE Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 129 Survey date: TUESDAY 14/10/08		Survey Type: MANUAL
4	LN-03-A-01 BRANT ROAD BRACEBRIDGE LINCOLN	MIXED HOUSES	LINCOLNSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 150 Survey date: TUESDAY 15/05/07		Survey Type: MANUAL
5	LN-03-A-02 HYKEHAM ROAD	MIXED HOUSES	LINCOLNSHIRE
	LINCOLN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 186 Survey date: MONDAY 14/05/07		Survey Type: MANUAL
6	NY-03-A-06 HORSEFAIR	BUNGALOWS & SEMI DET.	NORTH YORKSHIRE
	BOROUGHBRIDGE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 115 Survey date: FRIDAY 14/10/11		Survey Type: MANUAL
7	SF-03-A-02 STOKE PARK DRIVE MAIDENHALL IPSWICH	SEMI DET./TERRACED	SUFFOLK
	Edge of Town Residential Zone Total Number of dwellings: 230 Survey date: THURSDAY 24/05/07		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	SH-03-A-04	TERRACED		SHROPSHIRE
		ST MICHAEL'S STREET		
		SHREWSBURY		
		Suburban Area (PPS6 Out of Centre)		
		No Sub Category		
		Total Number of dwellings:	108	
		Survey date: THURSDAY	11/06/09	Survey Type: MANUAL
9	SR-03-A-01	DETACHED		STIRLING
		BENVIEW		
		STIRLING		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	115	
		Survey date: MONDAY	23/04/07	Survey Type: MANUAL
10	WS-03-A-04	MIXED HOUSES		WEST SUSSEX
		HILLS FARM LANE		
		BROADBRIDGE HEATH		
		HORSHAM		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	151	
		Survey date: THURSDAY	11/12/14	Survey Type: MANUAL

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

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	155	0.089	10	155	0.297	10	155	0.386
08:00 - 09:00	10	155	0.167	10	155	0.418	10	155	0.585
09:00 - 10:00	10	155	0.169	10	155	0.207	10	155	0.376
10:00 - 11:00	10	155	0.153	10	155	0.194	10	155	0.347
11:00 - 12:00	10	155	0.178	10	155	0.182	10	155	0.360
12:00 - 13:00	10	155	0.188	10	155	0.185	10	155	0.373
13:00 - 14:00	10	155	0.192	10	155	0.158	10	155	0.350
14:00 - 15:00	10	155	0.175	10	155	0.196	10	155	0.371
15:00 - 16:00	10	155	0.281	10	155	0.193	10	155	0.474
16:00 - 17:00	10	155	0.311	10	155	0.189	10	155	0.500
17:00 - 18:00	10	155	0.389	10	155	0.232	10	155	0.621
18:00 - 19:00	10	155	0.250	10	155	0.203	10	155	0.453
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.542			2.654			5.196

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: 108 - 230 (units:)
 Survey date date range: 01/01/07 - 11/12/14
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	155	0.008	10	155	0.009	10	155	0.017
08:00 - 09:00	10	155	0.007	10	155	0.021	10	155	0.028
09:00 - 10:00	10	155	0.006	10	155	0.005	10	155	0.011
10:00 - 11:00	10	155	0.003	10	155	0.007	10	155	0.010
11:00 - 12:00	10	155	0.006	10	155	0.005	10	155	0.011
12:00 - 13:00	10	155	0.008	10	155	0.006	10	155	0.014
13:00 - 14:00	10	155	0.005	10	155	0.005	10	155	0.010
14:00 - 15:00	10	155	0.003	10	155	0.003	10	155	0.006
15:00 - 16:00	10	155	0.024	10	155	0.014	10	155	0.038
16:00 - 17:00	10	155	0.014	10	155	0.008	10	155	0.022
17:00 - 18:00	10	155	0.013	10	155	0.012	10	155	0.025
18:00 - 19:00	10	155	0.010	10	155	0.005	10	155	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.107			0.100			0.207

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: 108 - 230 (units:)
 Survey date date range: 01/01/07 - 11/12/14
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



Appendix E – Trip Distribution

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

ONS Crown Copyright Reserved [from Nomis on 18 May 2015]

Population All usual residents aged 16 and over in employment the week before the census
 Units Persons
 Date 2011
 Method of travel to work Driving a car or van

usual residence						
Place of Work : 2011 Census merged local authority district	Carlisle 007	%	Route			
Carlisle	2,322	83.83%				
Eden	211	7.62%	A			
Allerdale	72	2.60%	A			
Copeland	31	1.12%	A			
Northumberland	21	0.76%	B			
South Lakeland	16	0.58%	A			
Newcastle upon Tyne	9	0.32%	B			
Lancaster	9	0.32%	A			
Barrow-in-Furness	6	0.22%	A			
Gateshead	5	0.18%	B			
Halton	4	0.14%	A			
Wigan	4	0.14%	A			
Sunderland	3	0.11%	B			
Manchester	3	0.11%	B			
Swindon	3	0.11%	A			
Middlesbrough	2	0.07%	A	0.04%	B	0.04%
Tameside	2	0.07%	A			
Liverpool	2	0.07%	A			
Bradford	2	0.07%	A			
Leeds	2	0.07%	A			
Wakefield	2	0.07%	A			
Wychavon	2	0.07%	A			
Westminster, City of London	2	0.07%	A			
County Durham	1	0.04%	B			
North Tyneside	1	0.04%	B			
Blackpool	1	0.04%	A			
Cheshire West and Chester	1	0.04%	A			
Ribble Valley	1	0.04%	A			
South Ribble	1	0.04%	A			
West Lancashire	1	0.04%	A			
Bolton	1	0.04%	A			
Salford	1	0.04%	A			
Stockport	1	0.04%	A			
Trafford	1	0.04%	A			
Hambleton	1	0.04%	A	0.02%	B	0.02%
Harrogate	1	0.04%	A			
Richmondshire	1	0.04%	A			
Barnsley	1	0.04%	A			
Sheffield	1	0.04%	A			
Northampton	1	0.04%	A			
Ashfield	1	0.04%	A			
Herefordshire, County of	1	0.04%	A			
Stoke-on-Trent	1	0.04%	A			
Stafford	1	0.04%	A			
Dudley	1	0.04%	A			
Walsall	1	0.04%	A			
Huntingdonshire	1	0.04%	A			
Watford	1	0.04%	A			
Hammersmith and Fulham	1	0.04%	A			
Hounslow	1	0.04%	A			
Merton	1	0.04%	A			
Wandsworth	1	0.04%	A			
Wycombe	1	0.04%	A			
Vale of White Horse	1	0.04%	A			
Spelthorne	1	0.04%	A			
Bristol, City of	1	0.04%	A			
Pembrokeshire	1	0.04%	A			
Blaenau Gwent	1	0.04%	A			
Total	2,770	100.00%				

Place of Work : 2011 super output area - middle layer	Carlisle 007	Absolute %	Relative %	Route		
Carlisle 006	604	26.01%	21.81%	A		
Carlisle 004	253	10.90%	9.13%	4.57%	C	4.57%
Carlisle 007	239	10.29%	8.63%	4.31%	C	4.31%
Carlisle 010	224	9.65%	8.09%	A		
Carlisle 008	210	9.04%	7.58%	A		
Carlisle 002	199	8.57%	7.18%	B		
Carlisle 003	181	7.80%	6.53%	3.27%	C	3.27%
Carlisle 013	123	5.30%	4.44%	2.22%	C	2.22%
Carlisle 011	122	5.25%	4.40%	A		
Carlisle 001	87	3.75%	3.14%	1.57%	C	1.57%
Carlisle 005	36	1.55%	1.30%	0.65%	C	0.65%
Carlisle 012	34	1.46%	1.23%	A		
Carlisle 009	10	0.43%	0.36%	A		
Total	2,322	100.00%	83.83%			

Route	Distribution
A	74.62%
B	8.79%
C	16.59%
Total	100.00%



Appendix F – PICADY Output: Little Corby Road / Site Access

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.0.4211 [] © Copyright TRL Limited, 2015
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: J4 - Site Access Simple T-jn (2015-11-06).j9
 Path: J:\2013\A084131 North Associates\A084131-8 Little Corby Warwick Bridge\Picady\November 2015
 Report generation date: 06/11/2015 13:40:12

»(Default Analysis Set) - 2025 with Dev. Flows (One Access), AM
 »(Default Analysis Set) - 2025 with Dev. Flows (One Access), PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
A1 - 2025 with Dev. Flows (One Access)						
Stream B-AC	0.1	5.97	0.08	0.1	5.90	0.05
Stream C-AB	0.0	6.16	0.03	0.1	6.51	0.07
Stream C-A						
Stream A-B						
Stream A-C						

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	(untitled)
Location	
Site number	
Date	19/05/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WYG'steve.ho
Description	

Units

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

Analysis Options

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

Demand Set Summary

Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
2025 with Dev. Flows (One Access)	AM	ONE HOUR	07:45	09:15	15	✓
2025 with Dev. Flows (One Access)	PM	ONE HOUR	16:15	17:45	15	✓

(Default Analysis Set) - 2025 with Dev. Flows (One Access), AM

Data Errors and Warnings
 No errors or warnings

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - Site Access Priority Jun.	Site Access Priority Jun.	T-Junction	Two-way	2.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Little Corby Road N		Major
B	Site Access		Minor
C	Little Corby Road S		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 - Little Corby Road S	6.87			75.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	4.16	22	22

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	553.095	0.097	0.245	0.154	0.350
1	B-C	711.856	0.105	0.265	-	-
1	C-B	617.397	0.230	0.230	-	-

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	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 with Dev. Flows (One Access)	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Little Corby Road N		ONE HOUR	✓	65.00	100.000
B - Site Access		ONE HOUR	✓	50.00	100.000
C - Little Corby Road S		ONE HOUR	✓	86.00	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	A - Little Corby Road N	B - Site Access	C - Little Corby Road S	
A - Little Corby Road N	0.000	3.000	62.000	
B - Site Access	8.000	0.000	42.000	
C - Little Corby Road S	69.000	17.000	0.000	

Proportions

From	To			
	A - Little Corby Road N	B - Site Access	C - Little Corby Road S	
A - Little Corby Road N	0.00	0.05	0.95	
B - Site Access	0.16	0.00	0.84	
C - Little Corby Road S	0.80	0.20	0.00	

Vehicle Mix

Heavy Vehicle proportion

From	To			
	A - Little Corby Road N	B - Site Access	C - Little Corby Road S	
A - Little Corby Road N	0	0	0	
B - Site Access	0	0	0	
C - Little Corby Road S	0	0	0	

Average PCU Per Veh

From	To			
	A - Little Corby Road N	B - Site Access	C - Little Corby Road S	
A - Little Corby Road N	1.000	1.000	1.000	
B - Site Access	1.000	1.000	1.000	
C - Little Corby Road S	1.000	1.000	1.000	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.08	5.97	0.1	A	45.88	68.82
C-AB	0.03	6.16	0.0	A	15.65	23.47
C-A					63.27	94.91
A-B					2.75	4.13
A-C					56.89	85.34

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	37.64	37.64	9.41	0.00	664.98	0.057	37.40	0.0	0.1	5.735	A
C-AB	12.82	12.82	3.21	0.00	607.23	0.021	12.74	0.0	0.0	6.055	A
C-A	51.92	51.92	12.98	0.00			51.92				
A-B	2.26	2.26	0.56	0.00			2.26				
A-C	46.68	46.68	11.67	0.00			46.68				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	44.95	44.95	11.24	0.00	661.92	0.068	44.90	0.1	0.1	5.834	A
C-AB	15.32	15.32	3.83	0.00	605.52	0.025	15.30	0.0	0.0	6.098	A
C-A	61.99	61.99	15.50	0.00			61.99				
A-B	2.70	2.70	0.67	0.00			2.70				
A-C	55.74	55.74	13.93	0.00			55.74				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	55.05	55.05	13.76	0.00	657.70	0.084	54.98	0.1	0.1	5.973	A
C-AB	18.79	18.79	4.70	0.00	603.29	0.031	18.77	0.0	0.0	6.158	A
C-A	75.90	75.90	18.97	0.00			75.90				
A-B	3.30	3.30	0.83	0.00			3.30				

A-C	68.26	68.26	17.07	0.00			68.26				
-----	-------	-------	-------	------	--	--	-------	--	--	--	--

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	55.05	55.05	13.76	0.00	657.69	0.084	55.05	0.1	0.1	5.973	A
C-AB	18.79	18.79	4.70	0.00	603.29	0.031	18.79	0.0	0.0	6.158	A
C-A	75.90	75.90	18.97	0.00			75.90				
A-B	3.30	3.30	0.83	0.00			3.30				
A-C	68.26	68.26	17.07	0.00			68.26				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	44.95	44.95	11.24	0.00	661.92	0.068	45.02	0.1	0.1	5.835	A
C-AB	15.32	15.32	3.83	0.00	605.52	0.025	15.35	0.0	0.0	6.101	A
C-A	61.99	61.99	15.50	0.00			61.99				
A-B	2.70	2.70	0.67	0.00			2.70				
A-C	55.74	55.74	13.93	0.00			55.74				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	37.64	37.64	9.41	0.00	664.97	0.057	37.69	0.1	0.1	5.741	A
C-AB	12.82	12.82	3.21	0.00	607.23	0.021	12.84	0.0	0.0	6.058	A
C-A	51.92	51.92	12.98	0.00			51.92				
A-B	2.26	2.26	0.56	0.00			2.26				
A-C	46.68	46.68	11.67	0.00			46.68				

(Default Analysis Set) - 2025 with Dev. Flows (One Access), PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - Site Access Priority Jun.	Site Access Priority Jun.	T-Junction	Two-way	1.72	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025 with Dev. Flows (One Access)	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Little Corby Road N		ONE HOUR	✓	104.00	100.000
B - Site Access		ONE HOUR	✓	28.00	100.000
C - Little Corby Road S		ONE HOUR	✓	112.00	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	A - Little Corby Road N	B - Site Access	C - Little Corby Road S	
A - Little Corby Road N	0.000	8.000	96.000	
B - Site Access	5.000	0.000	23.000	
C - Little Corby Road S	73.000	39.000	0.000	

Proportions

From	To			
	A - Little Corby Road N	B - Site Access	C - Little Corby Road S	
A - Little Corby Road N	0.00	0.08	0.92	
B - Site Access	0.18	0.00	0.82	
C - Little Corby Road S	0.65	0.35	0.00	

Vehicle Mix

Heavy Vehicle proportion

From	To			
	A - Little Corby Road N	B - Site Access	C - Little Corby Road S	
A - Little Corby Road N	0	0	0	
B - Site Access	0	0	0	
C - Little Corby Road S	0	0	0	

Average PCU Per Veh

From	To			
	A - Little Corby Road N	B - Site Access	C - Little Corby Road S	
A - Little Corby Road N	1.000	1.000	1.000	
B - Site Access	1.000	1.000	1.000	
C - Little Corby Road S	1.000	1.000	1.000	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	5.90	0.1	A	25.69	38.54
C-AB	0.07	6.51	0.1	A	36.05	54.07
C-A					66.72	100.09
A-B					7.34	11.01
A-C					88.09	132.14

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	21.08	21.08	5.27	0.00	652.32	0.032	20.95	0.0	0.0	5.700	A
C-AB	29.49	29.49	7.37	0.00	602.07	0.049	29.29	0.0	0.1	6.284	A
C-A	54.83	54.83	13.71	0.00			54.83				
A-B	6.02	6.02	1.51	0.00			6.02				

A-C	72.27	72.27	18.07	0.00			72.27				
-----	-------	-------	-------	------	--	--	-------	--	--	--	--

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	25.17	25.17	6.29	0.00	647.43	0.039	25.14	0.0	0.0	5.784	A
C-AB	35.29	35.29	8.82	0.00	599.74	0.059	35.24	0.1	0.1	6.377	A
C-A	65.40	65.40	16.35	0.00			65.40				
A-B	7.19	7.19	1.80	0.00			7.19				
A-C	86.30	86.30	21.58	0.00			86.30				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	30.83	30.83	7.71	0.00	640.67	0.048	30.79	0.0	0.1	5.902	A
C-AB	43.36	43.36	10.84	0.00	596.88	0.073	43.30	0.1	0.1	6.503	A
C-A	79.95	79.95	19.99	0.00			79.95				
A-B	8.81	8.81	2.20	0.00			8.81				
A-C	105.70	105.70	26.42	0.00			105.70				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	30.83	30.83	7.71	0.00	640.67	0.048	30.83	0.1	0.1	5.902	A
C-AB	43.36	43.36	10.84	0.00	596.88	0.073	43.36	0.1	0.1	6.505	A
C-A	79.95	79.95	19.99	0.00			79.95				
A-B	8.81	8.81	2.20	0.00			8.81				
A-C	105.70	105.70	26.42	0.00			105.70				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	25.17	25.17	6.29	0.00	647.42	0.039	25.21	0.1	0.0	5.785	A
C-AB	35.29	35.29	8.82	0.00	599.74	0.059	35.35	0.1	0.1	6.378	A
C-A	65.40	65.40	16.35	0.00			65.40				
A-B	7.19	7.19	1.80	0.00			7.19				
A-C	86.30	86.30	21.58	0.00			86.30				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	21.08	21.08	5.27	0.00	652.30	0.032	21.11	0.0	0.0	5.703	A
C-AB	29.49	29.49	7.37	0.00	602.07	0.049	29.54	0.1	0.1	6.290	A
C-A	54.83	54.83	13.71	0.00			54.83				
A-B	6.02	6.02	1.51	0.00			6.02				
A-C	72.27	72.27	18.07	0.00			72.27				

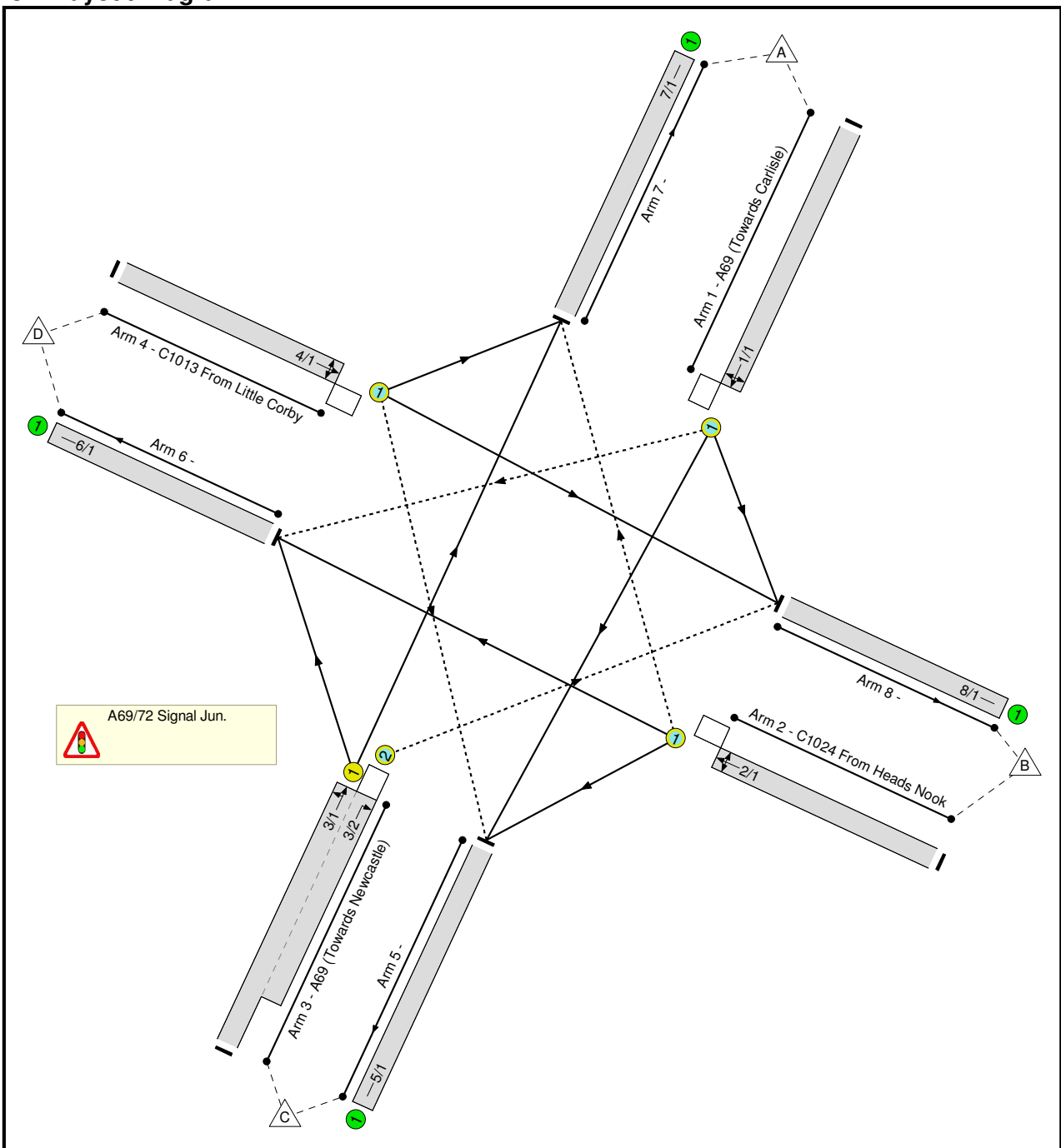


Appendix G – Linsig Output: A6/ Corby Hill

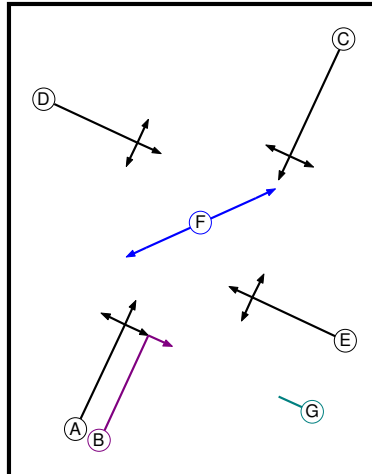
User and Project Details

Project:	
Title:	
Location:	
File name:	J2-b.lsg3x
Author:	
Company:	
Address:	
Notes:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Ind. Arrow	A	4	4
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		10	10
G	Dummy		0	0

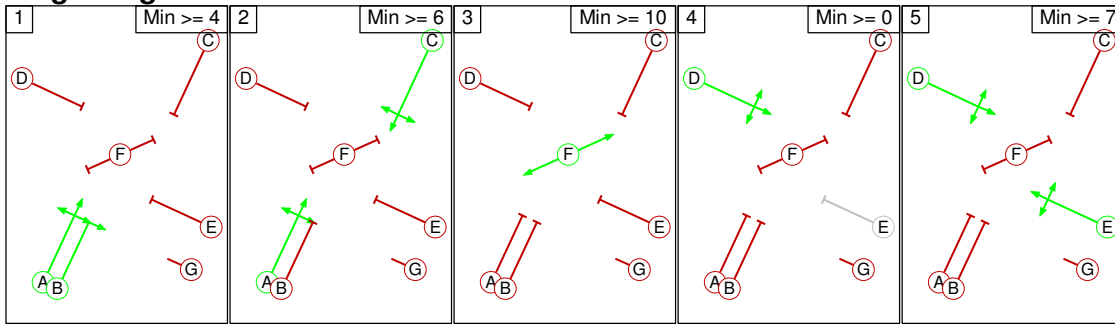
Phase Intergreens Matrix

	Starting Phase						
	A	B	C	D	E	F	G
Terminating Phase	A	-	-	7	7	10	10
B	-		5	5	5	10	10
C	-	5		5	5	10	10
D	5	5	5		-	10	10
E	6	6	5	-		10	10
F	10	10	10	10	10		10
G	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	A C
3	F
4	D
5	D E

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage				
	1	2	3	4	5
1		5	10	7	7
2	5		10	7	7
3	10	10		10	10
4	5	5	10		2
5	6	6	10	0	

Give-Way Lane Input Data

Junction: A69/72 Signal Jun.											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (A69 (Towards Carlisle))	6/1 (Right)	1439	0	3/1	1.09	All	2.00	2.00	0.50	2	2.00
2/1 (C1024 From Heads Nook)	7/1 (Right)	1439	0	4/1	1.09	To 7/1 (Left) To 8/1 (Ahead)	2.00	2.00	0.50	2	2.00
3/2 (A69 (Towards Newcastle))	8/1 (Right)	1439	0	1/1	1.09	To 5/1 (Ahead) To 8/1 (Left)	2.00	-	0.50	2	2.00
4/1 (C1013 From Little Corby)	5/1 (Right)	1439	0	2/1	1.09	To 5/1 (Left) To 6/1 (Ahead)	2.00	2.00	0.50	2	2.00

Lane Input Data

Junction: A69/72 Signal Jun.												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A69 Towards Carlisle))	O	C	2	3	60.0	Geom	-	3.63	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	7.28
											Arm 8 Left	4.75
2/1 (C1024 From Heads Nook)	O	E	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 5 Left	14.32
											Arm 6 Ahead	Inf
											Arm 7 Right	7.82
3/1 (A69 Towards Newcastle))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Left	11.49
											Arm 7 Ahead	Inf
3/2 (A69 Towards Newcastle))	O	A B	2	3	16.0	Geom	-	3.00	0.00	Y	Arm 8 Right	12.99
											Arm 5 Right	12.65
4/1 (C1013 From Little Corby)	O	D	2	3	60.0	Geom	-	3.05	0.00	Y	Arm 7 Left	10.83
											Arm 8 Ahead	Inf
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Peak 2015 Surveyed Flows'	08:00	09:00	01:00	
2: 'PM Peak 2015 Surveyed Flows'	16:30	17:30	01:00	
3: 'AM Peak 2025 w/o Dev. Flows'	08:00	09:00	01:00	
4: 'PM Peak 2025 w/o Dev. Flows'	16:30	17:30	01:00	
5: 'AM Peak 2025 with Dev. Flows (One Access)'	08:00	09:00	01:00	
6: 'PM Peak 2025 with Dev. Flows (One Access)'	16:30	17:30	01:00	

1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	11	453	8	472
	B	18	0	181	26	225
	C	400	88	0	20	508
	D	15	11	75	0	101
	Tot.	433	110	709	54	1306

Traffic Lane Flows

Lane	Scenario 1: AM Peak 2015 Surveyed Flows
Junction: A69/72 Signal Jun.	
1/1	472
2/1	225
3/1 (with short)	508(In) 420(Out)
3/2 (short)	88
4/1	101
5/1	709
6/1	54
7/1	433
8/1	110

Lane Saturation Flows

Junction: A69/72 Signal Jun.								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A69 (Towards Carlisle))	3.63	0.00	Y	Arm 5 Ahead	Inf	96.0 %	1957	1957
				Arm 6 Right	7.28	1.7 %		
				Arm 8 Left	4.75	2.3 %		
2/1 (C1024 From Heads Nook)	3.25	0.00	Y	Arm 5 Left	14.32	80.4 %	1764	1764
				Arm 6 Ahead	Inf	11.6 %		
				Arm 7 Right	7.82	8.0 %		
3/1 (A69 (Towards Newcastle))	3.00	0.00	Y	Arm 6 Left	11.49	4.8 %	1903	1903
				Arm 7 Ahead	Inf	95.2 %		
3/2 (A69 (Towards Newcastle))	3.00	0.00	Y	Arm 8 Right	12.99	100.0 %	1717	1717
4/1 (C1013 From Little Corby)	3.05	0.00	Y	Arm 5 Right	12.65	74.3 %	1732	1732
				Arm 7 Left	10.83	14.9 %		
				Arm 8 Ahead	Inf	10.9 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'PM Peak 2015 Surveyed Flows' (FG2: 'PM Peak 2015 Surveyed Flows', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	14	441	23	478
	B	7	0	70	17	94
	C	463	131	0	41	635
	D	11	25	33	0	69
	Tot.	481	170	544	81	1276

Traffic Lane Flows

Lane	Scenario 2: PM Peak 2015 Surveyed Flows
Junction: A69/72 Signal Jun.	
1/1	478
2/1	94
3/1 (with short)	635(In) 504(Out)
3/2 (short)	131
4/1	69
5/1	544
6/1	81
7/1	481
8/1	170

Lane Saturation Flows

Junction: A69/72 Signal Jun.								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A69 (Towards Carlisle))	3.63	0.00	Y	Arm 5 Ahead	Inf	92.3 %	1941	1941
				Arm 6 Right	7.28	4.8 %		
				Arm 8 Left	4.75	2.9 %		
2/1 (C1024 From Heads Nook)	3.25	0.00	Y	Arm 5 Left	14.32	74.5 %	1776	1776
				Arm 6 Ahead	Inf	18.1 %		
				Arm 7 Right	7.82	7.4 %		
3/1 (A69 (Towards Newcastle))	3.00	0.00	Y	Arm 6 Left	11.49	8.1 %	1895	1895
				Arm 7 Ahead	Inf	91.9 %		
3/2 (A69 (Towards Newcastle))	3.00	0.00	Y	Arm 8 Right	12.99	100.0 %	1717	1717
4/1 (C1013 From Little Corby)	3.05	0.00	Y	Arm 5 Right	12.65	47.8 %	1780	1780
				Arm 7 Left	10.83	15.9 %		
				Arm 8 Ahead	Inf	36.2 %		
5/1				Infinite Saturation Flow			Inf	Inf
6/1				Infinite Saturation Flow			Inf	Inf
7/1				Infinite Saturation Flow			Inf	Inf
8/1				Infinite Saturation Flow			Inf	Inf

Scenario 3: 'AM Peak 2025 w/o Dev. Flows' (FG3: 'AM Peak 2025 w/o Dev. Flows', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	13	537	9	559
	B	21	0	214	31	266
	C	474	104	0	24	602
	D	18	13	89	0	120
	Tot.	513	130	840	64	1547

Traffic Lane Flows

Lane	Scenario 3: AM Peak 2025 w/o Dev. Flows
Junction: A69/72 Signal Jun.	
1/1	559
2/1	266
3/1 (with short)	602(In) 498(Out)
3/2 (short)	104
4/1	120
5/1	840
6/1	64
7/1	513
8/1	130

Lane Saturation Flows

Junction: A69/72 Signal Jun.								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A69 (Towards Carlisle))	3.63	0.00	Y	Arm 5 Ahead	Inf	96.1 %	1957	1957
				Arm 6 Right	7.28	1.6 %		
				Arm 8 Left	4.75	2.3 %		
2/1 (C1024 From Heads Nook)	3.25	0.00	Y	Arm 5 Left	14.32	80.5 %	1765	1765
				Arm 6 Ahead	Inf	11.7 %		
				Arm 7 Right	7.82	7.9 %		
3/1 (A69 (Towards Newcastle))	3.00	0.00	Y	Arm 6 Left	11.49	4.8 %	1903	1903
				Arm 7 Ahead	Inf	95.2 %		
3/2 (A69 (Towards Newcastle))	3.00	0.00	Y	Arm 8 Right	12.99	100.0 %	1717	1717
4/1 (C1013 From Little Corby)	3.05	0.00	Y	Arm 5 Right	12.65	74.2 %	1732	1732
				Arm 7 Left	10.83	15.0 %		
				Arm 8 Ahead	Inf	10.8 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'PM Peak 2025 w/o Dev. Flows' (FG4: 'PM Peak 2025 w/o Dev. Flows', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	16	528	27	571
	B	9	0	84	20	113
	C	555	156	0	49	760
	D	13	30	39	0	82
	Tot.	577	202	651	96	1526

Traffic Lane Flows

Lane	Scenario 4: PM Peak 2025 w/o Dev. Flows
Junction: A69/72 Signal Jun.	
1/1	571
2/1	113
3/1 (with short)	760(In) 604(Out)
3/2 (short)	156
4/1	82
5/1	651
6/1	96
7/1	577
8/1	202

Lane Saturation Flows

Junction: A69/72 Signal Jun.								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A69 (Towards Carlisle))	3.63	0.00	Y	Arm 5 Ahead	Inf	92.5 %	1942	1942
				Arm 6 Right	7.28	4.7 %		
				Arm 8 Left	4.75	2.8 %		
2/1 (C1024 From Heads Nook)	3.25	0.00	Y	Arm 5 Left	14.32	74.3 %	1775	1775
				Arm 6 Ahead	Inf	17.7 %		
				Arm 7 Right	7.82	8.0 %		
3/1 (A69 (Towards Newcastle))	3.00	0.00	Y	Arm 6 Left	11.49	8.1 %	1895	1895
				Arm 7 Ahead	Inf	91.9 %		
3/2 (A69 (Towards Newcastle))	3.00	0.00	Y	Arm 8 Right	12.99	100.0 %	1717	1717
4/1 (C1013 From Little Corby)	3.05	0.00	Y	Arm 5 Right	12.65	47.6 %	1780	1780
				Arm 7 Left	10.83	15.9 %		
				Arm 8 Ahead	Inf	36.6 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'AM Peak 2025 with Dev. Flows (One Access)' (FG5: 'AM Peak 2025 with Dev. Flows (One Access)',

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	13	537	11	561
	B	21	0	214	31	266
	C	474	104	0	24	602
	D	22	13	89	0	124
	Tot.	517	130	840	66	1553

Traffic Lane Flows

Lane	Scenario 5: AM Peak 2025 with Dev. Flows (One Access
Junction: A69/72 Signal Jun.	
1/1	561
2/1	266
3/1 (with short)	602(In) 498(Out)
3/2 (short)	104
4/1	124
5/1	840
6/1	66
7/1	517
8/1	130

Lane Saturation Flows

Junction: A69/72 Signal Jun.								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A69 (Towards Carlisle))	3.63	0.00	Y	Arm 5 Ahead	Inf	95.7 %	1956	1956
				Arm 6 Right	7.28	2.0 %		
				Arm 8 Left	4.75	2.3 %		
2/1 (C1024 From Heads Nook)	3.25	0.00	Y	Arm 5 Left	14.32	80.5 %	1765	1765
				Arm 6 Ahead	Inf	11.7 %		
				Arm 7 Right	7.82	7.9 %		
3/1 (A69 (Towards Newcastle))	3.00	0.00	Y	Arm 6 Left	11.49	4.8 %	1903	1903
				Arm 7 Ahead	Inf	95.2 %		
3/2 (A69 (Towards Newcastle))	3.00	0.00	Y	Arm 8 Right	12.99	100.0 %	1717	1717
4/1 (C1013 From Little Corby)	3.05	0.00	Y	Arm 5 Right	12.65	71.8 %	1730	1730
				Arm 7 Left	10.83	17.7 %		
				Arm 8 Ahead	Inf	10.5 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'PM Peak 2025 with Dev. Flows (One Access)' (FG6: 'PM Peak 2025 with Dev. Flows (One Access)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	16	528	31	575
	B	9	0	84	20	113
	C	555	156	0	49	760
	D	16	30	39	0	85
	Tot.	580	202	651	100	1533

Traffic Lane Flows

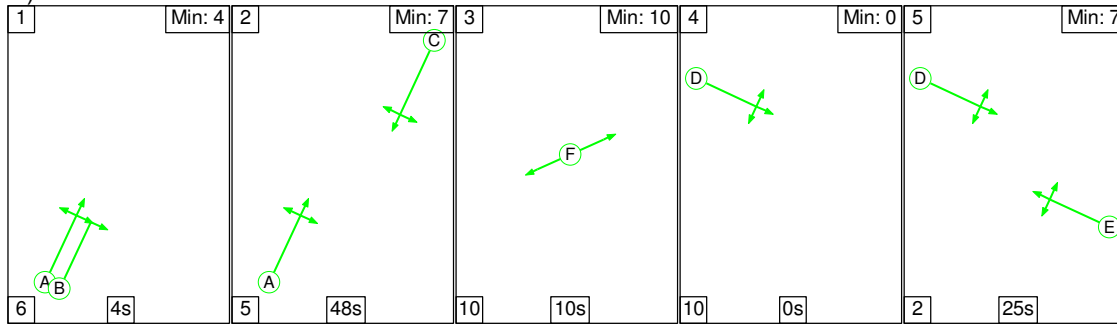
Lane	Scenario 6: PM Peak 2025 with Dev. Flows (One Access)
Junction: A69/72 Signal Jun.	
1/1	575
2/1	113
3/1 (with short)	760(In) 604(Out)
3/2 (short)	156
4/1	85
5/1	651
6/1	100
7/1	580
8/1	202

Lane Saturation Flows

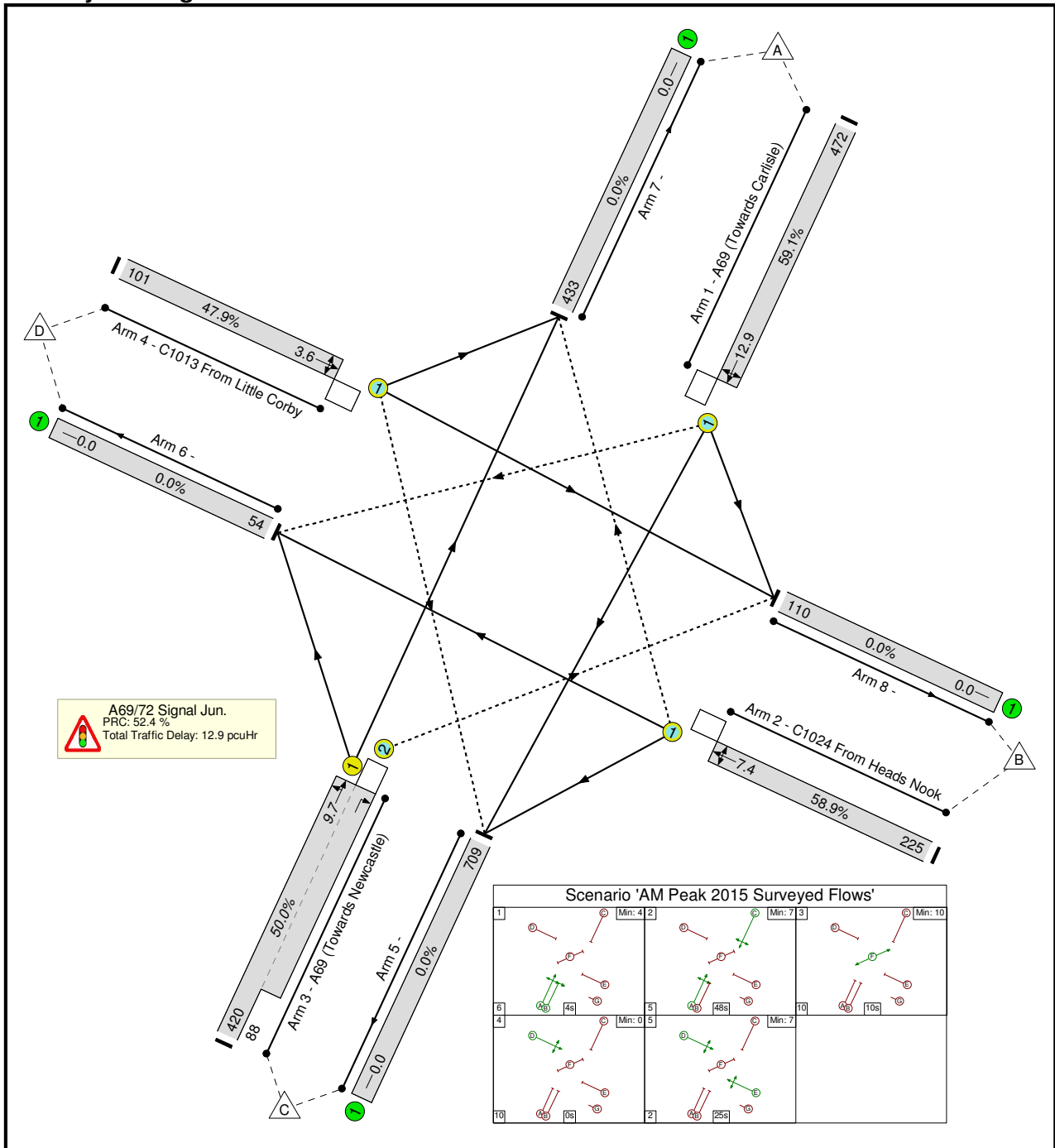
Junction: A69/72 Signal Jun.								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A69 (Towards Carlisle))	3.63	0.00	Y	Arm 5 Ahead	Inf	91.8 %	1939	1939
				Arm 6 Right	7.28	5.4 %		
				Arm 8 Left	4.75	2.8 %		
2/1 (C1024 From Heads Nook)	3.25	0.00	Y	Arm 5 Left	14.32	74.3 %	1775	1775
				Arm 6 Ahead	Inf	17.7 %		
				Arm 7 Right	7.82	8.0 %		
3/1 (A69 (Towards Newcastle))	3.00	0.00	Y	Arm 6 Left	11.49	8.1 %	1895	1895
				Arm 7 Ahead	Inf	91.9 %		
3/2 (A69 (Towards Newcastle))	3.00	0.00	Y	Arm 8 Right	12.99	100.0 %	1717	1717
4/1 (C1013 From Little Corby)	3.05	0.00	Y	Arm 5 Right	12.65	45.9 %	1777	1777
				Arm 7 Left	10.83	18.8 %		
				Arm 8 Ahead	Inf	35.3 %		
5/1				Infinite Saturation Flow			Inf	Inf
6/1				Infinite Saturation Flow			Inf	Inf
7/1				Infinite Saturation Flow			Inf	Inf
8/1				Infinite Saturation Flow			Inf	Inf

Stage Sequence Diagram

Scenario 1: 'AM Peak 2015 Surveyed Flows' (FG1: 'AM Peak 2015 Surveyed Flows', Plan 1: 'Network Control Plan 1')



Network Layout Diagram

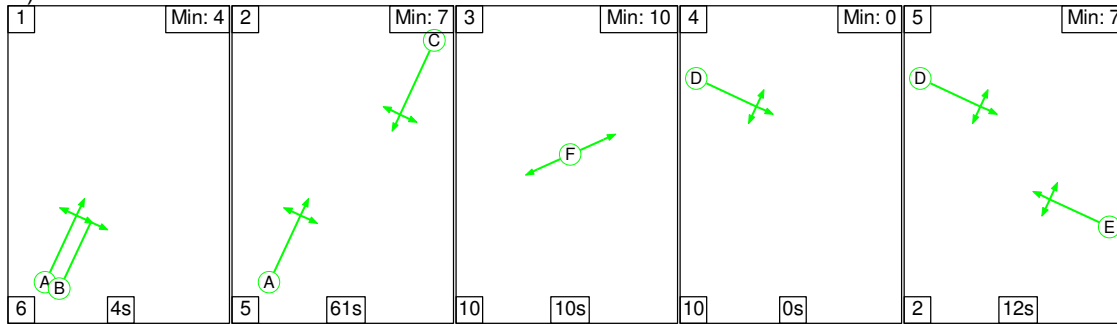


Network Results

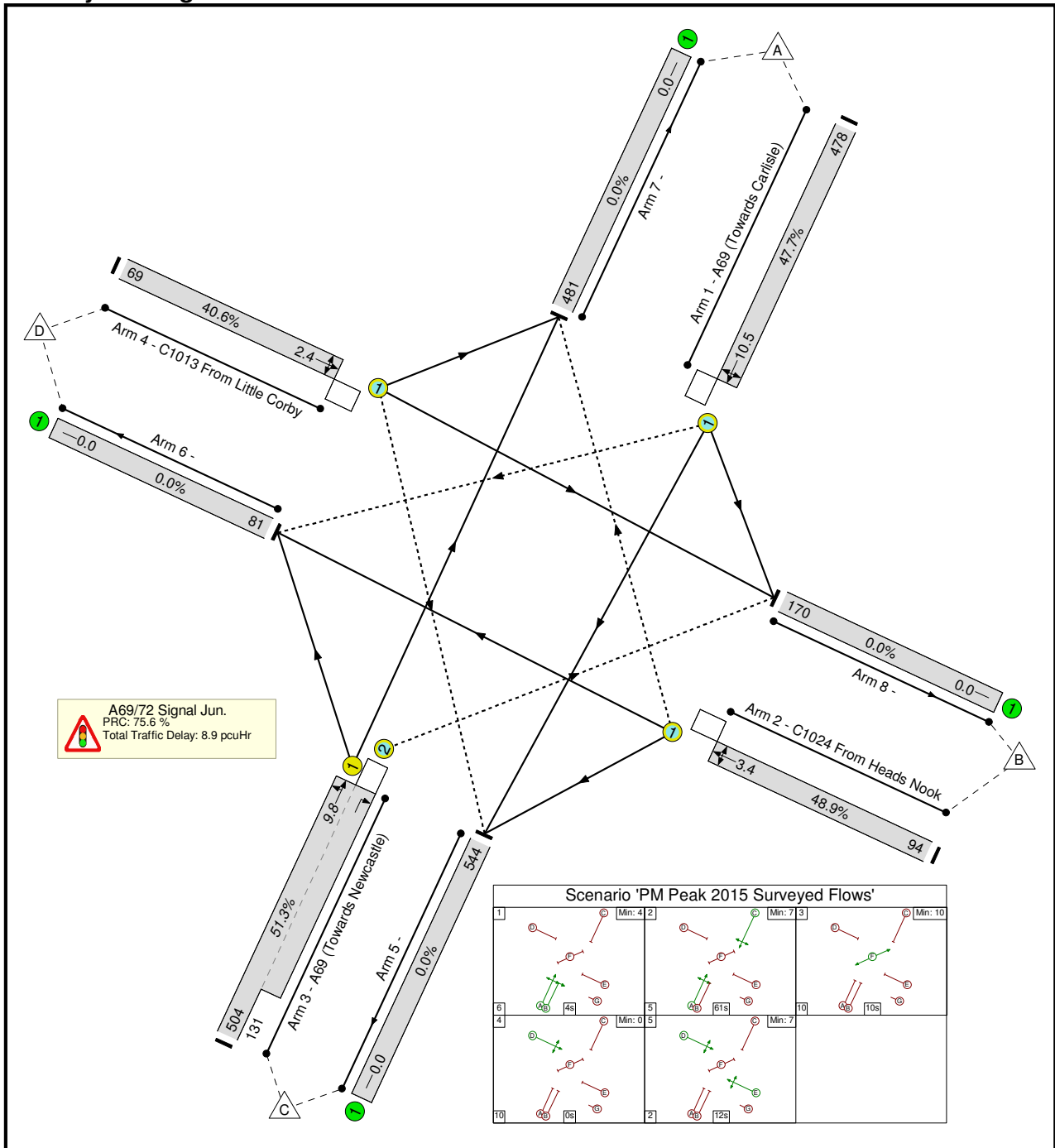
Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	59.1%	10.2	2.4	12.9	-	-	-	-
A69/72 Signal Jun.	-	-	-	-	-	59.1%	10.2	2.4	12.9	-	-	-	-
1/1	A69 (Towards Carlisle) Ahead Right Left	C	472	1957	799	59.1%	3.6	0.7	4.4	33.2	12.2	0.7	12.9
2/1	C1024 From Heads Nook Left Ahead Right	E	225	1764	382	58.9%	2.6	0.7	3.3	53.6	6.7	0.7	7.4
3/1+3/2	A69 (Towards Newcastle) Left Ahead Right	A	508	1903:1717	1016	50.0%	2.8	0.5	3.4	24.0	9.2	0.5	9.7
4/1	C1013 From Little Corby Right Left Ahead	D	101	1732	211	47.9%	1.1	0.5	1.8	64.6	3.1	0.5	3.6
C1			PRC for Signalled Lanes (%):	52.4	Total Delay for Signalled Lanes (pcuHr):			12.89	Cycle Time (s): 120				
			PRC Over All Lanes (%):	52.4	Total Delay Over All Lanes(pcuHr):			12.89					

Stage Sequence Diagram

Scenario 2: 'PM Peak 2015 Surveyed Flows' (FG2: 'PM Peak 2015 Surveyed Flows', Plan 1: 'Network Control Plan 1')



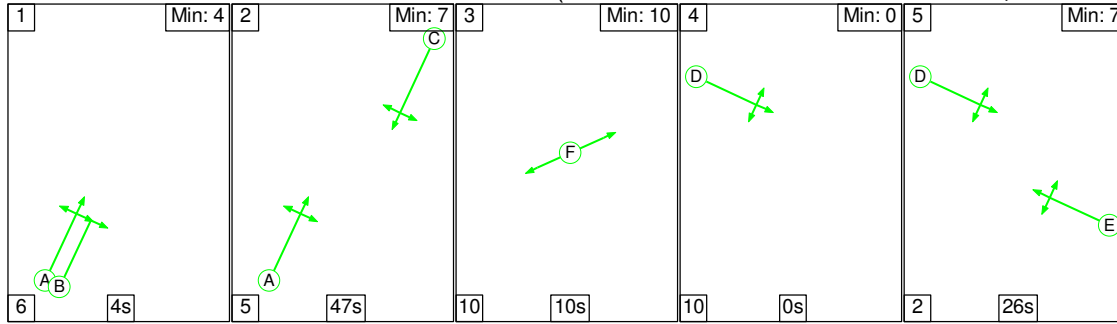
Network Layout Diagram



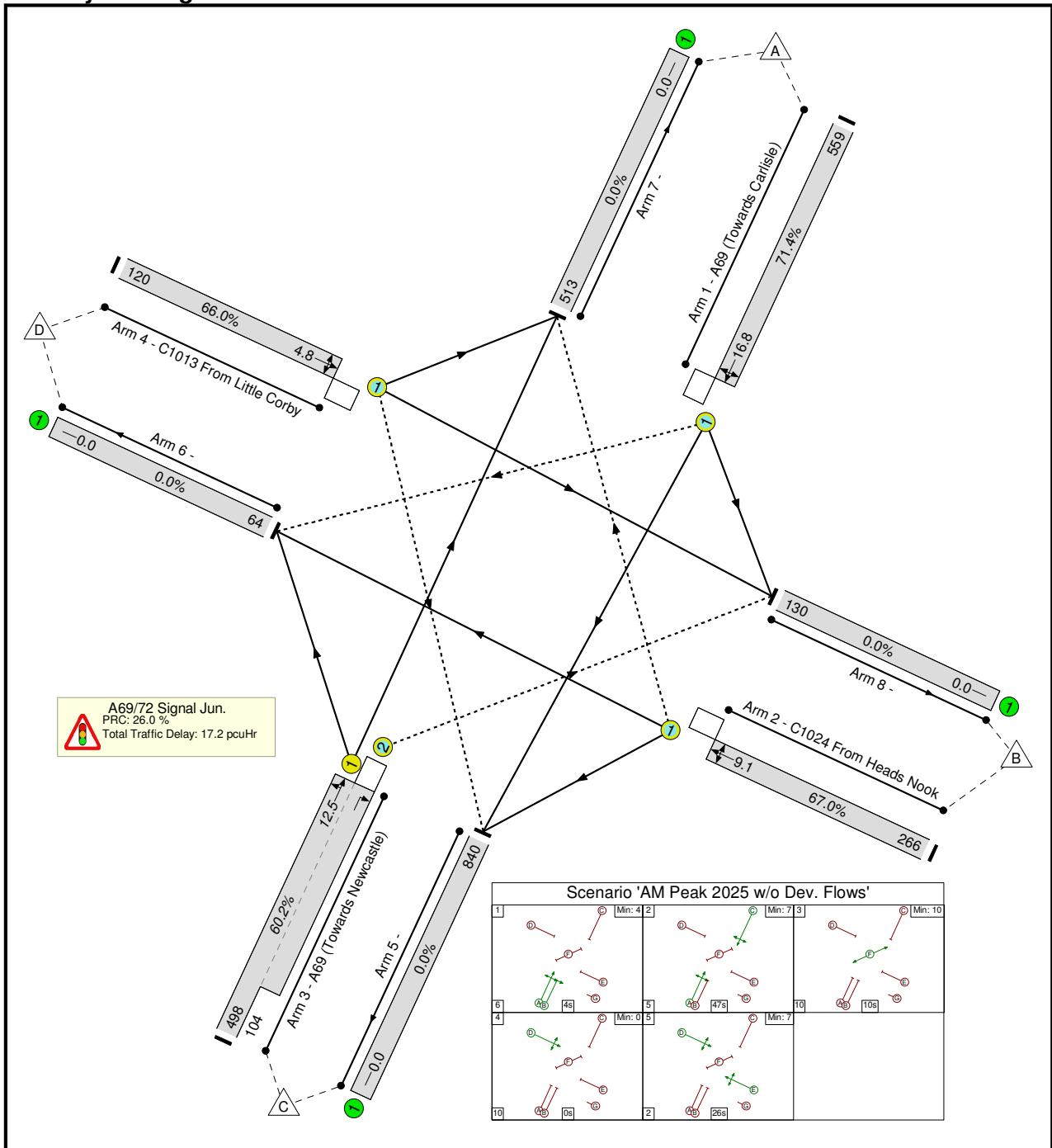
Network Results

Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	51.3%	7.0	1.8	8.9	-	-	-	-
A69/72 Signal Jun.	-	-	-	-	-	51.3%	7.0	1.8	8.9	-	-	-	-
1/1	A69 (Towards Carlisle) Ahead Right Left	C	478	1941	1003	47.7%	2.5	0.5	2.9	22.1	10.1	0.5	10.5
2/1	C1024 From Heads Nook Left Ahead Right	E	94	1776	192	48.9%	1.3	0.5	1.8	68.5	2.9	0.5	3.4
3/1+3/2	A69 (Towards Newcastle) Left Ahead Right	A	635	1895:1717	1239	51.3%	2.3	0.5	2.9	16.5	9.2	0.5	9.8
4/1	C1013 From Little Corby Right Left Ahead	D	69	1780	170	40.6%	0.9	0.3	1.3	68.8	2.1	0.3	2.4
C1			PRC for Signalled Lanes (%):	75.6	Total Delay for Signalled Lanes (pcuHr):			8.95	Cycle Time (s): 120				
			PRC Over All Lanes (%):	75.6	Total Delay Over All Lanes(pcuHr):			8.95					

Scenario 3: 'AM Peak 2025 w/o Dev. Flows' (FG3: 'AM Peak 2025 w/o Dev. Flows', Plan 1: 'Network Control Plan 1')



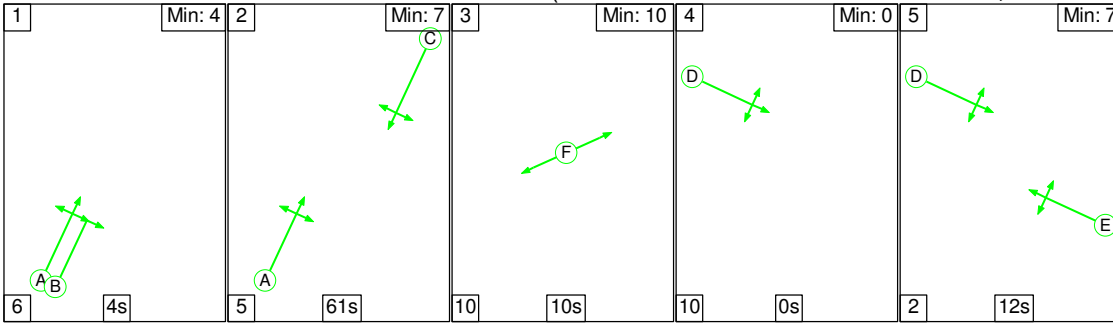
Network Layout Diagram



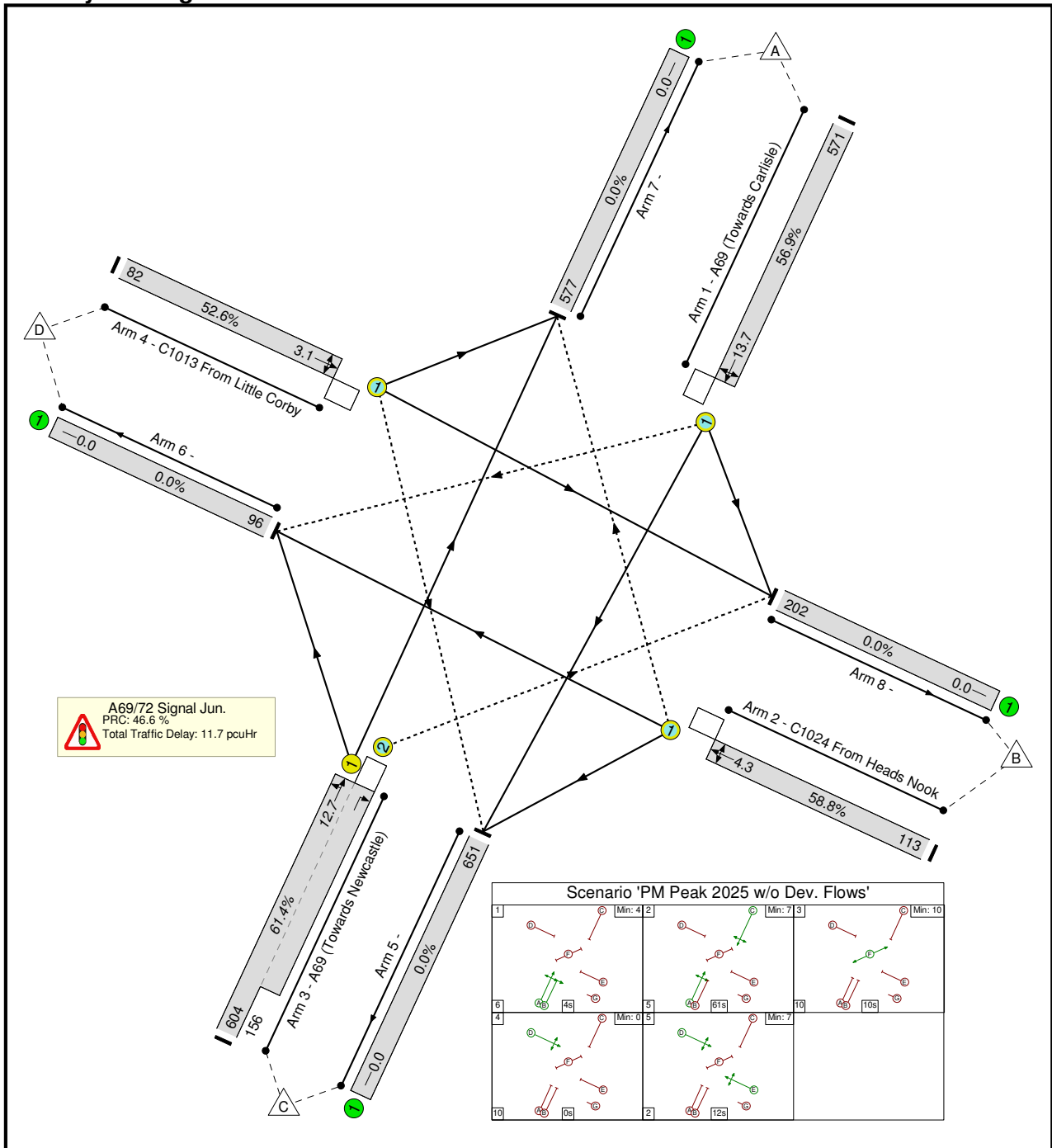
Network Results

Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	71.4%	12.8	3.9	17.2	-	-	-	-
A69/72 Signal Jun.	-	-	-	-	-	71.4%	12.8	3.9	17.2	-	-	-	-
1/1	A69 (Towards Carlisle) Ahead Right Left	C	559	1957	783	71.4%	4.7	1.2	5.9	38.2	15.5	1.2	16.8
2/1	C1024 From Heads Nook Left Ahead Right	E	266	1765	397	67.0%	3.1	1.0	4.1	56.0	8.1	1.0	9.1
3/1+3/2	A69 (Towards Newcastle) Left Ahead Right	A	602	1903:1717	1001	60.2%	3.6	0.8	4.5	26.9	11.8	0.8	12.5
4/1	C1013 From Little Corby Right Left Ahead	D	120	1732	182	66.0%	1.4	0.9	2.6	78.9	3.8	0.9	4.8
C1			PRC for Signalled Lanes (%):	26.0	Total Delay for Signalled Lanes (pcuHr):			17.19	Cycle Time (s): 120				
			PRC Over All Lanes (%):	26.0	Total Delay Over All Lanes(pcuHr):			17.19					

Scenario 4: 'PM Peak 2025 w/o Dev. Flows' (FG4: 'PM Peak 2025 w/o Dev. Flows', Plan 1: 'Network Control Plan 1')



Network Layout Diagram

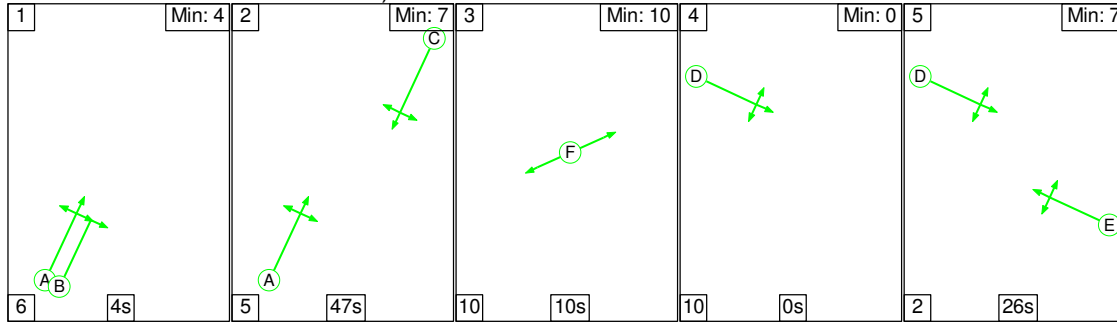


Network Results

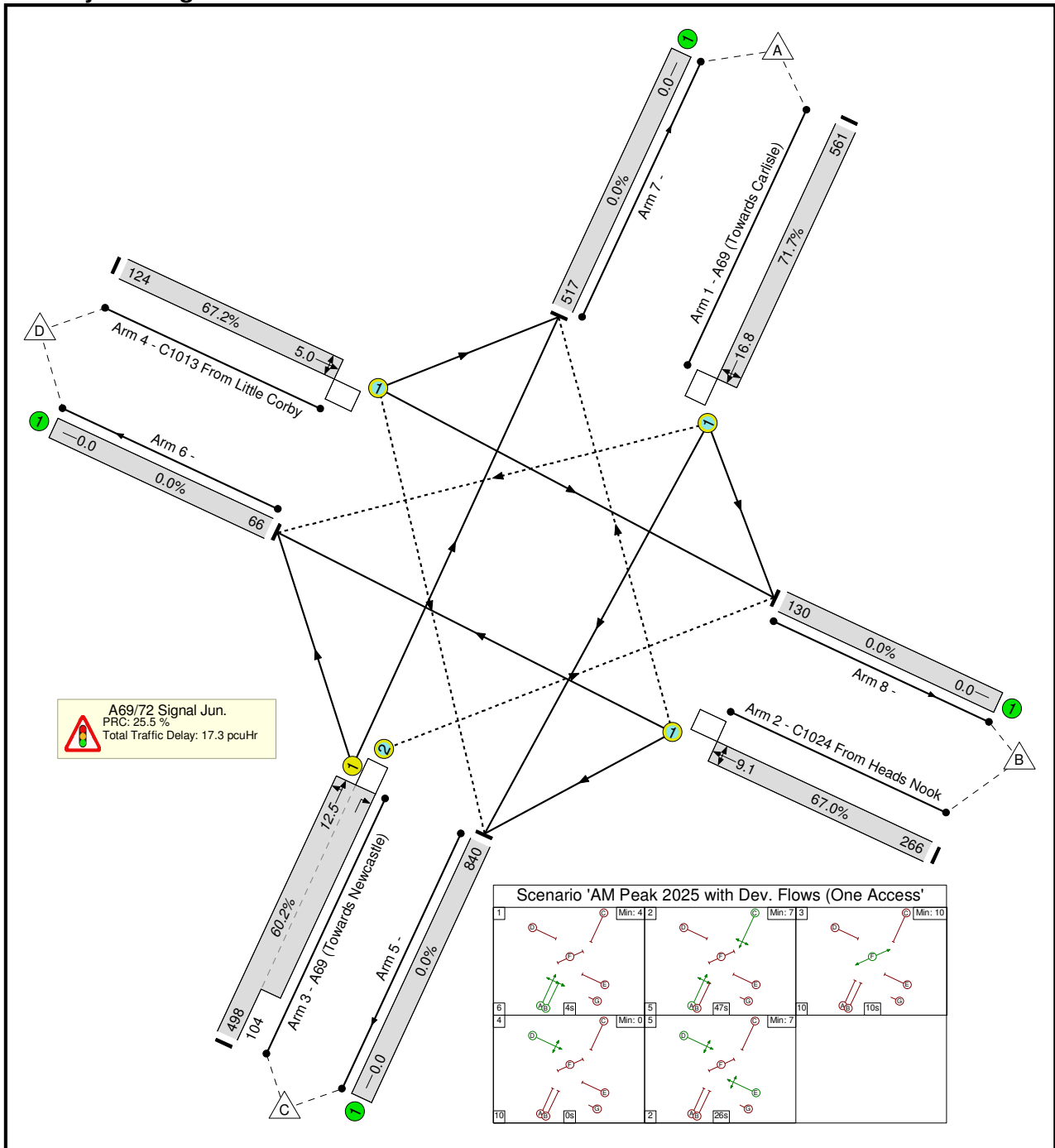
Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	61.4%	8.8	2.7	11.7	-	-	-	-
A69/72 Signal Jun.	-	-	-	-	-	61.4%	8.8	2.7	11.7	-	-	-	-
1/1	A69 (Towards Carlisle) Ahead Right Left	C	571	1942	1003	56.9%	3.1	0.7	3.8	24.2	13.0	0.7	13.7
2/1	C1024 From Heads Nook Left Ahead Right	E	113	1775	192	58.8%	1.6	0.7	2.3	73.3	3.6	0.7	4.3
3/1+3/2	A69 (Towards Newcastle) Left Ahead Right	A	760	1895:1717	1238	61.4%	2.9	0.8	3.9	18.4	11.9	0.8	12.7
4/1	C1013 From Little Corby Right Left Ahead	D	82	1780	156	52.6%	1.1	0.5	1.7	76.0	2.5	0.5	3.1
C1			PRC for Signalled Lanes (%):	46.6	Total Delay for Signalled Lanes (pcuHr):			11.75	Cycle Time (s): 120				
			PRC Over All Lanes (%):	46.6	Total Delay Over All Lanes(pcuHr):			11.75					

Stage Sequence Diagram

Scenario 5: 'AM Peak 2025 with Dev. Flows (One Access)' (FG5: 'AM Peak 2025 with Dev. Flows (One Access)', Plan 1: 'Network Control Plan 1')



Network Layout Diagram

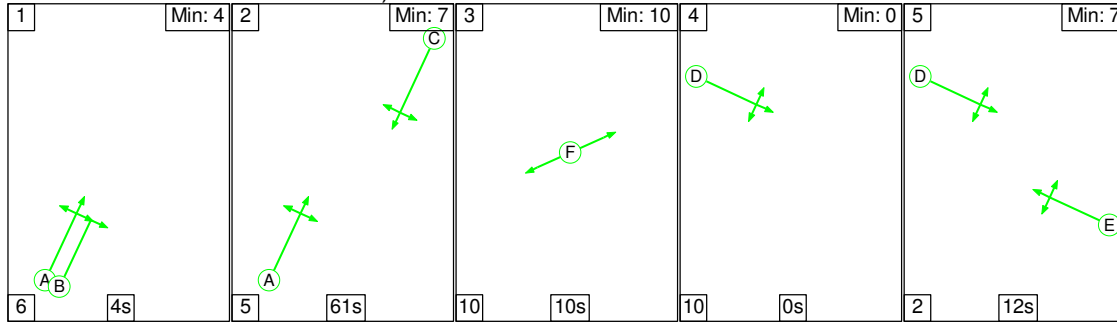


Network Results

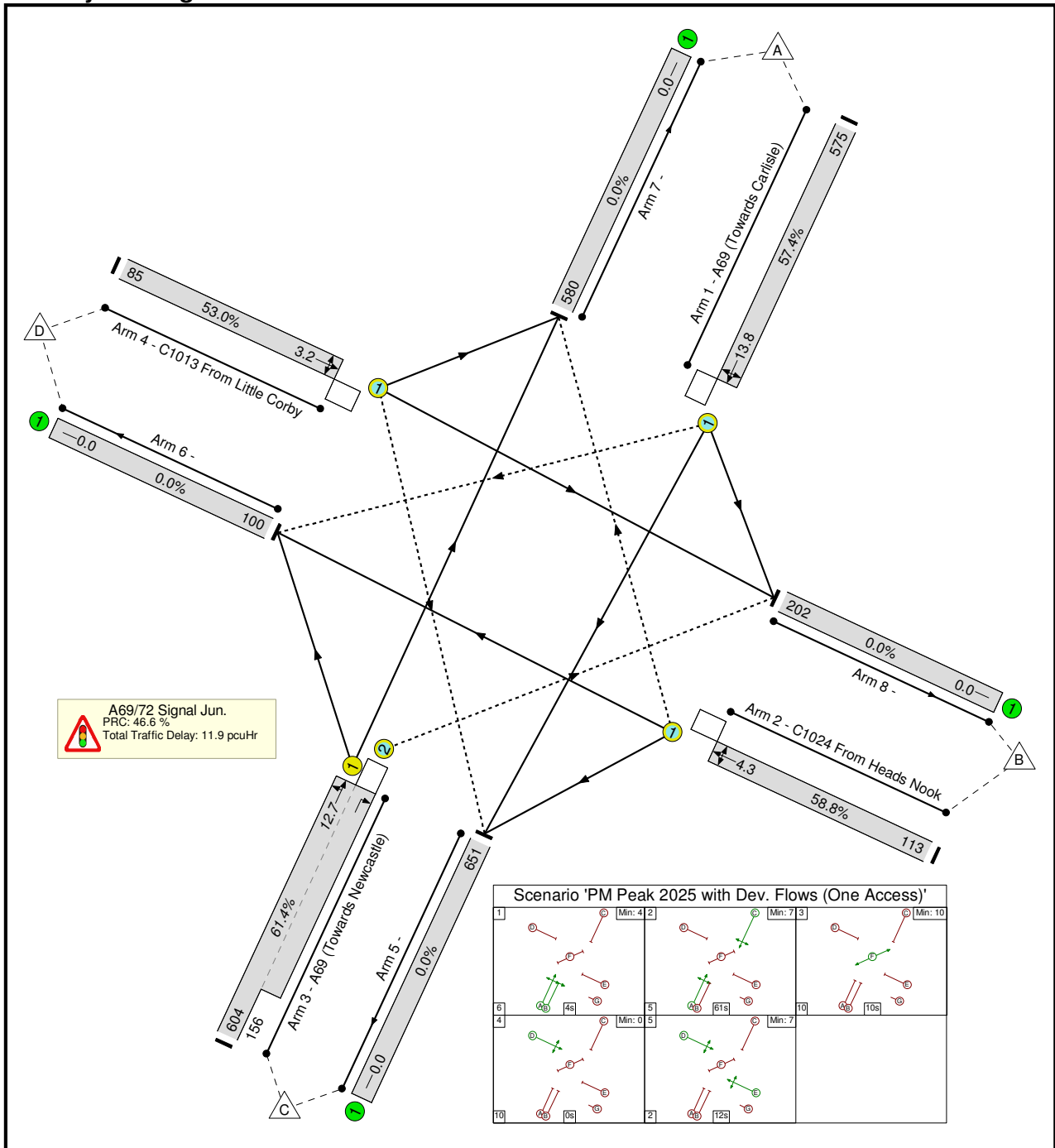
Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	71.7%	12.9	4.0	17.3	-	-	-	-
A69/72 Signal Jun.	-	-	-	-	-	71.7%	12.9	4.0	17.3	-	-	-	-
1/1	A69 (Towards Carlisle) Ahead Right Left	C	561	1956	782	71.7%	4.7	1.3	6.0	38.4	15.6	1.3	16.8
2/1	C1024 From Heads Nook Left Ahead Right	E	266	1765	397	67.0%	3.1	1.0	4.1	56.0	8.1	1.0	9.1
3/1+3/2	A69 (Towards Newcastle) Left Ahead Right	A	602	1903:1717	1001	60.2%	3.6	0.8	4.5	26.9	11.8	0.8	12.5
4/1	C1013 From Little Corby Right Left Ahead	D	124	1730	185	67.2%	1.4	1.0	2.7	79.2	4.0	1.0	5.0
C1			PRC for Signalled Lanes (%):	25.5	Total Delay for Signalled Lanes (pcuHr):			17.34	Cycle Time (s): 120				
			PRC Over All Lanes (%):	25.5	Total Delay Over All Lanes(pcuHr):			17.34					

Stage Sequence Diagram

Scenario 6: 'PM Peak 2025 with Dev. Flows (One Access)' (FG6: 'PM Peak 2025 with Dev. Flows (One Access)', Plan 1: 'Network Control Plan 1')



Network Layout Diagram



Network Results

Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	61.4%	8.9	2.7	11.9	-	-	-	-
A69/72 Signal Jun.	-	-	-	-	-	61.4%	8.9	2.7	11.9	-	-	-	-
1/1	A69 (Towards Carlisle) Ahead Right Left	C	575	1939	1002	57.4%	3.2	0.7	3.9	24.3	13.1	0.7	13.8
2/1	C1024 From Heads Nook Left Ahead Right	E	113	1775	192	58.8%	1.6	0.7	2.3	73.3	3.6	0.7	4.3
3/1+3/2	A69 (Towards Newcastle) Left Ahead Right	A	760	1895:1717	1238	61.4%	2.9	0.8	3.9	18.4	11.9	0.8	12.7
4/1	C1013 From Little Corby Right Left Ahead	D	85	1777	160	53.0%	1.1	0.6	1.8	75.4	2.6	0.6	3.2
C1			PRC for Signalled Lanes (%):	46.6	Total Delay for Signalled Lanes (pcuHr):			11.85	Cycle Time (s): 120				
			PRC Over All Lanes (%):	46.6	Total Delay Over All Lanes(pcuHr):			11.85					



Appendix H – PICADY Output: Little Corby Road / A69

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.0.4211 [] © Copyright TRL Limited, 2015
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Import of J1 (2015-11-06).j9
 Path: J:\2013\A084131 North Associates\A084131-8 Little Corby Warwick Bridge\Picady\November 2015
 Report generation date: 06/11/2015 13:36:20

- »(Default Analysis Set) - 2015 Survyed Flows, AM
- »(Default Analysis Set) - 2015 Survyed Flows, PM
- »(Default Analysis Set) - 2025 w/o Dev. Flows, AM
- »(Default Analysis Set) - 2025 w/o Dev. Flows, PM
- »(Default Analysis Set) - 2025 with Dev. Flows, AM
- »(Default Analysis Set) - 2025 with Dev. Flows, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
A1 - 2025 w/o Dev. Flows						
Stream B-C	0.1	9.58	0.05	0.0	10.17	0.04
Stream B-A	0.8	27.86	0.45	0.7	28.96	0.41
Stream C-AB	0.0	7.99	0.03	0.1	8.92	0.05
Stream C-A						
Stream A-B						
Stream A-C						
A1 - 2025 with Dev. Flows						
Stream B-C	0.1	12.94	0.07	0.0	11.77	0.05
Stream B-A	1.6	41.24	0.63	1.0	36.31	0.52
Stream C-AB	0.0	8.06	0.03	0.1	9.11	0.05
Stream C-A						
Stream A-B						
Stream A-C						

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	(untitled)
Location	
Site number	
Date	19/05/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WYG"steve.ho
Description	

Units

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

Analysis Options

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

Demand Set Summary

Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
2015 Survyed Flows	AM	ONE HOUR	07:45	09:15	15	
2015 Survyed Flows	PM	ONE HOUR	16:15	17:45	15	
2025 w/o Dev. Flows	AM	ONE HOUR	07:45	09:15	15	✓

2025 w/o Dev. Flows	PM	ONE HOUR	16:15	17:45	15	✓
2025 with Dev. Flows	AM	ONE HOUR	07:45	09:15	15	✓
2025 with Dev. Flows	PM	ONE HOUR	16:15	17:45	15	✓

(Default Analysis Set) - 2015 Surveyed Flows, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - Little Corby Rd/A69 Priority Jun.	Little Corby Rd/A69 Priority Jun.	T-Junction	Two-way	1.17	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A69 (W)		Major
B	Little Corby Rd		Minor
C	A69 (E)		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 - A69 (E)	6.60			80.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Little Corby Rd	One lane plus flare	10.00	5.40	3.45	2.70	2.70	✓	1.00	57	99

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	582.531	0.103	0.261	0.164	0.373
1	B-C	680.893	0.102	0.257	-	-
1	C-B	620.292	0.234	0.234	-	-

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	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D1	2015 Surveyed Flows	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A69 (W)		ONE HOUR	✓	598.00	100.000
B - Little Corby Rd		ONE HOUR	✓	96.00	100.000
C - A69 (E)		ONE HOUR	✓	717.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A69 (W)	B - Little Corby Rd	C - A69 (E)
From	A - A69 (W)	0.000	62.000	536.000
	B - Little Corby Rd	81.000	0.000	15.000
	C - A69 (E)	708.000	9.000	0.000

Proportions

		To		
		A - A69 (W)	B - Little Corby Rd	C - A69 (E)
From	A - A69 (W)	0.00	0.10	0.90
	B - Little Corby Rd	0.84	0.00	0.16
	C - A69 (E)	0.99	0.01	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - A69 (W)	B - Little Corby Rd	C - A69 (E)
From	A - A69 (W)	0	0	0
	B - Little Corby Rd	0	0	0
	C - A69 (E)	0	0	0

Average PCU Per Veh

		To		
		A - A69 (W)	B - Little Corby Rd	C - A69 (E)
From	A - A69 (W)	1.000	1.000	1.000
	B - Little Corby Rd	1.000	1.000	1.000
	C - A69 (E)	1.000	1.000	1.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	7.98	0.0	A	13.76	20.65
B-A	0.31	17.97	0.4	C	74.33	111.49
C-AB	0.02	7.62	0.0	A	8.46	12.70
C-A					649.47	974.20
A-B					56.89	85.34
A-C					491.84	737.76

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	11.29	11.29	2.82	0.00	547.60	0.021	11.21	0.0	0.0	6.711	A
B-A	60.98	60.98	15.25	0.00	382.18	0.160	60.23	0.0	0.2	11.157	B
C-AB	6.87	6.87	1.72	0.00	521.93	0.013	6.81	0.0	0.0	6.988	A
C-A	532.93	532.93	133.23	0.00			532.93				
A-B	46.68	46.68	11.67	0.00			46.68				
A-C	403.53	403.53	100.88	0.00			403.53				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	13.48	13.48	3.37	0.00	517.11	0.026	13.46	0.0	0.0	7.147	A
B-A	72.82	72.82	18.20	0.00	343.27	0.212	72.51	0.2	0.3	13.285	B
C-AB	8.26	8.26	2.07	0.00	504.88	0.016	8.25	0.0	0.0	7.248	A

C-A	636.31	636.31	159.08	0.00			636.31				
A-B	55.74	55.74	13.93	0.00			55.74				
A-C	481.85	481.85	120.46	0.00			481.85				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	16.52	16.52	4.13	0.00	468.13	0.035	16.48	0.0	0.0	7.971	A
B-A	89.18	89.18	22.30	0.00	289.46	0.308	88.51	0.3	0.4	17.853	C
C-AB	10.26	10.26	2.57	0.00	482.75	0.021	10.24	0.0	0.0	7.618	A
C-A	779.17	779.17	194.79	0.00			779.17				
A-B	68.26	68.26	17.07	0.00			68.26				
A-C	590.15	590.15	147.54	0.00			590.15				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	16.52	16.52	4.13	0.00	467.44	0.035	16.51	0.0	0.0	7.983	A
B-A	89.18	89.18	22.30	0.00	289.47	0.308	89.16	0.4	0.4	17.967	C
C-AB	10.26	10.26	2.57	0.00	482.75	0.021	10.26	0.0	0.0	7.618	A
C-A	779.17	779.17	194.79	0.00			779.17				
A-B	68.26	68.26	17.07	0.00			68.26				
A-C	590.15	590.15	147.54	0.00			590.15				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	13.48	13.48	3.37	0.00	516.35	0.026	13.52	0.0	0.0	7.161	A
B-A	72.82	72.82	18.20	0.00	343.30	0.212	73.48	0.4	0.3	13.373	B
C-AB	8.26	8.26	2.07	0.00	504.88	0.016	8.28	0.0	0.0	7.251	A
C-A	636.31	636.31	159.08	0.00			636.31				
A-B	55.74	55.74	13.93	0.00			55.74				
A-C	481.85	481.85	120.46	0.00			481.85				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	11.29	11.29	2.82	0.00	546.92	0.021	11.32	0.0	0.0	6.720	A
B-A	60.98	60.98	15.25	0.00	382.20	0.160	61.31	0.3	0.2	11.229	B
C-AB	6.87	6.87	1.72	0.00	521.93	0.013	6.88	0.0	0.0	6.991	A
C-A	532.93	532.93	133.23	0.00			532.93				
A-B	46.68	46.68	11.67	0.00			46.68				
A-C	403.53	403.53	100.88	0.00			403.53				

(Default Analysis Set) - 2015 Surveyed Flows, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - Little Corby Rd/A69 Priority Jun.	Little Corby Rd/A69 Priority Jun.	T-Junction	Two-way	0.97	A

Junction Network Options

[same as above]

Arms

Arms*[same as above]***Major Arm Geometry***[same as above]***Minor Arm Geometry***[same as above]***Slope / Intercept / Capacity***[same as above]***Traffic Demand****Demand Set Details**

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D2	2015 Surveyed Flows	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A69 (W)		ONE HOUR	✓	757.00	100.000
B - Little Corby Rd		ONE HOUR	✓	76.00	100.000
C - A69 (E)		ONE HOUR	✓	589.00	100.000

Origin-Destination Data**Demand (PCU/hr)**

	From	To		
		A - A69 (W)	B - Little Corby Rd	C - A69 (E)
	A - A69 (W)	0.000	91.000	666.000
	B - Little Corby Rd	64.000	0.000	12.000
	C - A69 (E)	574.000	15.000	0.000

Proportions

	From	To		
		A - A69 (W)	B - Little Corby Rd	C - A69 (E)
	A - A69 (W)	0.00	0.12	0.88
	B - Little Corby Rd	0.84	0.00	0.16
	C - A69 (E)	0.97	0.03	0.00

Vehicle Mix**Heavy Vehicle proportion**

	From	To		
		A - A69 (W)	B - Little Corby Rd	C - A69 (E)
	A - A69 (W)	0	0	0
	B - Little Corby Rd	0	0	0
	C - A69 (E)	0	0	0

Average PCU Per Veh

	From	To		
		A - A69 (W)	B - Little Corby Rd	C - A69 (E)
	A - A69 (W)	1.000	1.000	1.000
	B - Little Corby Rd	1.000	1.000	1.000
	C - A69 (E)	1.000	1.000	1.000

Results**Results Summary for whole modelled period**

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	8.38	0.0	A	11.01	16.52
B-A	0.26	17.99	0.3	C	58.73	88.09
C-AB	0.04	8.33	0.0	A	14.31	21.46
C-A					526.17	789.25
A-B					83.50	125.25
A-C					611.13	916.70

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	9.03	9.03	2.26	0.00	526.49	0.017	8.96	0.0	0.0	6.956	A
B-A	48.18	48.18	12.05	0.00	369.20	0.131	47.59	0.0	0.1	11.174	B
C-AB	11.53	11.53	2.88	0.00	496.92	0.023	11.43	0.0	0.0	7.415	A
C-A	431.90	431.90	107.98	0.00			431.90				
A-B	68.51	68.51	17.13	0.00			68.51				
A-C	501.40	501.40	125.35	0.00			501.40				

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	10.79	10.79	2.70	0.00	493.38	0.022	10.77	0.0	0.0	7.458	A
B-A	57.53	57.53	14.38	0.00	327.79	0.176	57.29	0.1	0.2	13.296	B
C-AB	13.93	13.93	3.48	0.00	476.10	0.029	13.90	0.0	0.0	7.788	A
C-A	515.57	515.57	128.89	0.00			515.57				
A-B	81.81	81.81	20.45	0.00			81.81				
A-C	598.72	598.72	149.68	0.00			598.72				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	13.21	13.21	3.30	0.00	443.07	0.030	13.18	0.0	0.0	8.374	A
B-A	70.47	70.47	17.62	0.00	270.53	0.260	69.93	0.2	0.3	17.897	C
C-AB	17.47	17.47	4.37	0.00	449.76	0.039	17.42	0.0	0.0	8.327	A
C-A	631.03	631.03	157.76	0.00			631.03				
A-B	100.19	100.19	25.05	0.00			100.19				
A-C	733.28	733.28	183.32	0.00			733.28				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	13.21	13.21	3.30	0.00	442.58	0.030	13.21	0.0	0.0	8.384	A
B-A	70.47	70.47	17.62	0.00	270.53	0.260	70.45	0.3	0.3	17.988	C
C-AB	17.47	17.47	4.37	0.00	449.76	0.039	17.47	0.0	0.0	8.329	A
C-A	631.03	631.03	157.76	0.00			631.03				
A-B	100.19	100.19	25.05	0.00			100.19				
A-C	733.28	733.28	183.32	0.00			733.28				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	10.79	10.79	2.70	0.00	492.80	0.022	10.82	0.0	0.0	7.468	A
B-A	57.53	57.53	14.38	0.00	327.80	0.176	58.06	0.3	0.2	13.373	B
C-AB	13.93	13.93	3.48	0.00	476.10	0.029	13.97	0.0	0.0	7.792	A
C-A	515.57	515.57	128.89	0.00			515.57				
A-B	81.81	81.81	20.45	0.00			81.81				
A-C	598.72	598.72	149.68	0.00			598.72				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	9.03	9.03	2.26	0.00	525.96	0.017	9.05	0.0	0.0	6.966	A
B-A	48.18	48.18	12.05	0.00	369.20	0.131	48.44	0.2	0.2	11.232	B
C-AB	11.53	11.53	2.88	0.00	496.92	0.023	11.55	0.0	0.0	7.416	A
C-A	431.90	431.90	107.98	0.00			431.90				
A-B	68.51	68.51	17.13	0.00			68.51				
A-C	501.40	501.40	125.35	0.00			501.40				

(Default Analysis Set) - 2025 w/o Dev. Flows, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - Little Corby Rd/A69 Priority Jun.	Little Corby Rd/A69 Priority Jun.	T-Junction	Two-way	1.76	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 w/o Dev. Flows	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A69 (W)		ONE HOUR	✓	709.00	100.000
B - Little Corby Rd		ONE HOUR	✓	114.00	100.000
C - A69 (E)		ONE HOUR	✓	851.00	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - A69 (W)	B - Little Corby Rd	C - A69 (E)
A - A69 (W)	0.000	73.000	636.000
B - Little Corby Rd	96.000	0.000	18.000
C - A69 (E)	840.000	11.000	0.000

Proportions

From	To		
	A - A69 (W)	B - Little Corby Rd	C - A69 (E)
A - A69 (W)	0.00	0.10	0.90
B - Little Corby Rd	0.84	0.00	0.16
C - A69 (E)	0.99	0.01	0.00

Vehicle Mix

Heavy Vehicle proportion

From	To			
		A - A69 (W)	B - Little Corby Rd	C - A69 (E)
	A - A69 (W)	0	0	0
	B - Little Corby Rd	0	0	0
C - A69 (E)	0	0	0	

Average PCU Per Veh

From	To			
		A - A69 (W)	B - Little Corby Rd	C - A69 (E)
	A - A69 (W)	1.000	1.000	1.000
	B - Little Corby Rd	1.000	1.000	1.000
C - A69 (E)	1.000	1.000	1.000	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	9.58	0.1	A	16.52	24.78
B-A	0.45	27.86	0.8	D	88.09	132.14
C-AB	0.03	7.99	0.0	A	10.50	15.75
C-A					770.39	1155.59
A-B					66.99	100.48
A-C					583.60	875.41

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	13.55	13.55	3.39	0.00	519.16	0.026	13.45	0.0	0.0	7.116	A
B-A	72.27	72.27	18.07	0.00	344.69	0.210	71.23	0.0	0.3	13.116	B
C-AB	8.46	8.46	2.11	0.00	505.93	0.017	8.39	0.0	0.0	7.235	A
C-A	632.22	632.22	158.05	0.00			632.22				
A-B	54.96	54.96	13.74	0.00			54.96				
A-C	478.81	478.81	119.70	0.00			478.81				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	16.18	16.18	4.05	0.00	477.64	0.034	16.15	0.0	0.0	7.801	A
B-A	86.30	86.30	21.58	0.00	298.51	0.289	85.76	0.3	0.4	16.876	C
C-AB	10.22	10.22	2.56	0.00	486.96	0.021	10.20	0.0	0.0	7.550	A
C-A	754.81	754.81	188.70	0.00			754.81				
A-B	65.63	65.63	16.41	0.00			65.63				
A-C	571.75	571.75	142.94	0.00			571.75				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	19.82	19.82	4.95	0.00	398.04	0.050	19.75	0.0	0.1	9.515	A
B-A	105.70	105.70	26.42	0.00	234.60	0.451	104.17	0.4	0.8	27.284	D
C-AB	12.82	12.82	3.20	0.00	463.18	0.028	12.79	0.0	0.0	7.993	A
C-A	924.15	924.15	231.04	0.00			924.15				
A-B	80.37	80.37	20.09	0.00			80.37				
A-C	700.25	700.25	175.06	0.00			700.25				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	19.82	19.82	4.95	0.00	395.48	0.050	19.82	0.1	0.1	9.582	A
B-A	105.70	105.70	26.42	0.00	234.61	0.451	105.62	0.8	0.8	27.861	D
C-AB	12.82	12.82	3.20	0.00	463.18	0.028	12.82	0.0	0.0	7.993	A
C-A	924.15	924.15	231.04	0.00			924.15				
A-B	80.37	80.37	20.09	0.00			80.37				
A-C	700.25	700.25	175.06	0.00			700.25				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	16.18	16.18	4.05	0.00	475.56	0.034	16.25	0.1	0.0	7.840	A
B-A	86.30	86.30	21.58	0.00	298.56	0.289	87.83	0.8	0.4	17.202	C
C-AB	10.22	10.22	2.56	0.00	486.96	0.021	10.25	0.0	0.0	7.551	A
C-A	754.81	754.81	188.70	0.00			754.81				
A-B	65.63	65.63	16.41	0.00			65.63				
A-C	571.75	571.75	142.94	0.00			571.75				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	13.55	13.55	3.39	0.00	517.96	0.026	13.59	0.0	0.0	7.137	A
B-A	72.27	72.27	18.07	0.00	344.72	0.210	72.86	0.4	0.3	13.270	B
C-AB	8.46	8.46	2.11	0.00	505.93	0.017	8.48	0.0	0.0	7.239	A
C-A	632.22	632.22	158.05	0.00			632.22				
A-B	54.96	54.96	13.74	0.00			54.96				
A-C	478.81	478.81	119.70	0.00			478.81				

(Default Analysis Set) - 2025 w/o Dev. Flows, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - Little Corby Rd/A69 Priority Jun.	Little Corby Rd/A69 Priority Jun.	T-Junction	Two-way	1.49	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 w/o Dev. Flows	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
-----	------------	--------------	--------------	-------------------------	--------------------

A - A69 (W)		ONE HOUR	✓	907.00	100.000
B - Little Corby Rd		ONE HOUR	✓	91.00	100.000
C - A69 (E)		ONE HOUR	✓	705.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A69 (W)	B - Little Corby Rd	C - A69 (E)
From	A - A69 (W)	0.000	109.000	798.000
	B - Little Corby Rd	77.000	0.000	14.000
	C - A69 (E)	687.000	18.000	0.000

Proportions

		To		
		A - A69 (W)	B - Little Corby Rd	C - A69 (E)
From	A - A69 (W)	0.00	0.12	0.88
	B - Little Corby Rd	0.85	0.00	0.15
	C - A69 (E)	0.97	0.03	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - A69 (W)	B - Little Corby Rd	C - A69 (E)
From	A - A69 (W)	0	0	0
	B - Little Corby Rd	0	0	0
	C - A69 (E)	0	0	0

Average PCU Per Veh

		To		
		A - A69 (W)	B - Little Corby Rd	C - A69 (E)
From	A - A69 (W)	1.000	1.000	1.000
	B - Little Corby Rd	1.000	1.000	1.000
	C - A69 (E)	1.000	1.000	1.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	10.17	0.0	B	12.85	19.27
B-A	0.41	28.96	0.7	D	70.66	105.98
C-AB	0.05	8.92	0.1	A	17.62	26.43
C-A					629.30	943.95
A-B					100.02	150.03
A-C					732.26	1098.39

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	10.54	10.54	2.63	0.00	492.40	0.021	10.45	0.0	0.0	7.470	A
B-A	57.97	57.97	14.49	0.00	327.16	0.177	57.12	0.0	0.2	13.291	B
C-AB	14.00	14.00	3.50	0.00	475.69	0.029	13.88	0.0	0.0	7.794	A
C-A	516.76	516.76	129.19	0.00			516.76				
A-B	82.06	82.06	20.52	0.00			82.06				
A-C	600.78	600.78	150.19	0.00			600.78				

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	12.59	12.59	3.15	0.00	448.78	0.028	12.56	0.0	0.0	8.252	A
B-A	69.22	69.22	17.31	0.00	277.51	0.249	68.77	0.2	0.3	17.207	C
C-AB	17.06	17.06	4.26	0.00	452.72	0.038	17.02	0.0	0.0	8.263	A
C-A	616.72	616.72	154.18	0.00			616.72				
A-B	97.99	97.99	24.50	0.00			97.99				

A-C	717.39	717.39	179.35	0.00			717.39				
-----	--------	--------	--------	------	--	--	--------	--	--	--	--

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	15.41	15.41	3.85	0.00	371.22	0.042	15.36	0.0	0.0	10.115	B
B-A	84.78	84.78	21.19	0.00	208.86	0.406	83.48	0.3	0.6	28.419	D
C-AB	21.81	21.81	5.45	0.00	425.33	0.051	21.74	0.0	0.1	8.919	A
C-A	754.41	754.41	188.60	0.00			754.41				
A-B	120.01	120.01	30.00	0.00			120.01				
A-C	878.61	878.61	219.65	0.00			878.61				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	15.41	15.41	3.85	0.00	369.24	0.042	15.41	0.0	0.0	10.174	B
B-A	84.78	84.78	21.19	0.00	208.87	0.406	84.72	0.6	0.7	28.956	D
C-AB	21.81	21.81	5.45	0.00	425.33	0.051	21.80	0.1	0.1	8.921	A
C-A	754.41	754.41	188.60	0.00			754.41				
A-B	120.01	120.01	30.00	0.00			120.01				
A-C	878.61	878.61	219.65	0.00			878.61				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	12.59	12.59	3.15	0.00	447.16	0.028	12.64	0.0	0.0	8.285	A
B-A	69.22	69.22	17.31	0.00	277.54	0.249	70.52	0.7	0.3	17.493	C
C-AB	17.06	17.06	4.26	0.00	452.72	0.038	17.13	0.1	0.0	8.266	A
C-A	616.72	616.72	154.18	0.00			616.72				
A-B	97.99	97.99	24.50	0.00			97.99				
A-C	717.39	717.39	179.35	0.00			717.39				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	10.54	10.54	2.63	0.00	491.46	0.021	10.57	0.0	0.0	7.485	A
B-A	57.97	57.97	14.49	0.00	327.15	0.177	58.46	0.3	0.2	13.421	B
C-AB	14.00	14.00	3.50	0.00	475.69	0.029	14.04	0.0	0.0	7.798	A
C-A	516.76	516.76	129.19	0.00			516.76				
A-B	82.06	82.06	20.52	0.00			82.06				
A-C	600.78	600.78	150.19	0.00			600.78				

(Default Analysis Set) - 2025 with Dev. Flows, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - Little Corby Rd/A69 Priority Jun.	Little Corby Rd/A69 Priority Jun.	T-Junction	Two-way	3.39	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry
[same as above]

Minor Arm Geometry
[same as above]

Slope / Intercept / Capacity
[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 with Dev. Flows	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A69 (W)		ONE HOUR	✓	724.00	100.000
B - Little Corby Rd		ONE HOUR	✓	152.00	100.000
C - A69 (E)		ONE HOUR	✓	851.00	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A69 (W)	B - Little Corby Rd	C - A69 (E)
A - A69 (W)		0.000	88.000	636.000
B - Little Corby Rd		134.000	0.000	18.000
C - A69 (E)		840.000	11.000	0.000

Proportions

From	To			
		A - A69 (W)	B - Little Corby Rd	C - A69 (E)
A - A69 (W)		0.00	0.12	0.88
B - Little Corby Rd		0.88	0.00	0.12
C - A69 (E)		0.99	0.01	0.00

Vehicle Mix

Heavy Vehicle proportion

From	To			
		A - A69 (W)	B - Little Corby Rd	C - A69 (E)
A - A69 (W)		0	0	0
B - Little Corby Rd		0	0	0
C - A69 (E)		0	0	0

Average PCU Per Veh

From	To			
		A - A69 (W)	B - Little Corby Rd	C - A69 (E)
A - A69 (W)		1.000	1.000	1.000
B - Little Corby Rd		1.000	1.000	1.000
C - A69 (E)		1.000	1.000	1.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	12.94	0.1	B	16.52	24.78
B-A	0.63	41.24	1.6	E	122.96	184.44
C-AB	0.03	8.06	0.0	A	10.51	15.76
C-A					770.39	1155.58
A-B					80.75	121.13
A-C					583.60	875.41

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	13.55	13.55	3.39	0.00	493.81	0.027	13.44	0.0	0.0	7.492	A
B-A	100.88	100.88	25.22	0.00	344.88	0.293	99.27	0.0	0.4	14.566	B
C-AB	8.46	8.46	2.12	0.00	503.34	0.017	8.39	0.0	0.0	7.273	A
C-A	632.22	632.22	158.05	0.00			632.22				
A-B	66.25	66.25	16.56	0.00			66.25				
A-C	478.81	478.81	119.70	0.00			478.81				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	16.18	16.18	4.05	0.00	437.33	0.037	16.14	0.0	0.0	8.547	A
B-A	120.46	120.46	30.12	0.00	298.25	0.404	119.46	0.4	0.7	20.023	C
C-AB	10.23	10.23	2.56	0.00	483.91	0.021	10.21	0.0	0.0	7.599	A
C-A	754.81	754.81	188.70	0.00			754.81				
A-B	79.11	79.11	19.78	0.00			79.11				
A-C	571.75	571.75	142.94	0.00			571.75				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	19.82	19.82	4.95	0.00	306.78	0.065	19.70	0.0	0.1	12.534	B
B-A	147.54	147.54	36.88	0.00	233.69	0.631	144.00	0.7	1.5	38.702	E
C-AB	12.83	12.83	3.21	0.00	459.54	0.028	12.80	0.0	0.0	8.058	A
C-A	924.14	924.14	231.03	0.00			924.14				
A-B	96.89	96.89	24.22	0.00			96.89				
A-C	700.25	700.25	175.06	0.00			700.25				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	19.82	19.82	4.95	0.00	297.94	0.067	19.81	0.1	0.1	12.943	B
B-A	147.54	147.54	36.88	0.00	233.71	0.631	147.23	1.5	1.6	41.244	E
C-AB	12.83	12.83	3.21	0.00	459.54	0.028	12.83	0.0	0.0	8.060	A
C-A	924.14	924.14	231.03	0.00			924.14				
A-B	96.89	96.89	24.22	0.00			96.89				
A-C	700.25	700.25	175.06	0.00			700.25				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	16.18	16.18	4.05	0.00	431.31	0.038	16.31	0.1	0.0	8.676	A
B-A	120.46	120.46	30.12	0.00	298.31	0.404	124.12	1.6	0.7	21.066	C
C-AB	10.23	10.23	2.56	0.00	483.91	0.021	10.26	0.0	0.0	7.600	A
C-A	754.81	754.81	188.70	0.00			754.81				
A-B	79.11	79.11	19.78	0.00			79.11				
A-C	571.75	571.75	142.94	0.00			571.75				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	13.55	13.55	3.39	0.00	491.49	0.028	13.59	0.0	0.0	7.532	A
B-A	100.88	100.88	25.22	0.00	344.90	0.293	102.00	0.7	0.4	14.886	B
C-AB	8.46	8.46	2.12	0.00	503.34	0.017	8.48	0.0	0.0	7.274	A
C-A	632.22	632.22	158.05	0.00			632.22				
A-B	66.25	66.25	16.56	0.00			66.25				
A-C	478.81	478.81	119.70	0.00			478.81				

(Default Analysis Set) - 2025 with Dev. Flows, PM

Data Errors and Warnings
No errors or warnings

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - Little Corby Rd/A69 Priority Jun.	Little Corby Rd/A69 Priority Jun.	T-Junction	Two-way	2.20	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025 with Dev. Flows	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A69 (W)		ONE HOUR	✓	942.00	100.000
B - Little Corby Rd		ONE HOUR	✓	111.00	100.000
C - A69 (E)		ONE HOUR	✓	705.00	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - A69 (W)	B - Little Corby Rd	C - A69 (E)
A - A69 (W)	0.000	144.000	798.000
B - Little Corby Rd	97.000	0.000	14.000
C - A69 (E)	687.000	18.000	0.000

Proportions

From	To		
	A - A69 (W)	B - Little Corby Rd	C - A69 (E)
A - A69 (W)	0.00	0.15	0.85
B - Little Corby Rd	0.87	0.00	0.13
C - A69 (E)	0.97	0.03	0.00

Vehicle Mix

Heavy Vehicle proportion

From	To			
		A - A69 (W)	B - Little Corby Rd	C - A69 (E)
	A - A69 (W)	0	0	0
	B - Little Corby Rd	0	0	0
C - A69 (E)	0	0	0	

Average PCU Per Veh

From	To			
		A - A69 (W)	B - Little Corby Rd	C - A69 (E)
	A - A69 (W)	1.000	1.000	1.000
	B - Little Corby Rd	1.000	1.000	1.000
C - A69 (E)	1.000	1.000	1.000	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	11.77	0.0	B	12.85	19.27
B-A	0.52	36.31	1.0	E	89.01	133.51
C-AB	0.05	9.11	0.1	A	17.67	26.50
C-A					629.25	943.88
A-B					132.14	198.21
A-C					732.26	1098.39

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	10.54	10.54	2.63	0.00	477.54	0.022	10.45	0.0	0.0	7.707	A
B-A	73.03	73.03	18.26	0.00	325.34	0.224	71.89	0.0	0.3	14.144	B
C-AB	14.01	14.01	3.50	0.00	469.73	0.030	13.89	0.0	0.0	7.896	A
C-A	516.75	516.75	129.19	0.00			516.75				
A-B	108.41	108.41	27.10	0.00			108.41				
A-C	600.78	600.78	150.19	0.00			600.78				

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	12.59	12.59	3.15	0.00	427.28	0.029	12.55	0.0	0.0	8.680	A
B-A	87.20	87.20	21.80	0.00	275.01	0.317	86.53	0.3	0.5	19.031	C
C-AB	17.09	17.09	4.27	0.00	445.76	0.038	17.05	0.0	0.0	8.397	A
C-A	616.69	616.69	154.17	0.00			616.69				
A-B	129.45	129.45	32.36	0.00			129.45				
A-C	717.39	717.39	179.35	0.00			717.39				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	15.41	15.41	3.85	0.00	325.56	0.047	15.34	0.0	0.0	11.602	B
B-A	106.80	106.80	26.70	0.00	205.40	0.520	104.58	0.5	1.0	34.966	D
C-AB	21.90	21.90	5.48	0.00	417.24	0.052	21.83	0.0	0.1	9.103	A
C-A	754.32	754.32	188.58	0.00			754.32				
A-B	158.55	158.55	39.64	0.00			158.55				
A-C	878.61	878.61	219.65	0.00			878.61				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	15.41	15.41	3.85	0.00	321.13	0.048	15.41	0.0	0.0	11.775	B
B-A	106.80	106.80	26.70	0.00	205.41	0.520	106.65	1.0	1.0	36.311	E
C-AB	21.90	21.90	5.48	0.00	417.24	0.052	21.90	0.1	0.1	9.108	A
C-A	754.32	754.32	188.58	0.00			754.32				
A-B	158.55	158.55	39.64	0.00			158.55				
A-C	878.61	878.61	219.65	0.00			878.61				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	12.59	12.59	3.15	0.00	424.24	0.030	12.66	0.0	0.0	8.748	A
B-A	87.20	87.20	21.80	0.00	275.04	0.317	89.45	1.0	0.5	19.617	C
C-AB	17.09	17.09	4.27	0.00	445.76	0.038	17.16	0.1	0.0	8.400	A
C-A	616.69	616.69	154.17	0.00			616.69				
A-B	129.45	129.45	32.36	0.00			129.45				
A-C	717.39	717.39	179.35	0.00			717.39				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	10.54	10.54	2.63	0.00	476.18	0.022	10.57	0.0	0.0	7.733	A
B-A	73.03	73.03	18.26	0.00	325.32	0.224	73.76	0.5	0.3	14.350	B
C-AB	14.01	14.01	3.50	0.00	469.73	0.030	14.05	0.0	0.0	7.902	A
C-A	516.75	516.75	129.19	0.00			516.75				
A-B	108.41	108.41	27.10	0.00			108.41				
A-C	600.78	600.78	150.19	0.00			600.78				