Appendix A – Traffic Flow Data

Intelligent Data Collection Limited
Victoria Road Lowestoft Suffolk

Client:	WSP
Project Number:	ID-0724-0067
Junction Number:	Site 1
Date of Survey:	15.10.2024
Junction Name:	Crompton Road / B1531 Victoria Road
Junction Type:	T-Junction

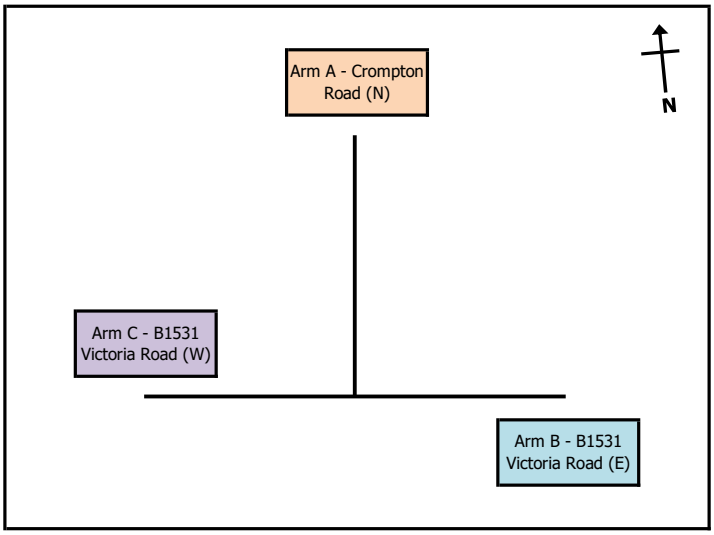
Intelligent Data Collection Limited

Client:	WSP	**Date of Survey:**	15.10.2024
Project Number:	ID-0724-0067	**Junction Name:**	Crompton Road / B1531 Victoria Road
Junction Number:	Site 1	**Junction Type:**	T-Junction

X Coordinate	Y Coordinate	Google Maps Link
52.471480	1.714820	Click Here

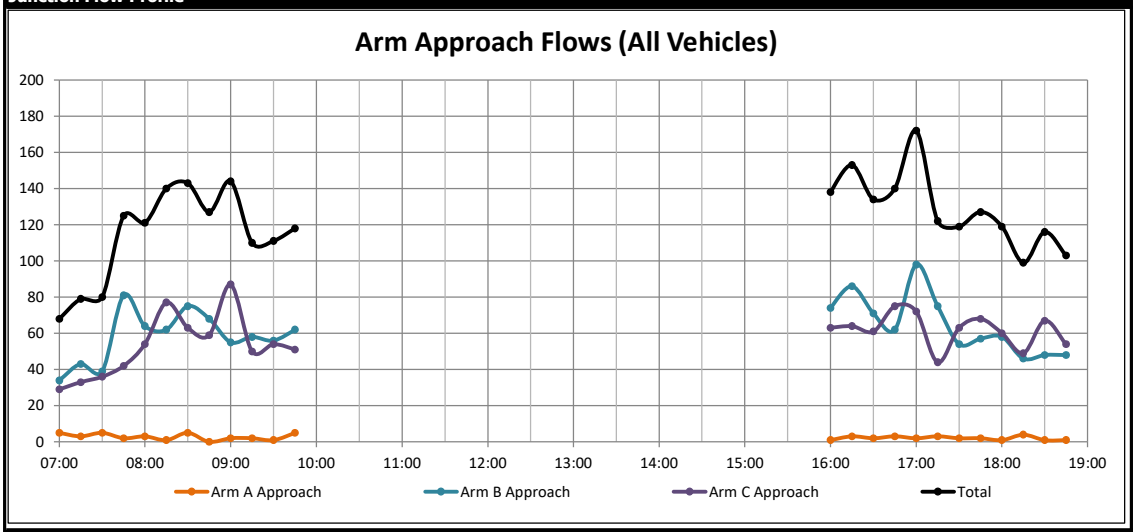
AM Peak Conditions	PM Peak Conditions
Clear	Clear

Junction Layout



Aerial Mapping and On-site Camera View

Junction Flow Profile



Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Junction Number: Site 1

Date of Survey: 15.10.2024
Junction Name: Crompton Road / B1531 Victoria Road
Junction Type: T-Junction

Arm A: Crompton Road (N)
Arm B: B1531 Victoria Road (E)
Arm C: B1531 Victoria Road (W)

	A to A								A to C								A to B							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00								0	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
07:15								0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
07:30								0	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	1
07:45								0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:00								0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
08:15								0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30								0	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	3
08:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00								0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
09:15								0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
09:30								0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:45								0	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
16:00								0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
16:15								0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
16:30								0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
16:45								0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
17:00								0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:15								0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
17:30								0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:45								0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:00								0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15								0	2	1	0	0	0	0	0	3	0	1	0	0	0	0	0	1
18:30								0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:45								0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	6	0	0	0	0	0	0	6
07:15	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	6	0	0	0	0	0	0	6
07:30	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	5	0	0	0	0	0	0	5
07:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	6	1	0	0	0	0	0	7
08:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4	1	0	0	0	0	0	5
08:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	3	1	0	0	0	0	0	4
08:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	3	2	0	0	0	0	0	5
08:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	3
09:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	4	1	0	0	0	0	0	5
16:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4	1	0	0	0	0	0	5
16:15	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	4	0	0	0	0	0	0	4
16:30	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	3	0	0	0	0	0	0	3
16:45	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	2	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	2	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	1	1	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	2	1	0	0	0	0	0	3
18:00	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	1	1	0	0	0	0	0	2

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Junction Number: Site 1

Date of Survey: 15.10.2024
Junction Name: Crompton Road / B1531 Victoria Road
Junction Type: T-Junction

Arm A: Crompton Road (N)
Arm B: B1531 Victoria Road (E)
Arm C: B1531 Victoria Road (W)

	B to B								B to A								B to C							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00								0	0	0	0	0	0	0	0	0	22	10	0	0	0	0	2	34
07:15								0	1	0	0	0	0	0	0	1	30	8	0	1	1	1	1	42
07:30								0	0	1	0	0	0	0	0	1	32	5	0	0	1	0	0	38
07:45								0	0	1	0	0	0	0	0	1	63	13	1	0	0	1	2	80
08:00								0	1	0	0	0	0	0	0	1	49	11	0	0	0	0	3	63
08:15								0	0	1	0	0	0	0	0	1	53	8	0	0	0	0	0	61
08:30								0	0	0	0	0	0	0	0	0	63	9	1	0	0	1	1	75
08:45								0	1	1	0	0	0	0	0	2	55	10	1	0	0	0	0	66
09:00								0	2	1	0	0	0	0	0	3	40	8	1	0	0	1	2	52
09:15								0	1	0	0	0	0	0	0	1	49	7	0	0	0	1	0	57
09:30								0	0	0	0	0	0	0	0	0	44	10	1	0	0	0	1	56
09:45								0	2	0	0	0	0	0	0	2	50	9	0	0	1	0	0	60
16:00								0	2	0	0	0	0	0	0	2	66	5	0	0	1	0	0	72
16:15								0	1	0	0	0	0	0	0	1	70	12	0	0	0	1	2	85
16:30								0	2	0	0	0	0	0	0	2	59	9	0	0	0	0	1	69
16:45								0	1	0	0	0	0	0	0	1	46	13	0	1	0	1	0	61
17:00								0	1	0	0	0	0	0	0	1	83	13	0	0	0	1	0	97
17:15								0	3	0	0	0	0	0	0	3	59	8	0	0	0	1	4	72
17:30								0	0	0	0	0	0	0	0	0	47	5	0	0	0	1	1	54
17:45								0	1	0	0	0	0	0	0	1	50	4	0	0	0	0	2	56
18:00								0	2	0	0	0	0	0	0	2	46	10	0	0	0	0	0	56
18:15								0	2	0	0	0	0	0	0	2	40	3	0	0	0	0	1	44
18:30								0	0	0	0	0	0	0	0	0	46	1	0	0	0	0	1	48
18:45								0	3	0	0	0	0	0	0	3	41	3	0	0	0	0	1	45
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	147	36	1	1	2	2	5	194
07:15	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4	174	37	1	1	2	2	6	223
07:30	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	4	197	37	1	0	1	1	5	242
07:45	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	228	41	2	0	0	2	6	279
08:00	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4	220	38	2	0	0	1	4	265
08:15	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	6	211	35	3	0	0	2	3	254
08:30	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6	207	34	3	0	0	3	3	250
08:45	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6	188	35	3	0	0	2	3	231
09:00	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	183	34	2	0	1	2	3	225
16:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	241	39	0	1	1	2	3	287
16:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	258	47	0	1	0	3	3	312
16:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	247	43	0	1	0	3	5	299
16:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	235	39	0	1	0	4	5	284
17:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	239	30	0	0	0	3	7	279
17:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	202	27	0	0	0	2	7	238
17:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	183	22	0	0	0	1	4	210
17:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	182	18	0	0	0	0	4	204
18:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	173	17	0	0	0	0	3	193

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Junction Number: Site 1

Date of Survey: 15.10.2024
Junction Name: Crompton Road / B1531 Victoria Road
Junction Type: T-Junction

Arm A: Crompton Road (N)
Arm B: B1531 Victoria Road (E)
Arm C: B1531 Victoria Road (W)

	C to C								C to B								C to A							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00								0	18	9	0	0	0	1	1	29	0	0	0	0	0	0	0	0
07:15								0	22	7	0	0	0	0	2	31	2	0	0	0	0	0	0	2
07:30								0	24	11	0	0	0	0	0	35	1	0	0	0	0	0	0	1
07:45								0	31	8	0	0	1	2	0	42	0	0	0	0	0	0	0	0
08:00								0	42	11	0	0	0	0	1	54	0	0	0	0	0	0	0	0
08:15								0	67	8	0	0	0	0	2	77	0	0	0	0	0	0	0	0
08:30								0	49	8	1	0	0	0	2	60	2	1	0	0	0	0	0	3
08:45								0	40	12	1	0	1	1	3	58	1	0	0	0	0	0	0	1
09:00								0	77	7	1	0	0	0	0	85	2	0	0	0	0	0	0	2
09:15								0	39	9	1	0	0	1	0	50	0	0	0	0	0	0	0	0
09:30								0	42	8	0	0	0	0	3	53	1	0	0	0	0	0	0	1
09:45								0	40	8	1	1	0	1	0	51	0	0	0	0	0	0	0	0
16:00								0	51	10	0	0	0	1	1	63	0	0	0	0	0	0	0	0
16:15								0	47	9	0	0	1	1	2	60	3	1	0	0	0	0	0	4
16:30								0	49	8	0	0	0	0	2	59	1	1	0	0	0	0	0	2
16:45								0	62	6	0	0	0	0	1	69	4	2	0	0	0	0	0	6
17:00								0	54	11	0	0	0	2	1	68	2	2	0	0	0	0	0	4
17:15								0	33	8	0	0	0	0	1	42	2	0	0	0	0	0	0	2
17:30								0	51	7	0	0	0	1	0	59	4	0	0	0	0	0	0	4
17:45								0	59	6	0	0	0	0	1	66	2	0	0	0	0	0	0	2
18:00								0	46	5	0	0	0	0	2	53	7	0	0	0	0	0	0	7
18:15								0	44	2	0	0	0	1	0	47	2	0	0	0	0	0	0	2
18:30								0	56	7	0	0	0	1	1	65	2	0	0	0	0	0	0	2
18:45								0	51	2	0	0	0	0	0	53	1	0	0	0	0	0	0	1
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	0	0	0	0	0	0	0	0	95	35	0	0	1	3	3	137	3	0	0	0	0	0	0	3
07:15	0	0	0	0	0	0	0	0	119	37	0	0	1	2	3	162	3	0	0	0	0	0	0	3
07:30	0	0	0	0	0	0	0	0	164	38	0	0	1	2	3	208	1	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	189	35	1	0	1	2	5	233	2	1	0	0	0	0	0	3
08:00	0	0	0	0	0	0	0	0	198	39	2	0	1	1	8	249	3	1	0	0	0	0	0	4
08:15	0	0	0	0	0	0	0	0	233	35	3	0	1	1	7	280	5	1	0	0	0	0	0	6
08:30	0	0	0	0	0	0	0	0	205	36	4	0	1	2	5	253	5	1	0	0	0	0	0	6
08:45	0	0	0	0	0	0	0	0	198	36	3	0	1	2	6	246	4	0	0	0	0	0	0	4
09:00	0	0	0	0	0	0	0	0	198	32	3	1	0	2	3	239	3	0	0	0	0	0	0	3
16:00	0	0	0	0	0	0	0	0	209	33	0	0	1	2	6	251	8	4	0	0	0	0	0	12
16:15	0	0	0	0	0	0	0	0	212	34	0	0	1	3	6	256	10	6	0	0	0	0	0	16
16:30	0	0	0	0	0	0	0	0	198	33	0	0	0	2	5	238	9	5	0	0	0	0	0	14
16:45	0	0	0	0	0	0	0	0	200	32	0	0	0	3	3	238	12	4	0	0	0	0	0	16
17:00	0	0	0	0	0	0	0	0	197	32	0	0	0	3	3	235	10	2	0	0	0	0	0	12
17:15	0	0	0	0	0	0	0	0	189	26	0	0	0	1	4	220	15	0	0	0	0	0	0	15
17:30	0	0	0	0	0	0	0	0	200	20	0	0	0	2	3	225	15	0	0	0	0	0	0	15
17:45	0	0	0	0	0	0	0	0	205	20	0	0	0	2	4	231	13	0	0	0	0	0	0	13
18:00	0	0	0	0	0	0	0	0	197	16	0	0	0	2	3	218	12	0	0	0	0	0	0	12

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Junction Number: Site 1

Date of Survey: 15.10.2024
Junction Name: Crompton Road / B1531 Victoria Road
Junction Type: T-Junction

	Arm A Approach								Arm A Exit							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
07:15	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
07:30	4	1	0	0	0	0	0	5	1	1	0	0	0	0	0	2
07:45	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1
08:00	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
08:15	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
08:30	4	1	0	0	0	0	0	5	2	1	0	0	0	0	0	3
08:45	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
09:00	2	0	0	0	0	0	0	2	4	1	0	0	0	0	0	5
09:15	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1
09:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
09:45	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2
16:00	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	2
16:15	3	0	0	0	0	0	0	3	4	1	0	0	0	0	0	5
16:30	2	0	0	0	0	0	0	2	3	1	0	0	0	0	0	4
16:45	3	0	0	0	0	0	0	3	5	2	0	0	0	0	0	7
17:00	1	1	0	0	0	0	0	2	3	2	0	0	0	0	0	5
17:15	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5
17:30	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
17:45	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
18:00	1	0	0	0	0	0	0	1	9	0	0	0	0	0	0	9
18:15	2	2	0	0	0	0	0	4	4	0	0	0	0	0	0	4
18:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
18:45	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	14	1	0	0	0	0	0	15	4	2	0	0	0	0	0	6
07:15	12	1	0	0	0	0	0	13	5	2	0	0	0	0	0	7
07:30	10	1	0	0	0	0	0	11	2	3	0	0	0	0	0	5
07:45	10	1	0	0	0	0	0	11	3	3	0	0	0	0	0	6
08:00	8	1	0	0	0	0	0	9	5	3	0	0	0	0	0	8
08:15	7	1	0	0	0	0	0	8	8	4	0	0	0	0	0	12
08:30	7	2	0	0	0	0	0	9	9	3	0	0	0	0	0	12
08:45	4	1	0	0	0	0	0	5	8	2	0	0	0	0	0	10
09:00	9	1	0	0	0	0	0	10	8	1	0	0	0	0	0	9
16:00	8	1	0	0	0	0	0	9	14	4	0	0	0	0	0	18
16:15	9	1	0	0	0	0	0	10	15	6	0	0	0	0	0	21
16:30	9	1	0	0	0	0	0	10	16	5	0	0	0	0	0	21
16:45	9	1	0	0	0	0	0	10	17	4	0	0	0	0	0	21
17:00	8	1	0	0	0	0	0	9	15	2	0	0	0	0	0	17
17:15	8	0	0	0	0	0	0	8	21	0	0	0	0	0	0	21
17:30	7	2	0	0	0	0	0	9	20	0	0	0	0	0	0	20
17:45	6	2	0	0	0	0	0	8	18	0	0	0	0	0	0	18
18:00	5	2	0	0	0	0	0	7	19	0	0	0	0	0	0	19

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Junction Number: Site 1

Date of Survey: 15.10.2024
Junction Name: Crompton Road / B1531 Victoria Road
Junction Type: T-Junction

	Arm B Approach								Arm B Exit							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00	22	10	0	0	0	0	2	34	20	9	0	0	0	1	1	31
07:15	31	8	0	1	1	1	1	43	23	7	0	0	0	0	2	32
07:30	32	6	0	0	1	0	0	39	25	11	0	0	0	0	0	36
07:45	63	14	1	0	0	1	2	81	33	8	0	0	1	2	0	44
08:00	50	11	0	0	0	0	3	64	44	11	0	0	0	0	1	56
08:15	53	9	0	0	0	0	0	62	67	8	0	0	0	0	2	77
08:30	63	9	1	0	0	1	1	75	51	9	1	0	0	0	2	63
08:45	56	11	1	0	0	0	0	68	40	12	1	0	1	1	3	58
09:00	42	9	1	0	0	1	2	55	78	7	1	0	0	0	0	86
09:15	50	7	0	0	0	1	0	58	39	10	1	0	0	1	0	51
09:30	44	10	1	0	0	0	1	56	43	8	0	0	0	0	3	54
09:45	52	9	0	0	1	0	0	62	42	8	1	1	0	1	0	53
16:00	68	5	0	0	1	0	0	74	51	11	0	0	0	1	1	64
16:15	71	12	0	0	0	1	2	86	49	9	0	0	1	1	2	62
16:30	61	9	0	0	0	0	1	71	50	8	0	0	0	0	2	60
16:45	47	13	0	1	0	1	0	62	63	6	0	0	0	0	1	70
17:00	84	13	0	0	0	1	0	98	54	11	0	0	0	2	1	68
17:15	62	8	0	0	0	1	4	75	34	8	0	0	0	0	1	43
17:30	47	5	0	0	0	1	1	54	51	7	0	0	0	1	0	59
17:45	51	4	0	0	0	0	2	57	60	6	0	0	0	0	1	67
18:00	48	10	0	0	0	0	0	58	46	5	0	0	0	0	2	53
18:15	42	3	0	0	0	0	1	46	44	3	0	0	0	1	0	48
18:30	46	1	0	0	0	0	1	48	57	7	0	0	0	1	1	66
18:45	44	3	0	0	0	0	1	48	51	2	0	0	0	0	0	53
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	148	38	1	1	2	2	5	197	101	35	0	0	1	3	3	143
07:15	176	39	1	1	2	2	6	227	125	37	0	0	1	2	3	168
07:30	198	40	1	0	1	1	5	246	169	38	0	0	1	2	3	213
07:45	229	43	2	0	0	2	6	282	195	36	1	0	1	2	5	240
08:00	222	40	2	0	0	1	4	269	202	40	2	0	1	1	8	254
08:15	214	38	3	0	0	2	3	260	236	36	3	0	1	1	7	284
08:30	211	36	3	0	0	3	3	256	208	38	4	0	1	2	5	258
08:45	192	37	3	0	0	2	3	237	200	37	3	0	1	2	6	249
09:00	188	35	2	0	1	2	3	231	202	33	3	1	0	2	3	244
16:00	247	39	0	1	1	2	3	293	213	34	0	0	1	2	6	256
16:15	263	47	0	1	0	3	3	317	216	34	0	0	1	3	6	260
16:30	254	43	0	1	0	3	5	306	201	33	0	0	0	2	5	241
16:45	240	39	0	1	0	4	5	289	202	32	0	0	0	3	3	240
17:00	244	30	0	0	0	3	7	284	199	32	0	0	0	3	3	237
17:15	208	27	0	0	0	2	7	244	191	26	0	0	0	1	4	222
17:30	188	22	0	0	0	1	4	215	201	21	0	0	0	2	3	227
17:45	187	18	0	0	0	0	4	209	207	21	0	0	0	2	4	234
18:00	180	17	0	0	0	0	3	200	198	17	0	0	0	2	3	220

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Junction Number: Site 1

Date of Survey: 15.10.2024
Junction Name: Crompton Road / B1531 Victoria Road
Junction Type: T-Junction

	Arm C Approach								Arm C Exit							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00	18	9	0	0	0	1	1	29	25	10	0	0	0	0	2	37
07:15	24	7	0	0	0	0	2	33	32	8	0	1	1	1	1	44
07:30	25	11	0	0	0	0	0	36	35	6	0	0	1	0	0	42
07:45	31	8	0	0	1	2	0	42	63	13	1	0	0	1	2	80
08:00	42	11	0	0	0	0	1	54	50	11	0	0	0	0	3	64
08:15	67	8	0	0	0	0	2	77	54	8	0	0	0	0	0	62
08:30	51	9	1	0	0	0	2	63	65	9	1	0	0	1	1	77
08:45	41	12	1	0	1	1	3	59	55	10	1	0	0	0	0	66
09:00	79	7	1	0	0	0	0	87	41	8	1	0	0	1	2	53
09:15	39	9	1	0	0	1	0	50	50	7	0	0	0	1	0	58
09:30	43	8	0	0	0	0	3	54	44	10	1	0	0	0	1	56
09:45	40	8	1	1	0	1	0	51	53	9	0	0	1	0	0	63
16:00	51	10	0	0	0	1	1	63	66	5	0	0	1	0	0	72
16:15	50	10	0	0	1	1	2	64	71	12	0	0	0	1	2	86
16:30	50	9	0	0	0	0	2	61	60	9	0	0	0	0	1	70
16:45	66	8	0	0	0	0	1	75	48	13	0	1	0	1	0	63
17:00	56	13	0	0	0	2	1	72	84	14	0	0	0	1	0	99
17:15	35	8	0	0	0	0	1	44	61	8	0	0	0	1	4	74
17:30	55	7	0	0	0	1	0	63	49	5	0	0	0	1	1	56
17:45	61	6	0	0	0	0	1	68	51	4	0	0	0	0	2	57
18:00	53	5	0	0	0	0	2	60	47	10	0	0	0	0	0	57
18:15	46	2	0	0	0	1	0	49	42	4	0	0	0	0	1	47
18:30	58	7	0	0	0	1	1	67	46	1	0	0	0	0	1	48
18:45	52	2	0	0	0	0	0	54	42	3	0	0	0	0	1	46
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	98	35	0	0	1	3	3	140	155	37	1	1	2	2	5	203
07:15	122	37	0	0	1	2	3	165	180	38	1	1	2	2	6	230
07:30	165	38	0	0	1	2	3	209	202	38	1	0	1	1	5	248
07:45	191	36	1	0	1	2	5	236	232	41	2	0	0	2	6	283
08:00	201	40	2	0	1	1	8	253	224	38	2	0	0	1	4	269
08:15	238	36	3	0	1	1	7	286	215	35	3	0	0	2	3	258
08:30	210	37	4	0	1	2	5	259	211	34	3	0	0	3	3	254
08:45	202	36	3	0	1	2	6	250	190	35	3	0	0	2	3	233
09:00	201	32	3	1	0	2	3	242	188	34	2	0	1	2	3	230
16:00	217	37	0	0	1	2	6	263	245	39	0	1	1	2	3	291
16:15	222	40	0	0	1	3	6	272	263	48	0	1	0	3	3	318
16:30	207	38	0	0	0	2	5	252	253	44	0	1	0	3	5	306
16:45	212	36	0	0	0	3	3	254	242	40	0	1	0	4	5	292
17:00	207	34	0	0	0	3	3	247	245	31	0	0	0	3	7	286
17:15	204	26	0	0	0	1	4	235	208	27	0	0	0	2	7	244
17:30	215	20	0	0	0	2	3	240	189	23	0	0	0	1	4	217
17:45	218	20	0	0	0	2	4	244	186	19	0	0	0	0	4	209
18:00	209	16	0	0	0	2	3	230	177	18	0	0	0	0	3	198

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Junction Number: Site 1

Date of Survey: 15.10.2024
Junction Name: Crompton Road / B1531 Victoria Road
Junction Type: T-Junction

	Total Junction Flow							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00	45	19	0	0	0	1	3	68
07:15	58	15	0	1	1	1	3	79
07:30	61	18	0	0	1	0	0	80
07:45	96	22	1	0	1	3	2	125
08:00	95	22	0	0	0	0	4	121
08:15	121	17	0	0	0	0	2	140
08:30	118	19	2	0	0	1	3	143
08:45	97	23	2	0	1	1	3	127
09:00	123	16	2	0	0	1	2	144
09:15	90	17	1	0	0	2	0	110
09:30	88	18	1	0	0	0	4	111
09:45	97	17	1	1	1	1	0	118
16:00	119	16	0	0	1	1	1	138
16:15	124	22	0	0	1	2	4	153
16:30	113	18	0	0	0	0	3	134
16:45	116	21	0	1	0	1	1	140
17:00	141	27	0	0	0	3	1	172
17:15	100	16	0	0	0	1	5	122
17:30	104	12	0	0	0	2	1	119
17:45	114	10	0	0	0	0	3	127
18:00	102	15	0	0	0	0	2	119
18:15	90	7	0	0	0	1	1	99
18:30	105	8	0	0	0	1	2	116
18:45	97	5	0	0	0	0	1	103
Start Time	**Rolling Hour**							**Total**
07:00	260	74	1	1	3	5	8	352
07:15	310	77	1	1	3	4	9	405
07:30	373	79	1	0	2	3	8	466
07:45	430	80	3	0	1	4	11	529
08:00	431	81	4	0	1	2	12	531
08:15	459	75	6	0	1	3	10	554
08:30	428	75	7	0	1	5	8	524
08:45	398	74	6	0	1	4	9	492
09:00	398	68	5	1	1	4	6	483
16:00	472	77	0	1	2	4	9	565
16:15	494	88	0	1	1	6	9	599
16:30	470	82	0	1	0	5	10	568
16:45	461	76	0	1	0	7	8	553
17:00	459	65	0	0	0	6	10	540
17:15	420	53	0	0	0	3	11	487
17:30	410	44	0	0	0	3	7	464
17:45	411	40	0	0	0	2	8	461
18:00	394	35	0	0	0	2	6	437

Intelligent Data Collection Limited

Client:	WSP	**Date of Survey:**	15.10.2024	**Arm A:**	Crompton Road (N)
Project Number:	ID-0724-0067	**Junction Name:**	Crompton Road / B1531 Victoria Road	**Arm B:**	B1531 Victoria Road (E)
Junction Number:	Site 1	**Junction Type:**	T-Junction	**Arm C:**	B1531 Victoria Road (W)

	PCU Summary								
Time	**A to A**	**A to C**	**A to B**	**B to B**	**B to A**	**B to C**	**C to C**	**C to B**	**C to A**
07:00	0	3	2	0	0	32	0	28	0
07:15	0	2	1	0	1	44	0	29	2
07:30	0	4	1	0	1	40	0	35	1
07:45	0	0	2	0	1	79	0	42	0
08:00	0	1	2	0	1	61	0	53	0
08:15	0	1	0	0	1	61	0	75	0
08:30	0	2	3	0	0	75	0	59	3
08:45	0	0	0	0	2	67	0	57	1
09:00	0	1	1	0	3	51	0	86	2
09:15	0	1	1	0	1	56	0	50	0
09:30	0	0	1	0	0	56	0	51	1
09:45	0	3	2	0	2	62	0	53	0
16:00	0	0	1	0	2	74	0	62	0
16:15	0	1	2	0	1	83	0	59	4
16:30	0	1	1	0	2	68	0	57	2
16:45	0	2	1	0	1	62	0	68	6
17:00	0	2	0	0	1	96	0	66	4
17:15	0	2	1	0	3	68	0	41	2
17:30	0	2	0	0	0	53	0	58	4
17:45	0	1	1	0	1	54	0	65	2
18:00	0	1	0	0	2	56	0	51	7
18:15	0	3	1	0	2	43	0	46	2
18:30	0	0	1	0	0	47	0	64	2
18:45	0	1	0	0	3	44	0	53	1
Start Time	**Rolling Hour**								
07:00	0	9	6	0	3	195	0	134	3
07:15	0	7	6	0	4	223	0	160	3
07:30	0	6	5	0	4	240	0	206	1
07:45	0	4	7	0	3	275	0	230	3
08:00	0	4	5	0	4	263	0	245	4
08:15	0	4	4	0	6	253	0	278	6
08:30	0	4	5	0	6	249	0	253	6
08:45	0	2	3	0	6	230	0	244	4
09:00	0	5	5	0	6	225	0	240	3
16:00	0	4	5	0	6	287	0	247	12
16:15	0	6	4	0	5	310	0	251	16
16:30	0	7	3	0	7	295	0	233	14
16:45	0	8	2	0	5	280	0	234	16
17:00	0	7	2	0	5	272	0	231	12
17:15	0	6	2	0	6	231	0	216	15
17:30	0	7	2	0	5	206	0	221	15
17:45	0	5	3	0	5	201	0	227	13
18:00	0	5	2	0	7	191	0	214	12

Intelligent Data Collection Limited
Victoria Road Lowestoft Suffolk

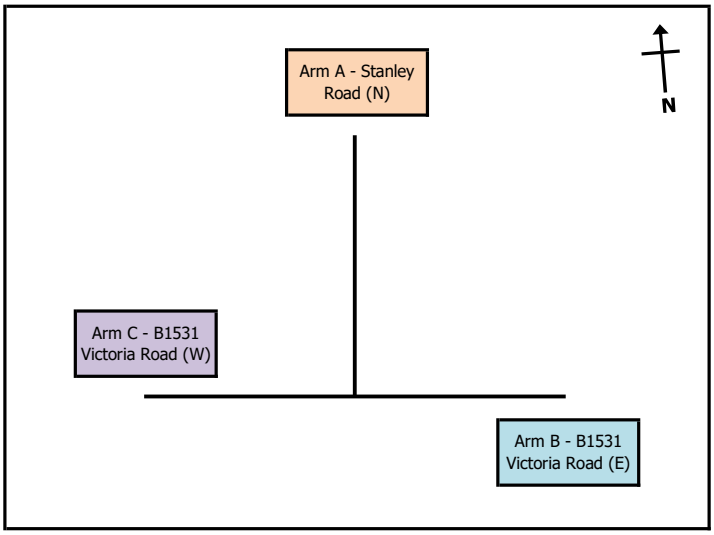
Client:	WSP
Project Number:	ID-0724-0067
Junction Number:	Site 2
Date of Survey:	15.10.2024
Junction Name:	Stanley Road / B1531 Victoria Road
Junction Type:	T-Junction

Intelligent Data Collection Limited

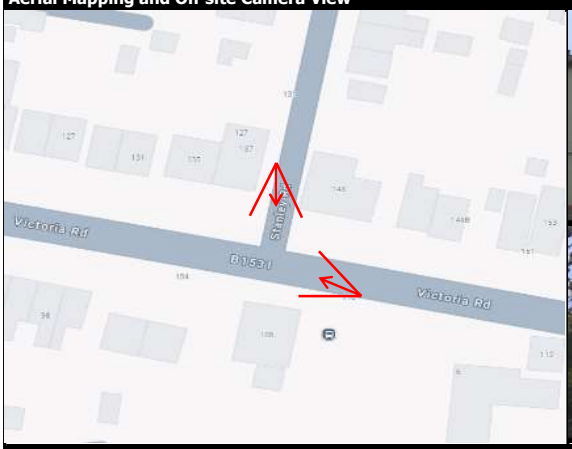
Client:	WSP	**Date of Survey:**	15.10.2024
Project Number:	ID-0724-0067	**Junction Name:**	Stanley Road / B1531 Victoria Road
Junction Number:	Site 2	**Junction Type:**	T-Junction

X Coordinate	Y Coordinate	Google Maps Link
52.471325	1.715811	Click Here
AM Peak Conditions	**PM Peak Conditions**	
Clear	Clear	

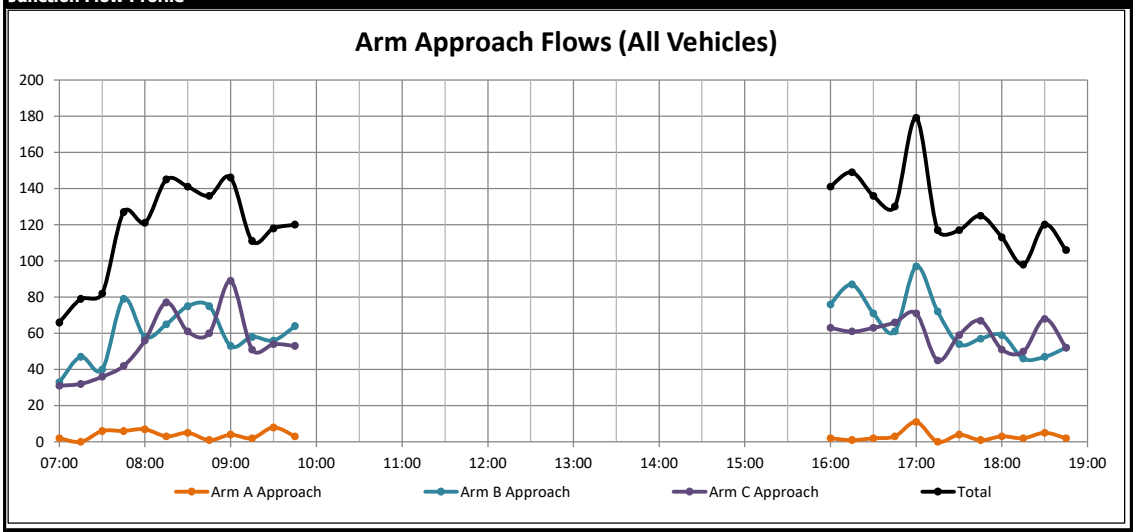
Junction Layout



Aerial Mapping and On-site Camera View



Junction Flow Profile



Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Junction Number: Site 2

Date of Survey: 15.10.2024
Junction Name: Stanley Road / B1531 Victoria Road
Junction Type: T-Junction

Arm A: Stanley Road (N)
Arm B: B1531 Victoria Road (E)
Arm C: B1531 Victoria Road (W)

	A to A								A to C								A to B							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00								0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30								0	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
07:45								0	1	0	0	0	0	0	0	1	3	2	0	0	0	0	0	5
08:00								0	5	1	0	0	0	0	0	6	1	0	0	0	0	0	0	1
08:15								0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
08:30								0	1	0	0	0	0	0	0	1	3	1	0	0	0	0	0	4
08:45								0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:00								0	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
09:15								0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
09:30								0	2	0	0	0	0	0	0	2	6	0	0	0	0	0	0	6
09:45								0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2
16:00								0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:15								0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:30								0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:45								0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
17:00								0	4	1	0	0	0	0	0	5	5	1	0	0	0	0	0	6
17:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30								0	2	0	0	0	0	0	0	2	1	1	0	0	0	0	0	2
17:45								0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:00								0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
18:15								0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:30								0	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
18:45								0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	7	2	0	0	0	0	0	9
07:15	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	8	2	0	0	0	0	0	10
07:30	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	11	2	0	0	0	0	0	13
07:45	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	10	3	0	0	0	0	0	13
08:00	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	8	1	0	0	0	0	0	9
08:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	10	1	0	0	0	0	0	11
08:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	9	1	0	0	0	0	0	10
08:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	12	0	0	0	0	0	0	12
09:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	12	1	0	0	0	0	0	13
16:00	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	3	0	0	0	0	0	0	3
16:15	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10	6	1	0	0	0	0	0	7
16:30	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9	6	1	0	0	0	0	0	7
16:45	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	7	2	0	0	0	0	0	9
17:00	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	7	2	0	0	0	0	0	9
17:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	3	1	0	0	0	0	0	4
17:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	4	1	0	0	0	0	0	5
17:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	6	0	0	0	0	0	0	6
18:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	6	0	0	0	0	0	0	6

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Junction Number: Site 2

Date of Survey: 15.10.2024
Junction Name: Stanley Road / B1531 Victoria Road
Junction Type: T-Junction

Arm A: Stanley Road (N)
Arm B: B1531 Victoria Road (E)
Arm C: B1531 Victoria Road (W)

	B to B								B to A								B to C							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00								0	1	0	0	0	0	0	0	1	21	9	0	0	0	0	2	32
07:15								0	2	0	0	0	0	0	0	2	32	9	0	1	1	1	1	45
07:30								0	1	0	0	0	0	0	0	1	33	5	0	0	1	0	0	39
07:45								0	0	1	0	0	0	0	0	1	59	15	1	0	0	1	2	78
08:00								0	0	0	0	0	0	0	0	0	46	9	0	0	0	0	3	58
08:15								0	2	0	0	0	0	0	1	3	53	9	0	0	0	0	0	62
08:30								0	1	0	0	0	0	0	0	1	62	9	1	0	0	1	1	74
08:45								0	5	0	0	0	0	0	0	5	58	11	1	0	0	0	0	70
09:00								0	2	0	0	0	0	0	0	2	38	9	1	0	0	1	2	51
09:15								0	1	0	0	0	0	0	0	1	49	7	0	0	0	1	0	57
09:30								0	2	0	0	0	0	0	0	2	42	10	1	0	0	0	1	54
09:45								0	2	0	0	0	0	0	0	2	52	9	0	0	1	0	0	62
16:00								0	2	0	0	0	0	0	0	2	68	5	0	0	1	0	0	74
16:15								0	0	1	0	0	0	0	0	1	71	12	0	0	0	1	2	86
16:30								0	3	0	0	0	0	0	0	3	59	8	0	0	0	0	1	68
16:45								0	1	0	0	0	0	0	0	1	45	13	0	1	0	1	0	60
17:00								0	0	0	0	0	0	0	1	1	82	13	0	0	0	1	0	96
17:15								0	0	0	0	0	0	0	0	0	60	7	0	0	0	1	4	72
17:30								0	0	1	0	0	0	0	0	1	46	5	0	0	0	1	1	53
17:45								0	2	0	0	0	0	0	0	2	49	4	0	0	0	0	2	55
18:00								0	2	0	0	0	0	0	0	2	47	10	0	0	0	0	0	57
18:15								0	1	0	0	0	0	0	0	1	41	3	0	0	0	0	1	45
18:30								0	0	0	0	0	0	0	0	0	45	1	0	0	0	0	1	47
18:45								0	4	0	0	0	0	0	0	4	43	4	0	0	0	0	1	48
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	145	38	1	1	2	2	5	194
07:15	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	170	38	1	1	2	2	6	220
07:30	0	0	0	0	0	0	0	0	3	1	0	0	0	0	1	5	191	38	1	0	1	1	5	237
07:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	1	5	220	42	2	0	0	2	6	272
08:00	0	0	0	0	0	0	0	0	8	0	0	0	0	0	1	9	219	38	2	0	0	1	4	264
08:15	0	0	0	0	0	0	0	0	10	0	0	0	0	0	1	11	211	38	3	0	0	2	3	257
08:30	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	207	36	3	0	0	3	3	252
08:45	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	187	37	3	0	0	2	3	232
09:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	181	35	2	0	1	2	3	224
16:00	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	243	38	0	1	1	2	3	288
16:15	0	0	0	0	0	0	0	0	4	1	0	0	0	0	1	6	257	46	0	1	0	3	3	310
16:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	5	246	41	0	1	0	3	5	296
16:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	3	233	38	0	1	0	4	5	281
17:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	1	4	237	29	0	0	0	3	7	276
17:15	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	202	26	0	0	0	2	7	237
17:30	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	183	22	0	0	0	1	4	210
17:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	182	18	0	0	0	0	4	204
18:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	176	18	0	0	0	0	3	197

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Junction Number: Site 2

Date of Survey: 15.10.2024
Junction Name: Stanley Road / B1531 Victoria Road
Junction Type: T-Junction

Arm A: Stanley Road (N)
Arm B: B1531 Victoria Road (E)
Arm C: B1531 Victoria Road (W)

	C to C								C to B								C to A							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00								0	20	9	0	0	0	1	1	31	0	0	0	0	0	0	0	0
07:15								0	23	7	0	0	0	0	2	32	0	0	0	0	0	0	0	0
07:30								0	24	11	0	0	0	0	0	35	1	0	0	0	0	0	0	1
07:45								0	31	8	0	0	1	2	0	42	0	0	0	0	0	0	0	0
08:00								0	44	10	0	0	0	0	1	55	0	1	0	0	0	0	0	1
08:15								0	67	8	0	0	0	0	2	77	0	0	0	0	0	0	0	0
08:30								0	49	9	1	0	0	0	2	61	0	0	0	0	0	0	0	0
08:45								0	42	12	1	0	1	1	3	60	0	0	0	0	0	0	0	0
09:00								0	78	8	1	0	0	1	0	88	1	0	0	0	0	0	0	1
09:15								0	37	10	1	0	0	1	0	49	2	0	0	0	0	0	0	2
09:30								0	43	8	0	0	0	0	3	54	0	0	0	0	0	0	0	0
09:45								0	39	8	1	1	0	1	0	50	3	0	0	0	0	0	0	3
16:00								0	50	11	0	0	0	1	1	63	0	0	0	0	0	0	0	0
16:15								0	47	9	0	0	1	1	2	60	1	0	0	0	0	0	0	1
16:30								0	53	7	0	0	0	0	2	62	0	1	0	0	0	0	0	1
16:45								0	57	5	0	0	0	0	1	63	3	0	0	0	0	0	0	3
17:00								0	52	11	0	0	0	2	1	66	5	0	0	0	0	0	0	5
17:15								0	34	8	0	0	0	1	1	44	1	0	0	0	0	0	0	1
17:30								0	50	8	0	0	0	1	0	59	0	0	0	0	0	0	0	0
17:45								0	58	6	0	0	0	0	1	65	2	0	0	0	0	0	0	2
18:00								0	44	5	0	0	0	0	2	51	0	0	0	0	0	0	0	0
18:15								0	47	2	0	0	0	1	0	50	0	0	0	0	0	0	0	0
18:30								0	57	8	0	0	0	1	1	67	1	0	0	0	0	0	0	1
18:45								0	48	3	0	0	0	0	0	51	1	0	0	0	0	0	0	1
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	0	0	0	0	0	0	0	0	98	35	0	0	1	3	3	140	1	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	122	36	0	0	1	2	3	164	1	1	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	166	37	0	0	1	2	3	209	1	1	0	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0	191	35	1	0	1	2	5	235	0	1	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	202	39	2	0	1	1	8	253	0	1	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	236	37	3	0	1	2	7	286	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	206	39	4	0	1	3	5	258	3	0	0	0	0	0	0	3
08:45	0	0	0	0	0	0	0	0	200	38	3	0	1	3	6	251	3	0	0	0	0	0	0	3
09:00	0	0	0	0	0	0	0	0	197	34	3	1	0	3	3	241	6	0	0	0	0	0	0	6
16:00	0	0	0	0	0	0	0	0	207	32	0	0	1	2	6	248	4	1	0	0	0	0	0	5
16:15	0	0	0	0	0	0	0	0	209	32	0	0	1	3	6	251	9	1	0	0	0	0	0	10
16:30	0	0	0	0	0	0	0	0	196	31	0	0	0	3	5	235	9	1	0	0	0	0	0	10
16:45	0	0	0	0	0	0	0	0	193	32	0	0	0	4	3	232	9	0	0	0	0	0	0	9
17:00	0	0	0	0	0	0	0	0	194	33	0	0	0	4	3	234	8	0	0	0	0	0	0	8
17:15	0	0	0	0	0	0	0	0	186	27	0	0	0	2	4	219	3	0	0	0	0	0	0	3
17:30	0	0	0	0	0	0	0	0	199	21	0	0	0	2	3	225	2	0	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	206	21	0	0	0	2	4	233	3	0	0	0	0	0	0	3
18:00	0	0	0	0	0	0	0	0	196	18	0	0	0	2	3	219	2	0	0	0	0	0	0	2

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Junction Number: Site 2

Date of Survey: 15.10.2024
Junction Name: Stanley Road / B1531 Victoria Road
Junction Type: T-Junction

	Arm A Approach								Arm A Exit							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:30	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2
07:45	4	2	0	0	0	0	0	6	0	1	0	0	0	0	0	1
08:00	6	1	0	0	0	0	0	7	0	1	0	0	0	0	0	1
08:15	3	0	0	0	0	0	0	3	2	0	0	0	0	0	1	3
08:30	4	1	0	0	0	0	0	5	1	0	0	0	0	0	0	1
08:45	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5
09:00	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
09:15	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
09:30	8	0	0	0	0	0	0	8	2	0	0	0	0	0	0	2
09:45	2	1	0	0	0	0	0	3	5	0	0	0	0	0	0	5
16:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
16:15	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2
16:30	1	1	0	0	0	0	0	2	3	1	0	0	0	0	0	4
16:45	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
17:00	9	2	0	0	0	0	0	11	5	0	0	0	0	0	1	6
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:30	3	1	0	0	0	0	0	4	0	1	0	0	0	0	0	1
17:45	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
18:00	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
18:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
18:30	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
18:45	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	12	2	0	0	0	0	0	14	5	1	0	0	0	0	0	6
07:15	16	3	0	0	0	0	0	19	4	2	0	0	0	0	0	6
07:30	19	3	0	0	0	0	0	22	4	2	0	0	0	0	1	7
07:45	17	4	0	0	0	0	0	21	3	2	0	0	0	0	1	6
08:00	14	2	0	0	0	0	0	16	8	1	0	0	0	0	1	10
08:15	12	1	0	0	0	0	0	13	11	0	0	0	0	0	1	12
08:30	11	1	0	0	0	0	0	12	12	0	0	0	0	0	0	12
08:45	15	0	0	0	0	0	0	15	13	0	0	0	0	0	0	13
09:00	16	1	0	0	0	0	0	17	13	0	0	0	0	0	0	13
16:00	7	1	0	0	0	0	0	8	10	2	0	0	0	0	0	12
16:15	14	3	0	0	0	0	0	17	13	2	0	0	0	0	1	16
16:30	13	3	0	0	0	0	0	16	13	1	0	0	0	0	1	15
16:45	15	3	0	0	0	0	0	18	10	1	0	0	0	0	1	12
17:00	13	3	0	0	0	0	0	16	10	1	0	0	0	0	1	12
17:15	7	1	0	0	0	0	0	8	7	1	0	0	0	0	0	8
17:30	9	1	0	0	0	0	0	10	7	1	0	0	0	0	0	8
17:45	11	0	0	0	0	0	0	11	8	0	0	0	0	0	0	8
18:00	12	0	0	0	0	0	0	12	9	0	0	0	0	0	0	9

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Junction Number: Site 2

Date of Survey: 15.10.2024
Junction Name: Stanley Road / B1531 Victoria Road
Junction Type: T-Junction

	Arm B Approach								Arm B Exit							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00	22	9	0	0	0	0	2	33	20	9	0	0	0	1	1	31
07:15	34	9	0	1	1	1	1	47	23	7	0	0	0	0	2	32
07:30	34	5	0	0	1	0	0	40	28	11	0	0	0	0	0	39
07:45	59	16	1	0	0	1	2	79	34	10	0	0	1	2	0	47
08:00	46	9	0	0	0	0	3	58	45	10	0	0	0	0	1	56
08:15	55	9	0	0	0	0	1	65	70	8	0	0	0	0	2	80
08:30	63	9	1	0	0	1	1	75	52	10	1	0	0	0	2	65
08:45	63	11	1	0	0	0	0	75	43	12	1	0	1	1	3	61
09:00	40	9	1	0	0	1	2	53	81	8	1	0	0	1	0	91
09:15	50	7	0	0	0	1	0	58	39	10	1	0	0	1	0	51
09:30	44	10	1	0	0	0	1	56	49	8	0	0	0	0	3	60
09:45	54	9	0	0	1	0	0	64	40	9	1	1	0	1	0	52
16:00	70	5	0	0	1	0	0	76	52	11	0	0	0	1	1	65
16:15	71	13	0	0	0	1	2	87	47	9	0	0	1	1	2	60
16:30	62	8	0	0	0	0	1	71	53	7	0	0	0	0	2	62
16:45	46	13	0	1	0	1	0	61	58	5	0	0	0	0	1	64
17:00	82	13	0	0	0	1	1	97	57	12	0	0	0	2	1	72
17:15	60	7	0	0	0	1	4	72	34	8	0	0	0	1	1	44
17:30	46	6	0	0	0	1	1	54	51	9	0	0	0	1	0	61
17:45	51	4	0	0	0	0	2	57	59	6	0	0	0	0	1	66
18:00	49	10	0	0	0	0	0	59	45	5	0	0	0	0	2	52
18:15	42	3	0	0	0	0	1	46	48	2	0	0	0	1	0	51
18:30	45	1	0	0	0	0	1	47	60	8	0	0	0	1	1	70
18:45	47	4	0	0	0	0	1	52	49	3	0	0	0	0	0	52
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	149	39	1	1	2	2	5	199	105	37	0	0	1	3	3	149
07:15	173	39	1	1	2	2	6	224	130	38	0	0	1	2	3	174
07:30	194	39	1	0	1	1	6	242	177	39	0	0	1	2	3	222
07:45	223	43	2	0	0	2	7	277	201	38	1	0	1	2	5	248
08:00	227	38	2	0	0	1	5	273	210	40	2	0	1	1	8	262
08:15	221	38	3	0	0	2	4	268	246	38	3	0	1	2	7	297
08:30	216	36	3	0	0	3	3	261	215	40	4	0	1	3	5	268
08:45	197	37	3	0	0	2	3	242	212	38	3	0	1	3	6	263
09:00	188	35	2	0	1	2	3	231	209	35	3	1	0	3	3	254
16:00	249	39	0	1	1	2	3	295	210	32	0	0	1	2	6	251
16:15	261	47	0	1	0	3	4	316	215	33	0	0	1	3	6	258
16:30	250	41	0	1	0	3	6	301	202	32	0	0	0	3	5	242
16:45	234	39	0	1	0	4	6	284	200	34	0	0	0	4	3	241
17:00	239	30	0	0	0	3	8	280	201	35	0	0	0	4	3	243
17:15	206	27	0	0	0	2	7	242	189	28	0	0	0	2	4	223
17:30	188	23	0	0	0	1	4	216	203	22	0	0	0	2	3	230
17:45	187	18	0	0	0	0	4	209	212	21	0	0	0	2	4	239
18:00	183	18	0	0	0	0	3	204	202	18	0	0	0	2	3	225

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Junction Number: Site 2

Date of Survey: 15.10.2024
Junction Name: Stanley Road / B1531 Victoria Road
Junction Type: T-Junction

	Arm C Approach								Arm C Exit							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00	20	9	0	0	0	1	1	31	23	9	0	0	0	0	2	34
07:15	23	7	0	0	0	0	2	32	32	9	0	1	1	1	1	45
07:30	25	11	0	0	0	0	0	36	35	5	0	0	1	0	0	41
07:45	31	8	0	0	1	2	0	42	60	15	1	0	0	1	2	79
08:00	44	11	0	0	0	0	1	56	51	10	0	0	0	0	3	64
08:15	67	8	0	0	0	0	2	77	53	9	0	0	0	0	0	62
08:30	49	9	1	0	0	0	2	61	63	9	1	0	0	1	1	75
08:45	42	12	1	0	1	1	3	60	58	11	1	0	0	0	0	70
09:00	79	8	1	0	0	1	0	89	39	9	1	0	0	1	2	52
09:15	39	10	1	0	0	1	0	51	49	7	0	0	0	1	0	57
09:30	43	8	0	0	0	0	3	54	44	10	1	0	0	0	1	56
09:45	42	8	1	1	0	1	0	53	53	9	0	0	1	0	0	63
16:00	50	11	0	0	0	1	1	63	68	5	0	0	1	0	0	74
16:15	48	9	0	0	1	1	2	61	72	12	0	0	0	1	2	87
16:30	53	8	0	0	0	0	2	63	60	9	0	0	0	0	1	70
16:45	60	5	0	0	0	0	1	66	47	13	0	1	0	1	0	62
17:00	57	11	0	0	0	2	1	71	86	14	0	0	0	1	0	101
17:15	35	8	0	0	0	1	1	45	60	7	0	0	0	1	4	72
17:30	50	8	0	0	0	1	0	59	48	5	0	0	0	1	1	55
17:45	60	6	0	0	0	0	1	67	49	4	0	0	0	0	2	55
18:00	44	5	0	0	0	0	2	51	49	10	0	0	0	0	0	59
18:15	47	2	0	0	0	1	0	50	42	3	0	0	0	0	1	46
18:30	58	8	0	0	0	1	1	68	47	1	0	0	0	0	1	49
18:45	49	3	0	0	0	0	0	52	44	4	0	0	0	0	1	49
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	99	35	0	0	1	3	3	141	150	38	1	1	2	2	5	199
07:15	123	37	0	0	1	2	3	166	178	39	1	1	2	2	6	229
07:30	167	38	0	0	1	2	3	211	199	39	1	0	1	1	5	246
07:45	191	36	1	0	1	2	5	236	227	43	2	0	0	2	6	280
08:00	202	40	2	0	1	1	8	254	225	39	2	0	0	1	4	271
08:15	237	37	3	0	1	2	7	287	213	38	3	0	0	2	3	259
08:30	209	39	4	0	1	3	5	261	209	36	3	0	0	3	3	254
08:45	203	38	3	0	1	3	6	254	190	37	3	0	0	2	3	235
09:00	203	34	3	1	0	3	3	247	185	35	2	0	1	2	3	228
16:00	211	33	0	0	1	2	6	253	247	39	0	1	1	2	3	293
16:15	218	33	0	0	1	3	6	261	265	48	0	1	0	3	3	320
16:30	205	32	0	0	0	3	5	245	253	43	0	1	0	3	5	305
16:45	202	32	0	0	0	4	3	241	241	39	0	1	0	4	5	290
17:00	202	33	0	0	0	4	3	242	243	30	0	0	0	3	7	283
17:15	189	27	0	0	0	2	4	222	206	26	0	0	0	2	7	241
17:30	201	21	0	0	0	2	3	227	188	22	0	0	0	1	4	215
17:45	209	21	0	0	0	2	4	236	187	18	0	0	0	0	4	209
18:00	198	18	0	0	0	2	3	221	182	18	0	0	0	0	3	203

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Junction Number: Site 2

Date of Survey: 15.10.2024
Junction Name: Stanley Road / B1531 Victoria Road
Junction Type: T-Junction

	Total Junction Flow							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00	44	18	0	0	0	1	3	66
07:15	57	16	0	1	1	1	3	79
07:30	65	16	0	0	1	0	0	82
07:45	94	26	1	0	1	3	2	127
08:00	96	21	0	0	0	0	4	121
08:15	125	17	0	0	0	0	3	145
08:30	116	19	2	0	0	1	3	141
08:45	106	23	2	0	1	1	3	136
09:00	123	17	2	0	0	2	2	146
09:15	91	17	1	0	0	2	0	111
09:30	95	18	1	0	0	0	4	118
09:45	98	18	1	1	1	1	0	120
16:00	122	16	0	0	1	1	1	141
16:15	120	22	0	0	1	2	4	149
16:30	116	17	0	0	0	0	3	136
16:45	109	18	0	1	0	1	1	130
17:00	148	26	0	0	0	3	2	179
17:15	95	15	0	0	0	2	5	117
17:30	99	15	0	0	0	2	1	117
17:45	112	10	0	0	0	0	3	125
18:00	96	15	0	0	0	0	2	113
18:15	91	5	0	0	0	1	1	98
18:30	108	9	0	0	0	1	2	120
18:45	98	7	0	0	0	0	1	106
Start Time	**Rolling Hour**							**Total**
07:00	260	76	1	1	3	5	8	354
07:15	312	79	1	1	3	4	9	409
07:30	380	80	1	0	2	3	9	475
07:45	431	83	3	0	1	4	12	534
08:00	443	80	4	0	1	2	13	543
08:15	470	76	6	0	1	4	11	568
08:30	436	76	7	0	1	6	8	534
08:45	415	75	6	0	1	5	9	511
09:00	407	70	5	1	1	5	6	495
16:00	467	73	0	1	2	4	9	556
16:15	493	83	0	1	1	6	10	594
16:30	468	76	0	1	0	6	11	562
16:45	451	74	0	1	0	8	9	543
17:00	454	66	0	0	0	7	11	538
17:15	402	55	0	0	0	4	11	472
17:30	398	45	0	0	0	3	7	453
17:45	407	39	0	0	0	2	8	456
18:00	393	36	0	0	0	2	6	437

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Junction Number: Site 2

Date of Survey: 15.10.2024
Junction Name: Stanley Road / B1531 Victoria Road
Junction Type: T-Junction

Arm A: Stanley Road (N)
Arm B: B1531 Victoria Road (E)
Arm C: B1531 Victoria Road (W)

	PCU Summary								
Time	**A to A**	**A to C**	**A to B**	**B to B**	**B to A**	**B to C**	**C to C**	**C to B**	**C to A**
07:00	0	2	0	0	1	30	0	30	0
07:15	0	0	0	0	2	47	0	30	0
07:30	0	2	4	0	1	41	0	35	1
07:45	0	1	5	0	1	77	0	42	0
08:00	0	6	1	0	0	56	0	54	1
08:15	0	0	3	0	2	62	0	75	0
08:30	0	1	4	0	1	74	0	60	0
08:45	0	0	1	0	5	71	0	59	0
09:00	0	1	3	0	2	50	0	88	1
09:15	0	0	2	0	1	56	0	49	2
09:30	0	2	6	0	2	54	0	52	0
09:45	0	1	2	0	2	64	0	52	3
16:00	0	0	2	0	2	76	0	62	0
16:15	0	1	0	0	1	84	0	59	1
16:30	0	2	0	0	3	67	0	60	1
16:45	0	2	1	0	1	61	0	62	3
17:00	0	5	6	0	0	95	0	64	5
17:15	0	0	0	0	0	68	0	43	1
17:30	0	2	2	0	1	52	0	58	0
17:45	0	0	1	0	2	53	0	64	2
18:00	0	2	1	0	2	57	0	49	0
18:15	0	1	1	0	1	44	0	49	0
18:30	0	2	3	0	0	46	0	66	1
18:45	0	1	1	0	4	47	0	51	1
Start Time	**Rolling Hour**								
07:00	0	5	9	0	5	195	0	137	1
07:15	0	9	10	0	4	220	0	162	2
07:30	0	9	13	0	4	235	0	207	2
07:45	0	8	13	0	4	268	0	232	1
08:00	0	7	9	0	8	262	0	249	1
08:15	0	2	11	0	10	256	0	283	1
08:30	0	2	10	0	9	251	0	257	3
08:45	0	3	12	0	10	231	0	249	3
09:00	0	4	13	0	7	224	0	241	6
16:00	0	5	3	0	7	288	0	244	5
16:15	0	10	7	0	5	308	0	246	10
16:30	0	9	7	0	4	292	0	229	10
16:45	0	9	9	0	2	277	0	227	9
17:00	0	7	9	0	3	269	0	229	8
17:15	0	4	4	0	5	230	0	215	3
17:30	0	5	5	0	6	206	0	221	2
17:45	0	5	6	0	5	201	0	229	3
18:00	0	6	6	0	7	195	0	215	2

Intelligent Data Collection Limited
Victoria Road Lowestoft Suffolk

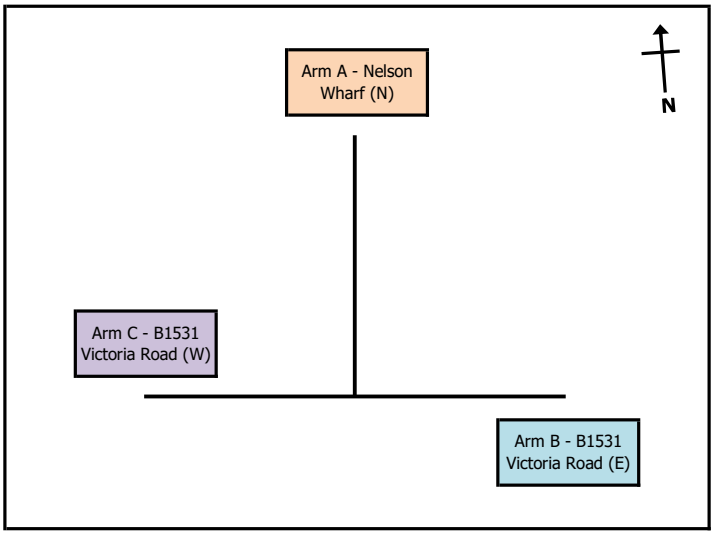
Client:	WSP
Project Number:	ID-0724-0067
Junction Number:	Site 3
Date of Survey:	15.10.2024
Junction Name:	Nelson Wharf / B1531 Victoria Road
Junction Type:	T-Junction

Intelligent Data Collection Limited

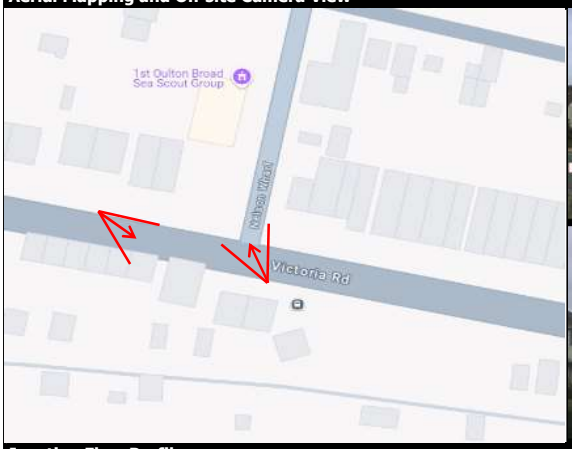
Client:	WSP	**Date of Survey:**	15.10.2024
Project Number:	ID-0724-0067	**Junction Name:**	Nelson Wharf / B1531 Victoria Road
Junction Number:	Site 3	**Junction Type:**	T-Junction

X Coordinate	Y Coordinate	Google Maps Link	
52.471003	1.718299	Click Here	
AM Peak Conditions	**PM Peak Conditions**		
Clear	Clear		

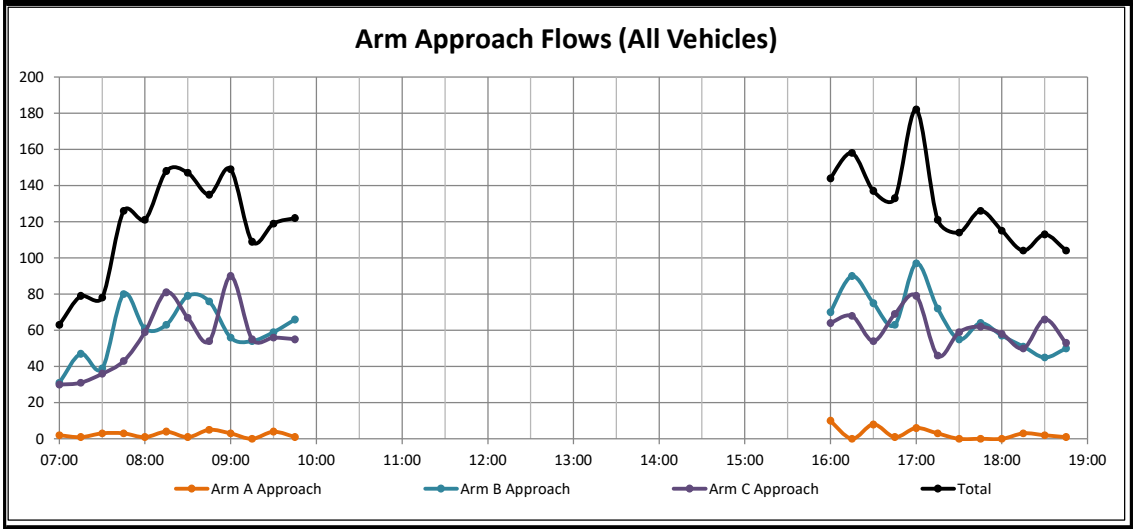
Junction Layout



Aerial Mapping and On-site Camera View



Junction Flow Profile



Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Junction Number: Site 3

Date of Survey: 15.10.2024
Junction Name: Nelson Wharf / B1531 Victoria Road
Junction Type: T-Junction

Arm A: Nelson Wharf (N)
Arm B: B1531 Victoria Road (E)
Arm C: B1531 Victoria Road (W)

	A to A								A to C								A to B							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00								0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:15								0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30								0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
07:45								0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
08:00								0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:15								0	0	1	0	0	0	0	0	1	3	0	0	0	0	0	0	3
08:30								0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:45								0	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
09:00								0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2
09:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30								0	0	2	0	0	0	0	0	2	1	1	0	0	0	0	0	2
09:45								0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:00								0	3	1	0	0	0	0	0	4	4	1	0	0	0	0	1	6
16:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30								0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
16:45								0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:00								0	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
17:15								0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
17:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15								0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
18:30								0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:45								0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4
07:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5
07:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	8	0	0	0	0	0	0	8
07:45	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	6	0	0	0	0	0	0	6
08:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	9	0	0	0	0	0	0	9
08:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	9	1	0	0	0	0	0	10
08:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	6	1	0	0	0	0	0	7
08:45	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4	6	2	0	0	0	0	0	8
09:00	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	3	2	0	0	0	0	0	5
16:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	13	1	0	0	0	0	1	15
16:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	13	0	0	0	0	0	0	13
16:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	14	2	0	0	0	0	0	16
16:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	6	2	0	0	0	0	0	8
17:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	5	2	0	0	0	0	0	7
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Junction Number: Site 3

Date of Survey: 15.10.2024
Junction Name: Nelson Wharf / B1531 Victoria Road
Junction Type: T-Junction

Arm A: Nelson Wharf (N)
Arm B: B1531 Victoria Road (E)
Arm C: B1531 Victoria Road (W)

	B to B								B to A								B to C							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00								0	1	0	0	0	0	0	0	1	19	9	0	0	0	0	2	30
07:15								0	1	0	0	0	0	0	0	1	33	8	0	1	1	1	2	46
07:30								0	1	0	0	0	0	0	0	1	32	5	0	0	1	0	0	38
07:45								0	0	0	0	0	0	0	0	0	58	17	1	0	0	1	3	80
08:00								0	1	0	0	0	0	0	0	1	47	10	0	0	0	0	3	60
08:15								0	1	0	0	0	0	0	0	1	53	9	0	0	0	0	0	62
08:30								0	1	2	0	0	0	0	0	3	64	9	1	0	0	1	1	76
08:45								0	2	0	0	0	0	0	0	2	62	11	1	0	0	0	0	74
09:00								0	1	1	0	0	0	0	0	2	41	8	1	0	0	1	3	54
09:15								0	1	1	0	0	0	0	0	2	44	7	0	0	0	1	0	52
09:30								0	0	0	0	0	0	0	0	0	49	8	1	0	0	0	1	59
09:45								0	1	1	0	0	0	0	1	3	53	9	0	0	1	0	0	63
16:00								0	1	0	0	0	0	0	0	1	64	4	0	0	1	0	0	69
16:15								0	0	0	0	0	0	0	0	0	74	13	0	0	0	1	2	90
16:30								0	4	0	0	0	0	0	0	4	60	9	0	0	0	0	2	71
16:45								0	2	0	0	0	0	0	0	2	47	12	0	1	0	1	0	61
17:00								0	2	2	0	0	0	0	0	4	78	13	0	0	0	1	1	93
17:15								0	0	1	0	0	0	0	0	1	60	7	0	0	0	1	3	71
17:30								0	2	0	0	0	0	0	0	2	45	6	0	0	0	1	1	53
17:45								0	0	0	0	0	0	0	0	0	55	8	0	0	0	0	1	64
18:00								0	1	1	0	0	0	0	0	2	48	6	0	0	0	0	1	55
18:15								0	2	1	0	0	0	0	0	3	42	5	0	0	0	0	1	48
18:30								0	0	0	0	0	0	0	0	0	43	1	0	0	0	0	1	45
18:45								0	0	0	0	0	0	0	0	0	46	3	0	0	0	0	1	50
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	142	39	1	1	2	2	7	194
07:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	170	40	1	1	2	2	8	224
07:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	190	41	1	0	1	1	6	240
07:45	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5	222	45	2	0	0	2	7	278
08:00	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7	226	39	2	0	0	1	4	272
08:15	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	8	220	37	3	0	0	2	4	266
08:30	0	0	0	0	0	0	0	0	5	4	0	0	0	0	0	9	211	35	3	0	0	3	4	256
08:45	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6	196	34	3	0	0	2	4	239
09:00	0	0	0	0	0	0	0	0	3	3	0	0	0	0	1	7	187	32	2	0	1	2	4	228
16:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	245	38	0	1	1	2	4	291
16:15	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10	259	47	0	1	0	3	5	315
16:30	0	0	0	0	0	0	0	0	8	3	0	0	0	0	0	11	245	41	0	1	0	3	6	296
16:45	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	9	230	38	0	1	0	4	5	278
17:00	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	7	238	34	0	0	0	3	6	281
17:15	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5	208	27	0	0	0	2	6	243
17:30	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7	190	25	0	0	0	1	4	220
17:45	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5	188	20	0	0	0	0	4	212
18:00	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5	179	15	0	0	0	0	4	198

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Junction Number: Site 3

Date of Survey: 15.10.2024
Junction Name: Nelson Wharf / B1531 Victoria Road
Junction Type: T-Junction

Arm A: Nelson Wharf (N)
Arm B: B1531 Victoria Road (E)
Arm C: B1531 Victoria Road (W)

	C to C								C to B								C to A							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00								0	16	8	1	0	0	0	1	26	3	1	0	0	0	0	0	4
07:15								0	19	6	0	0	0	0	2	27	3	1	0	0	0	0	0	4
07:30								0	25	10	0	0	0	0	0	35	1	0	0	0	0	0	0	1
07:45								0	32	9	0	0	0	2	0	43	0	0	0	0	0	0	0	0
08:00								0	46	11	0	0	1	0	1	59	0	0	0	0	0	0	0	0
08:15								0	71	7	0	0	0	0	3	81	0	0	0	0	0	0	0	0
08:30								0	52	10	1	0	0	0	2	65	1	1	0	0	0	0	0	2
08:45								0	38	12	1	0	1	1	1	54	0	0	0	0	0	0	0	0
09:00								0	78	8	1	0	0	1	0	88	1	1	0	0	0	0	0	2
09:15								0	43	9	0	0	0	1	0	53	1	1	0	0	0	0	0	2
09:30								0	45	6	1	0	0	0	4	56	0	0	0	0	0	0	0	0
09:45								0	42	11	1	0	0	1	0	55	0	0	0	0	0	0	0	0
16:00								0	51	10	0	0	0	1	0	62	2	0	0	0	0	0	0	2
16:15								0	50	10	0	0	1	1	5	67	1	0	0	0	0	0	0	1
16:30								0	46	7	0	0	0	0	1	54	0	0	0	0	0	0	0	0
16:45								0	61	6	0	0	0	0	2	69	0	0	0	0	0	0	0	0
17:00								0	63	10	0	0	0	2	3	78	0	1	0	0	0	0	0	1
17:15								0	35	10	0	0	0	1	0	46	0	0	0	0	0	0	0	0
17:30								0	51	7	0	0	0	1	0	59	0	0	0	0	0	0	0	0
17:45								0	53	8	0	0	0	0	1	62	0	0	0	0	0	0	0	0
18:00								0	51	5	0	0	0	0	2	58	0	0	0	0	0	0	0	0
18:15								0	47	2	0	0	0	0	0	49	0	0	0	0	0	1	0	1
18:30								0	56	7	0	0	0	1	1	65	1	0	0	0	0	0	0	1
18:45								0	49	3	0	0	0	0	0	52	1	0	0	0	0	0	0	1
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	0	0	0	0	0	0	0	0	92	33	1	0	0	2	3	131	7	2	0	0	0	0	0	9
07:15	0	0	0	0	0	0	0	0	122	36	0	0	1	2	3	164	4	1	0	0	0	0	0	5
07:30	0	0	0	0	0	0	0	0	174	37	0	0	1	2	4	218	1	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	201	37	1	0	1	2	6	248	1	1	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	207	40	2	0	2	1	7	259	1	1	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	239	37	3	0	1	2	6	288	2	2	0	0	0	0	0	4
08:30	0	0	0	0	0	0	0	0	211	39	3	0	1	3	3	260	3	3	0	0	0	0	0	6
08:45	0	0	0	0	0	0	0	0	204	35	3	0	1	3	5	251	2	2	0	0	0	0	0	4
09:00	0	0	0	0	0	0	0	0	208	34	3	0	0	3	4	252	2	2	0	0	0	0	0	4
16:00	0	0	0	0	0	0	0	0	208	33	0	0	1	2	8	252	3	0	0	0	0	0	0	3
16:15	0	0	0	0	0	0	0	0	220	33	0	0	1	3	11	268	1	1	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	205	33	0	0	0	3	6	247	0	1	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	210	33	0	0	0	4	5	252	0	1	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	202	35	0	0	0	4	4	245	0	1	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	190	30	0	0	0	2	3	225	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	202	22	0	0	0	1	3	228	0	0	0	0	0	1	0	1
17:45	0	0	0	0	0	0	0	0	207	22	0	0	0	1	4	234	1	0	0	0	0	1	0	2
18:00	0	0	0	0	0	0	0	0	203	17	0	0	0	1	3	224	2	0	0	0	0	1	0	3

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Junction Number: Site 3

Date of Survey: 15.10.2024
Junction Name: Nelson Wharf / B1531 Victoria Road
Junction Type: T-Junction

	Arm A Approach								Arm A Exit							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00	2	0	0	0	0	0	0	2	4	1	0	0	0	0	0	5
07:15	1	0	0	0	0	0	0	1	4	1	0	0	0	0	0	5
07:30	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
07:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
08:15	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	1
08:30	1	0	0	0	0	0	0	1	2	3	0	0	0	0	0	5
08:45	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2
09:00	2	1	0	0	0	0	0	3	2	2	0	0	0	0	0	4
09:15	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
09:30	1	3	0	0	0	0	0	4	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	1	1	1	0	0	0	0	1	3
16:00	7	2	0	0	0	0	1	10	3	0	0	0	0	0	0	3
16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:30	8	0	0	0	0	0	0	8	4	0	0	0	0	0	0	4
16:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
17:00	6	0	0	0	0	0	0	6	2	3	0	0	0	0	0	5
17:15	1	2	0	0	0	0	0	3	0	1	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
18:15	2	1	0	0	0	0	0	3	2	1	0	0	0	1	0	4
18:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
18:45	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	9	0	0	0	0	0	0	9	10	2	0	0	0	0	0	12
07:15	8	0	0	0	0	0	0	8	7	1	0	0	0	0	0	8
07:30	10	1	0	0	0	0	0	11	4	0	0	0	0	0	0	4
07:45	8	1	0	0	0	0	0	9	4	3	0	0	0	0	0	7
08:00	10	1	0	0	0	0	0	11	6	3	0	0	0	0	0	9
08:15	11	2	0	0	0	0	0	13	7	5	0	0	0	0	0	12
08:30	8	1	0	0	0	0	0	9	8	7	0	0	0	0	0	15
08:45	8	4	0	0	0	0	0	12	6	4	0	0	0	0	0	10
09:00	4	4	0	0	0	0	0	8	5	5	0	0	0	0	1	11
16:00	16	2	0	0	0	0	1	19	10	0	0	0	0	0	0	10
16:15	15	0	0	0	0	0	0	15	9	3	0	0	0	0	0	12
16:30	16	2	0	0	0	0	0	18	8	4	0	0	0	0	0	12
16:45	8	2	0	0	0	0	0	10	6	4	0	0	0	0	0	10
17:00	7	2	0	0	0	0	0	9	4	4	0	0	0	0	0	8
17:15	1	2	0	0	0	0	0	3	3	2	0	0	0	0	0	5
17:30	2	1	0	0	0	0	0	3	5	2	0	0	0	1	0	8
17:45	4	1	0	0	0	0	0	5	4	2	0	0	0	1	0	7
18:00	4	2	0	0	0	0	0	6	5	2	0	0	0	1	0	8

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Junction Number: Site 3

Date of Survey: 15.10.2024
Junction Name: Nelson Wharf / B1531 Victoria Road
Junction Type: T-Junction

	Arm B Approach								Arm B Exit							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00	20	9	0	0	0	0	2	31	16	8	1	0	0	0	1	26
07:15	34	8	0	1	1	1	2	47	19	6	0	0	0	0	2	27
07:30	33	5	0	0	1	0	0	39	28	10	0	0	0	0	0	38
07:45	58	17	1	0	0	1	3	80	33	9	0	0	0	2	0	44
08:00	48	10	0	0	0	0	3	61	47	11	0	0	1	0	1	60
08:15	54	9	0	0	0	0	0	63	74	7	0	0	0	0	3	84
08:30	65	11	1	0	0	1	1	79	53	10	1	0	0	0	2	66
08:45	64	11	1	0	0	0	0	76	42	12	1	0	1	1	1	58
09:00	42	9	1	0	0	1	3	56	79	9	1	0	0	1	0	90
09:15	45	8	0	0	0	1	0	54	43	9	0	0	0	1	0	53
09:30	49	8	1	0	0	0	1	59	46	7	1	0	0	0	4	58
09:45	54	10	0	0	1	0	1	66	43	11	1	0	0	1	0	56
16:00	65	4	0	0	1	0	0	70	55	11	0	0	0	1	1	68
16:15	74	13	0	0	0	1	2	90	50	10	0	0	1	1	5	67
16:30	64	9	0	0	0	0	2	75	54	7	0	0	0	0	1	62
16:45	49	12	0	1	0	1	0	63	62	6	0	0	0	0	2	70
17:00	80	15	0	0	0	1	1	97	67	10	0	0	0	2	3	82
17:15	60	8	0	0	0	1	3	72	36	12	0	0	0	1	0	49
17:30	47	6	0	0	0	1	1	55	51	7	0	0	0	1	0	59
17:45	55	8	0	0	0	0	1	64	53	8	0	0	0	0	1	62
18:00	49	7	0	0	0	0	1	57	51	5	0	0	0	0	2	58
18:15	44	6	0	0	0	0	1	51	49	3	0	0	0	0	0	52
18:30	43	1	0	0	0	0	1	45	58	7	0	0	0	1	1	67
18:45	46	3	0	0	0	0	1	50	49	4	0	0	0	0	0	53
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	145	39	1	1	2	2	7	197	96	33	1	0	0	2	3	135
07:15	173	40	1	1	2	2	8	227	127	36	0	0	1	2	3	169
07:30	193	41	1	0	1	1	6	243	182	37	0	0	1	2	4	226
07:45	225	47	2	0	0	2	7	283	207	37	1	0	1	2	6	254
08:00	231	41	2	0	0	1	4	279	216	40	2	0	2	1	7	268
08:15	225	40	3	0	0	2	4	274	248	38	3	0	1	2	6	298
08:30	216	39	3	0	0	3	4	265	217	40	3	0	1	3	3	267
08:45	200	36	3	0	0	2	4	245	210	37	3	0	1	3	5	259
09:00	190	35	2	0	1	2	5	235	211	36	3	0	0	3	4	257
16:00	252	38	0	1	1	2	4	298	221	34	0	0	1	2	9	267
16:15	267	49	0	1	0	3	5	325	233	33	0	0	1	3	11	281
16:30	253	44	0	1	0	3	6	307	219	35	0	0	0	3	6	263
16:45	236	41	0	1	0	4	5	287	216	35	0	0	0	4	5	260
17:00	242	37	0	0	0	3	6	288	207	37	0	0	0	4	4	252
17:15	211	29	0	0	0	2	6	248	191	32	0	0	0	2	3	228
17:30	195	27	0	0	0	1	4	227	204	23	0	0	0	1	3	231
17:45	191	22	0	0	0	0	4	217	211	23	0	0	0	1	4	239
18:00	182	17	0	0	0	0	4	203	207	19	0	0	0	1	3	230

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Junction Number: Site 3

Date of Survey: 15.10.2024
Junction Name: Nelson Wharf / B1531 Victoria Road
Junction Type: T-Junction

	Arm C Approach								Arm C Exit							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00	19	9	1	0	0	0	1	30	21	9	0	0	0	0	2	32
07:15	22	7	0	0	0	0	2	31	34	8	0	1	1	1	2	47
07:30	26	10	0	0	0	0	0	36	32	5	0	0	1	0	0	38
07:45	32	9	0	0	0	2	0	43	60	17	1	0	0	1	3	82
08:00	46	11	0	0	1	0	1	59	47	10	0	0	0	0	3	60
08:15	71	7	0	0	0	0	3	81	53	10	0	0	0	0	0	63
08:30	53	11	1	0	0	0	2	67	64	9	1	0	0	1	1	76
08:45	38	12	1	0	1	1	1	54	63	11	1	0	0	0	0	75
09:00	79	9	1	0	0	1	0	90	42	8	1	0	0	1	3	55
09:15	44	10	0	0	0	1	0	55	44	7	0	0	0	1	0	52
09:30	45	6	1	0	0	0	4	56	49	10	1	0	0	0	1	61
09:45	42	11	1	0	0	1	0	55	53	9	0	0	1	0	0	63
16:00	53	10	0	0	0	1	0	64	67	5	0	0	1	0	0	73
16:15	51	10	0	0	1	1	5	68	74	13	0	0	0	1	2	90
16:30	46	7	0	0	0	0	1	54	60	9	0	0	0	0	2	71
16:45	61	6	0	0	0	0	2	69	47	12	0	1	0	1	0	61
17:00	63	11	0	0	0	2	3	79	80	13	0	0	0	1	1	95
17:15	35	10	0	0	0	1	0	46	60	7	0	0	0	1	3	71
17:30	51	7	0	0	0	1	0	59	45	6	0	0	0	1	1	53
17:45	53	8	0	0	0	0	1	62	55	8	0	0	0	0	1	64
18:00	51	5	0	0	0	0	2	58	48	6	0	0	0	0	1	55
18:15	47	2	0	0	0	1	0	50	42	5	0	0	0	0	1	48
18:30	57	7	0	0	0	1	1	66	43	1	0	0	0	0	1	45
18:45	50	3	0	0	0	0	0	53	46	3	0	0	0	0	1	50
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	99	35	1	0	0	2	3	140	147	39	1	1	2	2	7	199
07:15	126	37	0	0	1	2	3	169	173	40	1	1	2	2	8	227
07:30	175	37	0	0	1	2	4	219	192	42	1	0	1	1	6	243
07:45	202	38	1	0	1	2	6	250	224	46	2	0	0	2	7	281
08:00	208	41	2	0	2	1	7	261	227	40	2	0	0	1	4	274
08:15	241	39	3	0	1	2	6	292	222	38	3	0	0	2	4	269
08:30	214	42	3	0	1	3	3	266	213	35	3	0	0	3	4	258
08:45	206	37	3	0	1	3	5	255	198	36	3	0	0	2	4	243
09:00	210	36	3	0	0	3	4	256	188	34	2	0	1	2	4	231
16:00	211	33	0	0	1	2	8	255	248	39	0	1	1	2	4	295
16:15	221	34	0	0	1	3	11	270	261	47	0	1	0	3	5	317
16:30	205	34	0	0	0	3	6	248	247	41	0	1	0	3	6	298
16:45	210	34	0	0	0	4	5	253	232	38	0	1	0	4	5	280
17:00	202	36	0	0	0	4	4	246	240	34	0	0	0	3	6	283
17:15	190	30	0	0	0	2	3	225	208	27	0	0	0	2	6	243
17:30	202	22	0	0	0	2	3	229	190	25	0	0	0	1	4	220
17:45	208	22	0	0	0	2	4	236	188	20	0	0	0	0	4	212
18:00	205	17	0	0	0	2	3	227	179	15	0	0	0	0	4	198

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Junction Number: Site 3

Date of Survey: 15.10.2024
Junction Name: Nelson Wharf / B1531 Victoria Road
Junction Type: T-Junction

	Total Junction Flow							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00	41	18	1	0	0	0	3	63
07:15	57	15	0	1	1	1	4	79
07:30	62	15	0	0	1	0	0	78
07:45	93	26	1	0	0	3	3	126
08:00	95	21	0	0	1	0	4	121
08:15	128	17	0	0	0	0	3	148
08:30	119	22	2	0	0	1	3	147
08:45	107	23	2	0	1	1	1	135
09:00	123	19	2	0	0	2	3	149
09:15	89	18	0	0	0	2	0	109
09:30	95	17	2	0	0	0	5	119
09:45	97	21	1	0	1	1	1	122
16:00	125	16	0	0	1	1	1	144
16:15	125	23	0	0	1	2	7	158
16:30	118	16	0	0	0	0	3	137
16:45	111	18	0	1	0	1	2	133
17:00	149	26	0	0	0	3	4	182
17:15	96	20	0	0	0	2	3	121
17:30	98	13	0	0	0	2	1	114
17:45	108	16	0	0	0	0	2	126
18:00	100	12	0	0	0	0	3	115
18:15	93	9	0	0	0	1	1	104
18:30	102	8	0	0	0	1	2	113
18:45	96	7	0	0	0	0	1	104
Start Time	**Rolling Hour**							**Total**
07:00	253	74	2	1	2	4	10	346
07:15	307	77	1	1	3	4	11	404
07:30	378	79	1	0	2	3	10	473
07:45	435	86	3	0	1	4	13	542
08:00	449	83	4	0	2	2	11	551
08:15	477	81	6	0	1	4	10	579
08:30	438	82	6	0	1	6	7	540
08:45	414	77	6	0	1	5	9	512
09:00	404	75	5	0	1	5	9	499
16:00	479	73	0	1	2	4	13	572
16:15	503	83	0	1	1	6	16	610
16:30	474	80	0	1	0	6	12	573
16:45	454	77	0	1	0	8	10	550
17:00	451	75	0	0	0	7	10	543
17:15	402	61	0	0	0	4	9	476
17:30	399	50	0	0	0	3	7	459
17:45	403	45	0	0	0	2	8	458
18:00	391	36	0	0	0	2	7	436

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Junction Number: Site 3

Date of Survey: 15.10.2024
Junction Name: Nelson Wharf / B1531 Victoria Road
Junction Type: T-Junction

Arm A: Nelson Wharf (N)
Arm B: B1531 Victoria Road (E)
Arm C: B1531 Victoria Road (W)

	PCU Summary								
Time	**A to A**	**A to C**	**A to B**	**B to B**	**B to A**	**B to C**	**C to C**	**C to B**	**C to A**
07:00	0	2	0	0	1	28	0	26	4
07:15	0	1	0	0	1	47	0	25	4
07:30	0	0	3	0	1	40	0	35	1
07:45	0	2	1	0	0	78	0	42	0
08:00	0	0	1	0	1	58	0	60	0
08:15	0	1	3	0	1	62	0	79	0
08:30	0	0	1	0	3	76	0	64	2
08:45	0	1	4	0	2	75	0	55	0
09:00	0	1	2	0	2	52	0	88	2
09:15	0	0	0	0	2	51	0	52	2
09:30	0	2	2	0	0	59	0	54	0
09:45	0	0	1	0	2	65	0	55	0
16:00	0	4	5	0	1	71	0	61	2
16:15	0	0	0	0	0	88	0	64	1
16:30	0	0	8	0	4	69	0	53	0
16:45	0	0	1	0	2	62	0	67	0
17:00	0	2	4	0	4	92	0	74	1
17:15	0	0	3	0	1	68	0	45	0
17:30	0	0	0	0	2	52	0	58	0
17:45	0	0	0	0	0	63	0	61	0
18:00	0	0	0	0	2	54	0	56	0
18:15	0	0	3	0	3	47	0	49	0
18:30	0	0	2	0	0	44	0	64	1
18:45	0	0	1	0	0	49	0	52	1
Start Time	**Rolling Hour**								
07:00	0	5	4	0	3	193	0	128	9
07:15	0	3	5	0	3	222	0	162	5
07:30	0	3	8	0	3	237	0	215	1
07:45	0	3	6	0	5	273	0	244	2
08:00	0	2	9	0	7	270	0	258	2
08:15	0	3	10	0	8	264	0	286	4
08:30	0	2	7	0	9	254	0	260	6
08:45	0	4	8	0	6	237	0	249	4
09:00	0	3	5	0	6	227	0	250	4
16:00	0	4	14	0	7	290	0	246	3
16:15	0	2	13	0	10	311	0	259	2
16:30	0	2	16	0	11	291	0	240	1
16:45	0	2	8	0	9	274	0	246	1
17:00	0	2	7	0	7	274	0	239	1
17:15	0	0	3	0	5	237	0	221	0
17:30	0	0	3	0	7	216	0	225	0
17:45	0	0	5	0	5	209	0	230	1
18:00	0	0	6	0	5	195	0	221	2

Intelligent Data Collection Limited
Victoria Road Lowestoft Suffolk

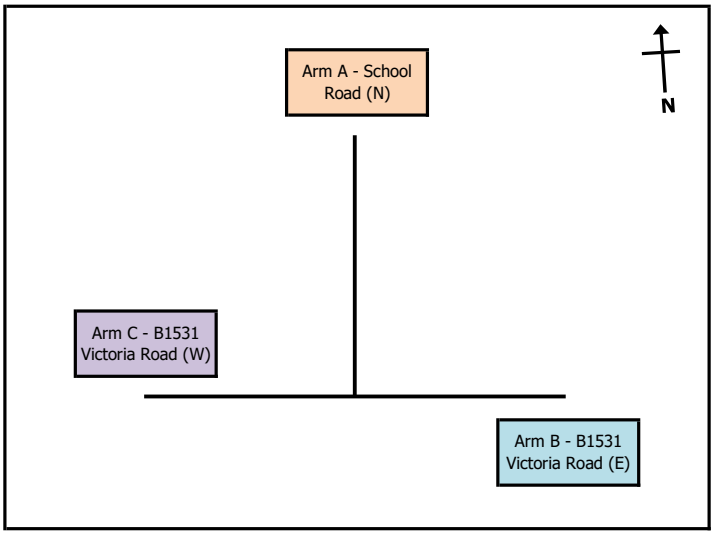
Client:	WSP
Project Number:	ID-0724-0067
Junction Number:	Site 4
Date of Survey:	15.10.2024
Junction Name:	School Road / B1531 Victoria Road
Junction Type:	T-Junction

Intelligent Data Collection Limited

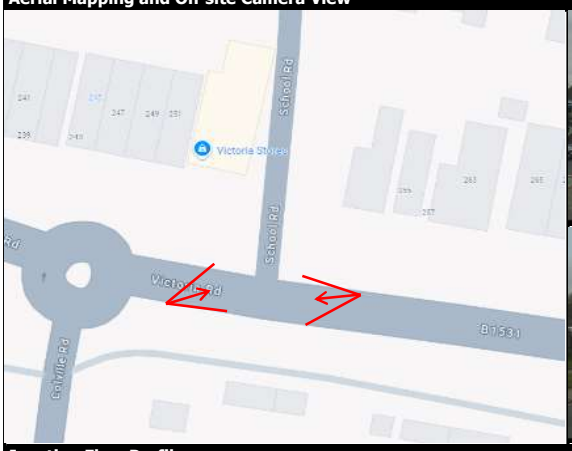
Client:	WSP	**Date of Survey:**	15.10.2024
Project Number:	ID-0724-0067	**Junction Name:**	School Road / B1531 Victoria Road
Junction Number:	Site 4	**Junction Type:**	T-Junction

X Coordinate	Y Coordinate	Google Maps Link
52.470666	1.720562	Click Here
AM Peak Conditions	**PM Peak Conditions**	
Clear	Clear	

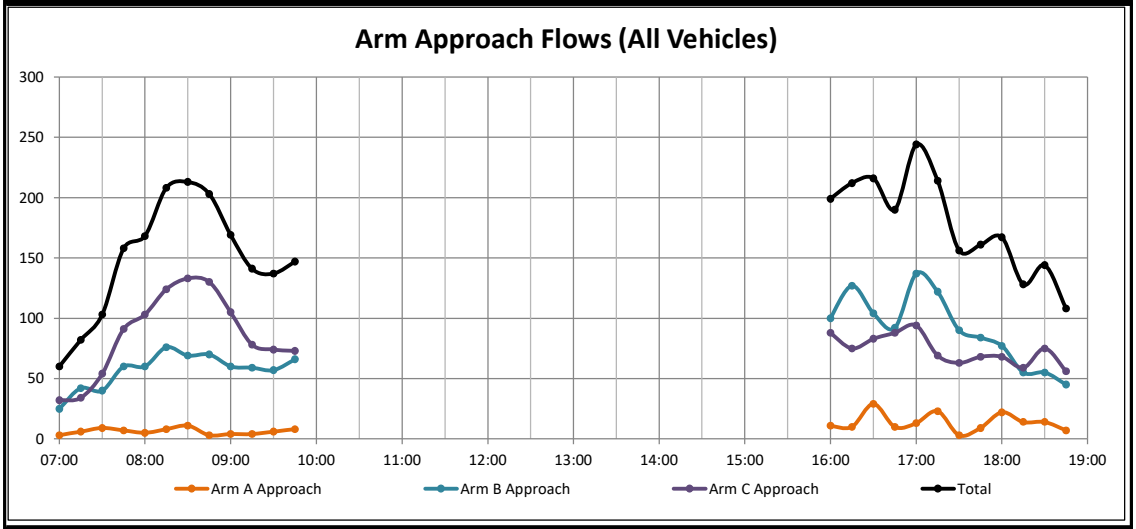
Junction Layout



Aerial Mapping and On-site Camera View



Junction Flow Profile



Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Junction Number: Site 4

Date of Survey: 15.10.2024
Junction Name: School Road / B1531 Victoria Road
Junction Type: T-Junction

Arm A: School Road (N)
Arm B: B1531 Victoria Road (E)
Arm C: B1531 Victoria Road (W)

	A to A								A to C								A to B							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00								0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
07:15								0	2	1	0	0	1	0	0	4	1	1	0	0	0	0	0	2
07:30								0	4	2	0	0	1	0	0	7	1	1	0	0	0	0	0	2
07:45								0	5	1	0	0	0	0	0	6	0	1	0	0	0	0	0	1
08:00								0	2	1	0	0	0	0	0	3	0	2	0	0	0	0	0	2
08:15								0	5	2	0	0	0	0	0	7	1	0	0	0	0	0	0	1
08:30								0	6	1	0	0	0	0	0	7	2	1	0	0	0	0	1	4
08:45								0	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0
09:00								0	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
09:15								0	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
09:30								0	2	1	0	0	0	0	0	3	2	1	0	0	0	0	0	3
09:45								0	3	1	0	0	0	0	0	4	2	1	0	1	0	0	0	4
16:00								0	7	0	0	0	0	0	1	8	2	1	0	0	0	0	0	3
16:15								0	6	1	0	0	0	0	0	7	2	1	0	0	0	0	0	3
16:30								0	13	0	0	0	0	0	0	13	13	1	0	0	0	1	1	16
16:45								0	5	2	0	0	0	0	0	7	2	1	0	0	0	0	0	3
17:00								0	5	1	0	0	0	0	1	7	6	0	0	0	0	0	0	6
17:15								0	11	2	0	0	0	0	0	13	8	2	0	0	0	0	0	10
17:30								0	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:45								0	3	2	0	0	0	0	0	5	3	1	0	0	0	0	0	4
18:00								0	14	1	0	0	0	0	0	15	7	0	0	0	0	0	0	7
18:15								0	9	1	0	0	0	1	0	11	3	0	0	0	0	0	0	3
18:30								0	7	2	0	0	0	0	0	9	4	1	0	0	0	0	0	5
18:45								0	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	0	0	0	0	0	0	0	0	13	4	0	0	2	0	0	19	3	3	0	0	0	0	0	6
07:15	0	0	0	0	0	0	0	0	13	5	0	0	2	0	0	20	2	5	0	0	0	0	0	7
07:30	0	0	0	0	0	0	0	0	16	6	0	0	1	0	0	23	2	4	0	0	0	0	0	6
07:45	0	0	0	0	0	0	0	0	18	5	0	0	0	0	0	23	3	4	0	0	0	0	1	8
08:00	0	0	0	0	0	0	0	0	14	6	0	0	0	0	0	20	3	3	0	0	0	0	1	7
08:15	0	0	0	0	0	0	0	0	15	6	0	0	0	0	0	21	3	1	0	0	0	0	1	5
08:30	0	0	0	0	0	0	0	0	11	4	0	0	0	0	0	15	5	1	0	0	0	0	1	7
08:45	0	0	0	0	0	0	0	0	7	4	0	0	0	0	0	11	5	1	0	0	0	0	0	6
09:00	0	0	0	0	0	0	0	0	9	3	0	0	0	0	0	12	7	2	0	1	0	0	0	10
16:00	0	0	0	0	0	0	0	0	31	3	0	0	0	0	1	35	19	4	0	0	0	1	1	25
16:15	0	0	0	0	0	0	0	0	29	4	0	0	0	0	1	34	23	3	0	0	0	1	1	28
16:30	0	0	0	0	0	0	0	0	34	5	0	0	0	0	1	40	29	4	0	0	0	1	1	35
16:45	0	0	0	0	0	0	0	0	22	7	0	0	0	0	1	30	16	3	0	0	0	0	0	19
17:00	0	0	0	0	0	0	0	0	20	7	0	0	0	0	1	28	17	3	0	0	0	0	0	20
17:15	0	0	0	0	0	0	0	0	29	7	0	0	0	0	0	36	18	3	0	0	0	0	0	21
17:30	0	0	0	0	0	0	0	0	27	6	0	0	0	1	0	34	13	1	0	0	0	0	0	14
17:45	0	0	0	0	0	0	0	0	33	6	0	0	0	1	0	40	17	2	0	0	0	0	0	19
18:00	0	0	0	0	0	0	0	0	36	4	0	0	0	1	0	41	15	1	0	0	0	0	0	16

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Junction Number: Site 4

Date of Survey: 15.10.2024
Junction Name: School Road / B1531 Victoria Road
Junction Type: T-Junction

Arm A: School Road (N)
Arm B: B1531 Victoria Road (E)
Arm C: B1531 Victoria Road (W)

	B to B								B to A								B to C							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00								0	1	0	0	0	0	0	0	1	16	7	0	0	0	0	1	24
07:15								0	2	0	0	0	0	0	0	2	27	11	0	1	0	0	1	40
07:30								0	2	0	0	0	0	0	0	2	30	8	0	0	0	0	0	38
07:45								0	3	0	0	0	0	0	0	3	44	11	1	0	0	1	0	57
08:00								0	2	0	0	0	0	0	0	2	48	7	1	0	0	0	2	58
08:15								0	3	1	0	0	0	0	0	4	62	10	0	0	0	0	0	72
08:30								0	2	0	0	0	0	0	0	2	54	9	2	0	0	1	1	67
08:45								0	4	1	0	0	0	0	0	5	56	9	0	0	0	0	0	65
09:00								0	2	1	0	0	0	0	0	3	45	7	2	0	0	0	3	57
09:15								0	4	0	0	0	0	0	0	4	41	12	0	0	0	1	1	55
09:30								0	3	0	0	1	0	0	0	4	42	10	0	0	0	0	1	53
09:45								0	0	0	1	0	0	0	0	1	55	10	0	0	0	0	0	65
16:00								0	1	0	0	0	0	0	0	1	86	10	0	0	1	2	0	99
16:15								0	4	1	0	0	0	0	0	5	107	15	0	0	0	0	0	122
16:30								0	4	0	0	0	0	0	0	4	85	14	0	0	0	0	1	100
16:45								0	2	0	0	0	0	0	2	4	74	11	1	1	0	1	0	88
17:00								0	10	1	0	0	0	0	0	11	111	14	0	0	0	1	0	126
17:15								0	3	0	0	0	0	0	0	3	101	13	0	0	0	1	4	119
17:30								0	2	2	0	0	0	0	0	4	79	5	0	0	0	1	1	86
17:45								0	5	1	0	0	0	0	0	6	73	3	0	0	0	1	1	78
18:00								0	7	0	0	0	0	0	1	8	66	2	0	0	0	0	1	69
18:15								0	3	0	0	0	0	0	0	3	49	2	0	0	0	0	1	52
18:30								0	2	0	0	0	0	0	0	2	51	1	0	0	0	0	1	53
18:45								0	1	0	0	0	0	0	0	1	40	4	0	0	0	0	0	44
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	117	37	1	1	0	1	2	159
07:15	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	149	37	2	1	0	1	3	193
07:30	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	184	36	2	0	0	1	2	225
07:45	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	208	37	4	0	0	2	3	254
08:00	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13	220	35	3	0	0	1	3	262
08:15	0	0	0	0	0	0	0	0	11	3	0	0	0	0	0	14	217	35	4	0	0	1	4	261
08:30	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	14	196	37	4	0	0	2	5	244
08:45	0	0	0	0	0	0	0	0	13	2	0	1	0	0	0	16	184	38	2	0	0	1	5	230
09:00	0	0	0	0	0	0	0	0	9	1	1	1	0	0	0	12	183	39	2	0	0	1	5	230
16:00	0	0	0	0	0	0	0	0	11	1	0	0	0	0	2	14	352	50	1	1	1	3	1	409
16:15	0	0	0	0	0	0	0	0	20	2	0	0	0	0	2	24	377	54	1	1	0	2	1	436
16:30	0	0	0	0	0	0	0	0	19	1	0	0	0	0	2	22	371	52	1	1	0	3	5	433
16:45	0	0	0	0	0	0	0	0	17	3	0	0	0	0	2	22	365	43	1	1	0	4	5	419
17:00	0	0	0	0	0	0	0	0	20	4	0	0	0	0	0	24	364	35	0	0	0	4	6	409
17:15	0	0	0	0	0	0	0	0	17	3	0	0	0	0	1	21	319	23	0	0	0	3	7	352
17:30	0	0	0	0	0	0	0	0	17	3	0	0	0	0	1	21	267	12	0	0	0	2	4	285
17:45	0	0	0	0	0	0	0	0	17	1	0	0	0	0	1	19	239	8	0	0	0	1	4	252
18:00	0	0	0	0	0	0	0	0	13	0	0	0	0	0	1	14	206	9	0	0	0	0	3	218

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Junction Number: Site 4

Date of Survey: 15.10.2024
Junction Name: School Road / B1531 Victoria Road
Junction Type: T-Junction

Arm A: School Road (N)
Arm B: B1531 Victoria Road (E)
Arm C: B1531 Victoria Road (W)

	C to C								C to B								C to A							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00								0	23	7	1	0	0	0	0	31	1	0	0	0	0	0	0	1
07:15								0	21	6	0	0	0	0	3	30	3	1	0	0	0	0	0	4
07:30								0	40	12	0	0	1	0	0	53	0	1	0	0	0	0	0	1
07:45								0	66	14	0	0	0	1	0	81	6	4	0	0	0	0	0	10
08:00								0	82	10	0	0	0	0	2	94	6	2	1	0	0	0	0	9
08:15								0	107	9	0	0	0	0	2	118	4	2	0	0	0	0	0	6
08:30								0	110	7	1	0	0	2	2	122	8	3	0	0	0	0	0	11
08:45								0	105	12	1	0	0	1	2	121	6	2	0	0	1	0	0	9
09:00								0	88	9	1	0	0	0	2	100	4	1	0	0	0	0	0	5
09:15								0	64	9	1	0	0	0	2	76	1	1	0	0	0	0	0	2
09:30								0	61	7	0	0	0	0	2	70	4	0	0	0	0	0	0	4
09:45								0	56	8	2	0	0	1	2	69	4	0	0	0	0	0	0	4
16:00								0	69	14	0	0	0	1	1	85	2	1	0	0	0	0	0	3
16:15								0	51	11	0	0	0	0	2	64	8	2	0	0	1	0	0	11
16:30								0	65	8	0	0	0	2	2	77	5	1	0	0	0	0	0	6
16:45								0	69	7	0	0	0	0	1	77	9	0	0	0	1	0	1	11
17:00								0	70	12	0	0	0	3	0	85	6	3	0	0	0	0	0	9
17:15								0	49	13	0	0	0	2	1	65	4	0	0	0	0	0	0	4
17:30								0	52	8	0	0	0	0	0	60	3	0	0	0	0	0	0	3
17:45								0	47	5	0	0	0	0	1	53	13	2	0	0	0	0	0	15
18:00								0	56	4	0	0	0	1	1	62	4	1	0	0	0	0	1	6
18:15								0	50	1	0	0	0	0	1	52	7	0	0	0	0	0	0	7
18:30								0	55	8	0	0	0	0	1	64	10	1	0	0	0	0	0	11
18:45								0	44	2	0	0	0	0	1	47	9	0	0	0	0	0	0	9
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	0	0	0	0	0	0	0	0	150	39	1	0	1	1	3	195	10	6	0	0	0	0	0	16
07:15	0	0	0	0	0	0	0	0	209	42	0	0	1	1	5	258	15	8	1	0	0	0	0	24
07:30	0	0	0	0	0	0	0	0	295	45	0	0	1	1	4	346	16	9	1	0	0	0	0	26
07:45	0	0	0	0	0	0	0	0	365	40	1	0	0	3	6	415	24	11	1	0	0	0	0	36
08:00	0	0	0	0	0	0	0	0	404	38	2	0	0	3	8	455	24	9	1	0	1	0	0	35
08:15	0	0	0	0	0	0	0	0	410	37	3	0	0	3	8	461	22	8	0	0	1	0	0	31
08:30	0	0	0	0	0	0	0	0	367	37	4	0	0	3	8	419	19	7	0	0	1	0	0	27
08:45	0	0	0	0	0	0	0	0	318	37	3	0	0	1	8	367	15	4	0	0	1	0	0	20
09:00	0	0	0	0	0	0	0	0	269	33	4	0	0	1	8	315	13	2	0	0	0	0	0	15
16:00	0	0	0	0	0	0	0	0	254	40	0	0	0	3	6	303	24	4	0	0	2	0	1	31
16:15	0	0	0	0	0	0	0	0	255	38	0	0	0	5	5	303	28	6	0	0	2	0	1	37
16:30	0	0	0	0	0	0	0	0	253	40	0	0	0	7	4	304	24	4	0	0	1	0	1	30
16:45	0	0	0	0	0	0	0	0	240	40	0	0	0	5	2	287	22	3	0	0	1	0	1	27
17:00	0	0	0	0	0	0	0	0	218	38	0	0	0	5	2	263	26	5	0	0	0	0	0	31
17:15	0	0	0	0	0	0	0	0	204	30	0	0	0	3	3	240	24	3	0	0	0	0	1	28
17:30	0	0	0	0	0	0	0	0	205	18	0	0	0	1	3	227	27	3	0	0	0	0	1	31
17:45	0	0	0	0	0	0	0	0	208	18	0	0	0	1	4	231	34	4	0	0	0	0	1	39
18:00	0	0	0	0	0	0	0	0	205	15	0	0	0	1	4	225	30	2	0	0	0	0	1	33

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Junction Number: Site 4

Date of Survey: 15.10.2024
Junction Name: School Road / B1531 Victoria Road
Junction Type: T-Junction

	Arm A Approach								Arm A Exit							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
07:15	3	2	0	0	1	0	0	6	5	1	0	0	0	0	0	6
07:30	5	3	0	0	1	0	0	9	2	1	0	0	0	0	0	3
07:45	5	2	0	0	0	0	0	7	9	4	0	0	0	0	0	13
08:00	2	3	0	0	0	0	0	5	8	2	1	0	0	0	0	11
08:15	6	2	0	0	0	0	0	8	7	3	0	0	0	0	0	10
08:30	8	2	0	0	0	0	1	11	10	3	0	0	0	0	0	13
08:45	1	2	0	0	0	0	0	3	10	3	0	0	1	0	0	14
09:00	3	1	0	0	0	0	0	4	6	2	0	0	0	0	0	8
09:15	4	0	0	0	0	0	0	4	5	1	0	0	0	0	0	6
09:30	4	2	0	0	0	0	0	6	7	0	0	1	0	0	0	8
09:45	5	2	0	1	0	0	0	8	4	0	1	0	0	0	0	5
16:00	9	1	0	0	0	0	1	11	3	1	0	0	0	0	0	4
16:15	8	2	0	0	0	0	0	10	12	3	0	0	1	0	0	16
16:30	26	1	0	0	0	1	1	29	9	1	0	0	0	0	0	10
16:45	7	3	0	0	0	0	0	10	11	0	0	0	1	0	3	15
17:00	11	1	0	0	0	0	1	13	16	4	0	0	0	0	0	20
17:15	19	4	0	0	0	0	0	23	7	0	0	0	0	0	0	7
17:30	1	2	0	0	0	0	0	3	5	2	0	0	0	0	0	7
17:45	6	3	0	0	0	0	0	9	18	3	0	0	0	0	0	21
18:00	21	1	0	0	0	0	0	22	11	1	0	0	0	0	2	14
18:15	12	1	0	0	0	1	0	14	10	0	0	0	0	0	0	10
18:30	11	3	0	0	0	0	0	14	12	1	0	0	0	0	0	13
18:45	7	0	0	0	0	0	0	7	10	0	0	0	0	0	0	10
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	16	7	0	0	2	0	0	25	18	6	0	0	0	0	0	24
07:15	15	10	0	0	2	0	0	27	24	8	1	0	0	0	0	33
07:30	18	10	0	0	1	0	0	29	26	10	1	0	0	0	0	37
07:45	21	9	0	0	0	0	1	31	34	12	1	0	0	0	0	47
08:00	17	9	0	0	0	0	1	27	35	11	1	0	1	0	0	48
08:15	18	7	0	0	0	0	1	26	33	11	0	0	1	0	0	45
08:30	16	5	0	0	0	0	1	22	31	9	0	0	1	0	0	41
08:45	12	5	0	0	0	0	0	17	28	6	0	1	1	0	0	36
09:00	16	5	0	1	0	0	0	22	22	3	1	1	0	0	0	27
16:00	50	7	0	0	0	1	2	60	35	5	0	0	2	0	3	45
16:15	52	7	0	0	0	1	2	62	48	8	0	0	2	0	3	61
16:30	63	9	0	0	0	1	2	75	43	5	0	0	1	0	3	52
16:45	38	10	0	0	0	0	1	49	39	6	0	0	1	0	3	49
17:00	37	10	0	0	0	0	1	48	46	9	0	0	0	0	0	55
17:15	47	10	0	0	0	0	0	57	41	6	0	0	0	0	2	49
17:30	40	7	0	0	0	1	0	48	44	6	0	0	0	0	2	52
17:45	50	8	0	0	0	1	0	59	51	5	0	0	0	0	2	58
18:00	51	5	0	0	0	1	0	57	43	2	0	0	0	0	2	47

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Junction Number: Site 4

Date of Survey: 15.10.2024
Junction Name: School Road / B1531 Victoria Road
Junction Type: T-Junction

	Arm B Approach								Arm B Exit							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00	17	7	0	0	0	0	1	25	24	7	1	0	0	0	0	32
07:15	29	11	0	1	0	0	1	42	22	7	0	0	0	0	3	32
07:30	32	8	0	0	0	0	0	40	41	13	0	0	1	0	0	55
07:45	47	11	1	0	0	1	0	60	66	15	0	0	0	1	0	82
08:00	50	7	1	0	0	0	2	60	82	12	0	0	0	0	2	96
08:15	65	11	0	0	0	0	0	76	108	9	0	0	0	0	2	119
08:30	56	9	2	0	0	1	1	69	112	8	1	0	0	2	3	126
08:45	60	10	0	0	0	0	0	70	105	12	1	0	0	1	2	121
09:00	47	8	2	0	0	0	3	60	88	9	1	0	0	0	2	100
09:15	45	12	0	0	0	1	1	59	67	9	1	0	0	0	2	79
09:30	45	10	0	1	0	0	1	57	63	8	0	0	0	0	2	73
09:45	55	10	1	0	0	0	0	66	58	9	2	1	0	1	2	73
16:00	87	10	0	0	1	2	0	100	71	15	0	0	0	1	1	88
16:15	111	16	0	0	0	0	0	127	53	12	0	0	0	0	2	67
16:30	89	14	0	0	0	0	1	104	78	9	0	0	0	3	3	93
16:45	76	11	1	1	0	1	2	92	71	8	0	0	0	0	1	80
17:00	121	15	0	0	0	1	0	137	76	12	0	0	0	3	0	91
17:15	104	13	0	0	0	1	4	122	57	15	0	0	0	2	1	75
17:30	81	7	0	0	0	1	1	90	52	8	0	0	0	0	0	60
17:45	78	4	0	0	0	1	1	84	50	6	0	0	0	0	1	57
18:00	73	2	0	0	0	0	2	77	63	4	0	0	0	1	1	69
18:15	52	2	0	0	0	0	1	55	53	1	0	0	0	0	1	55
18:30	53	1	0	0	0	0	1	55	59	9	0	0	0	0	1	69
18:45	41	4	0	0	0	0	0	45	45	2	0	0	0	0	1	48
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	125	37	1	1	0	1	2	167	153	42	1	0	1	1	3	201
07:15	158	37	2	1	0	1	3	202	211	47	0	0	1	1	5	265
07:30	194	37	2	0	0	1	2	236	297	49	0	0	1	1	4	352
07:45	218	38	4	0	0	2	3	265	368	44	1	0	0	3	7	423
08:00	231	37	3	0	0	1	3	275	407	41	2	0	0	3	9	462
08:15	228	38	4	0	0	1	4	275	413	38	3	0	0	3	9	466
08:30	208	39	4	0	0	2	5	258	372	38	4	0	0	3	9	426
08:45	197	40	2	1	0	1	5	246	323	38	3	0	0	1	8	373
09:00	192	40	3	1	0	1	5	242	276	35	4	1	0	1	8	325
16:00	363	51	1	1	1	3	3	423	273	44	0	0	0	4	7	328
16:15	397	56	1	1	0	2	3	460	278	41	0	0	0	6	6	331
16:30	390	53	1	1	0	3	7	455	282	44	0	0	0	8	5	339
16:45	382	46	1	1	0	4	7	441	256	43	0	0	0	5	2	306
17:00	384	39	0	0	0	4	6	433	235	41	0	0	0	5	2	283
17:15	336	26	0	0	0	3	8	373	222	33	0	0	0	3	3	261
17:30	284	15	0	0	0	2	5	306	218	19	0	0	0	1	3	241
17:45	256	9	0	0	0	1	5	271	225	20	0	0	0	1	4	250
18:00	219	9	0	0	0	0	4	232	220	16	0	0	0	1	4	241

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Junction Number: Site 4

Date of Survey: 15.10.2024
Junction Name: School Road / B1531 Victoria Road
Junction Type: T-Junction

	Arm C Approach								Arm C Exit							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00	24	7	1	0	0	0	0	32	18	7	0	0	0	0	1	26
07:15	24	7	0	0	0	0	3	34	29	12	0	1	1	0	1	44
07:30	40	13	0	0	1	0	0	54	34	10	0	0	1	0	0	45
07:45	72	18	0	0	0	1	0	91	49	12	1	0	0	1	0	63
08:00	88	12	1	0	0	0	2	103	50	8	1	0	0	0	2	61
08:15	111	11	0	0	0	0	2	124	67	12	0	0	0	0	0	79
08:30	118	10	1	0	0	2	2	133	60	10	2	0	0	1	1	74
08:45	111	14	1	0	1	1	2	130	57	11	0	0	0	0	0	68
09:00	92	10	1	0	0	0	2	105	48	8	2	0	0	0	3	61
09:15	65	10	1	0	0	0	2	78	42	12	0	0	0	1	1	56
09:30	65	7	0	0	0	0	2	74	44	11	0	0	0	0	1	56
09:45	60	8	2	0	0	1	2	73	58	11	0	0	0	0	0	69
16:00	71	15	0	0	0	1	1	88	93	10	0	0	1	2	1	107
16:15	59	13	0	0	1	0	2	75	113	16	0	0	0	0	0	129
16:30	70	9	0	0	0	2	2	83	98	14	0	0	0	0	1	113
16:45	78	7	0	0	1	0	2	88	79	13	1	1	0	1	0	95
17:00	76	15	0	0	0	3	0	94	116	15	0	0	0	1	1	133
17:15	53	13	0	0	0	2	1	69	112	15	0	0	0	1	4	132
17:30	55	8	0	0	0	0	0	63	80	7	0	0	0	1	1	89
17:45	60	7	0	0	0	0	1	68	76	5	0	0	0	1	1	83
18:00	60	5	0	0	0	1	2	68	80	3	0	0	0	0	1	84
18:15	57	1	0	0	0	0	1	59	58	3	0	0	0	1	1	63
18:30	65	9	0	0	0	0	1	75	58	3	0	0	0	0	1	62
18:45	53	2	0	0	0	0	1	56	46	4	0	0	0	0	0	50
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	160	45	1	0	1	1	3	211	130	41	1	1	2	1	2	178
07:15	224	50	1	0	1	1	5	282	162	42	2	1	2	1	3	213
07:30	311	54	1	0	1	1	4	372	200	42	2	0	1	1	2	248
07:45	389	51	2	0	0	3	6	451	226	42	4	0	0	2	3	277
08:00	428	47	3	0	1	3	8	490	234	41	3	0	0	1	3	282
08:15	432	45	3	0	1	3	8	492	232	41	4	0	0	1	4	282
08:30	386	44	4	0	1	3	8	446	207	41	4	0	0	2	5	259
08:45	333	41	3	0	1	1	8	387	191	42	2	0	0	1	5	241
09:00	282	35	4	0	0	1	8	330	192	42	2	0	0	1	5	242
16:00	278	44	0	0	2	3	7	334	383	53	1	1	1	3	2	444
16:15	283	44	0	0	2	5	6	340	406	58	1	1	0	2	2	470
16:30	277	44	0	0	1	7	5	334	405	57	1	1	0	3	6	473
16:45	262	43	0	0	1	5	3	314	387	50	1	1	0	4	6	449
17:00	244	43	0	0	0	5	2	294	384	42	0	0	0	4	7	437
17:15	228	33	0	0	0	3	4	268	348	30	0	0	0	3	7	388
17:30	232	21	0	0	0	1	4	258	294	18	0	0	0	3	4	319
17:45	242	22	0	0	0	1	5	270	272	14	0	0	0	2	4	292
18:00	235	17	0	0	0	1	5	258	242	13	0	0	0	1	3	259

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Junction Number: Site 4

Date of Survey: 15.10.2024
Junction Name: School Road / B1531 Victoria Road
Junction Type: T-Junction

	Total Junction Flow							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00	44	14	1	0	0	0	1	60
07:15	56	20	0	1	1	0	4	82
07:30	77	24	0	0	2	0	0	103
07:45	124	31	1	0	0	2	0	158
08:00	140	22	2	0	0	0	4	168
08:15	182	24	0	0	0	0	2	208
08:30	182	21	3	0	0	3	4	213
08:45	172	26	1	0	1	1	2	203
09:00	142	19	3	0	0	0	5	169
09:15	114	22	1	0	0	1	3	141
09:30	114	19	0	1	0	0	3	137
09:45	120	20	3	1	0	1	2	147
16:00	167	26	0	0	1	3	2	199
16:15	178	31	0	0	1	0	2	212
16:30	185	24	0	0	0	3	4	216
16:45	161	21	1	1	1	1	4	190
17:00	208	31	0	0	0	4	1	244
17:15	176	30	0	0	0	3	5	214
17:30	137	17	0	0	0	1	1	156
17:45	144	14	0	0	0	1	2	161
18:00	154	8	0	0	0	1	4	167
18:15	121	4	0	0	0	1	2	128
18:30	129	13	0	0	0	0	2	144
18:45	101	6	0	0	0	0	1	108
Start Time	**Rolling Hour**							**Total**
07:00	301	89	2	1	3	2	5	403
07:15	397	97	3	1	3	2	8	511
07:30	523	101	3	0	2	2	6	637
07:45	628	98	6	0	0	5	10	747
08:00	676	93	6	0	1	4	12	792
08:15	678	90	7	0	1	4	13	793
08:30	610	88	8	0	1	5	14	726
08:45	542	86	5	1	1	2	13	650
09:00	490	80	7	2	0	2	13	594
16:00	691	102	1	1	3	7	12	817
16:15	732	107	1	1	2	8	11	862
16:30	730	106	1	1	1	11	14	864
16:45	682	99	1	1	1	9	11	804
17:00	665	92	0	0	0	9	9	775
17:15	611	69	0	0	0	6	12	698
17:30	556	43	0	0	0	4	9	612
17:45	548	39	0	0	0	3	10	600
18:00	505	31	0	0	0	2	9	547

Intelligent Data Collection Limited

Client:	WSP	**Date of Survey:**	15.10.2024	**Arm A:**	School Road (N)
Project Number:	ID-0724-0067	**Junction Name:**	School Road / B1531 Victoria Road	**Arm B:**	B1531 Victoria Road (E)
Junction Number:	Site 4	**Junction Type:**	T-Junction	**Arm C:**	B1531 Victoria Road (W)

	PCU Summary								
Time	**A to A**	**A to C**	**A to B**	**B to B**	**B to A**	**B to C**	**C to C**	**C to B**	**C to A**
07:00	0	2	1	0	1	23	0	32	1
07:15	0	6	2	0	2	41	0	28	4
07:30	0	9	2	0	2	38	0	55	1
07:45	0	6	1	0	3	57	0	80	10
08:00	0	3	2	0	2	57	0	92	10
08:15	0	7	1	0	4	72	0	116	6
08:30	0	7	3	0	2	67	0	120	11
08:45	0	3	0	0	5	65	0	120	11
09:00	0	4	0	0	3	56	0	99	5
09:15	0	1	3	0	4	54	0	75	2
09:30	0	3	3	0	6	52	0	68	4
09:45	0	4	6	0	2	65	0	69	4
16:00	0	7	3	0	1	99	0	84	3
16:15	0	7	3	0	5	122	0	62	13
16:30	0	13	15	0	4	99	0	74	6
16:45	0	7	3	0	2	90	0	76	12
17:00	0	6	6	0	11	125	0	83	9
17:15	0	13	10	0	3	115	0	63	4
17:30	0	3	0	0	4	85	0	60	3
17:45	0	5	4	0	6	77	0	52	15
18:00	0	15	7	0	7	68	0	61	5
18:15	0	10	3	0	3	51	0	51	7
18:30	0	9	5	0	2	52	0	63	11
18:45	0	6	1	0	1	44	0	46	9
Start Time	**Rolling Hour**								
07:00	0	22	6	0	8	160	0	194	16
07:15	0	23	7	0	9	194	0	255	25
07:30	0	25	6	0	11	225	0	344	27
07:45	0	23	7	0	11	254	0	409	37
08:00	0	20	6	0	13	262	0	449	37
08:15	0	21	4	0	14	261	0	456	33
08:30	0	15	6	0	14	242	0	414	29
08:45	0	11	6	0	18	227	0	363	22
09:00	0	12	12	0	15	227	0	312	15
16:00	0	34	24	0	12	411	0	296	33
16:15	0	33	27	0	22	437	0	296	39
16:30	0	39	34	0	20	430	0	297	31
16:45	0	29	19	0	20	415	0	282	28
17:00	0	27	20	0	24	402	0	258	31
17:15	0	36	21	0	20	345	0	236	27
17:30	0	33	14	0	20	281	0	224	30
17:45	0	39	19	0	18	248	0	227	38
18:00	0	40	16	0	13	216	0	221	32

Intelligent Data Collection Limited
Victoria Road Lowestoft Suffolk

Client:	WSP
Project Number:	ID-0724-0067
Junction Number:	Site 5
Date of Survey:	15.10.2024
Junction Name:	Heath Road / B1531 Victoria Road
Junction Type:	T-Junction

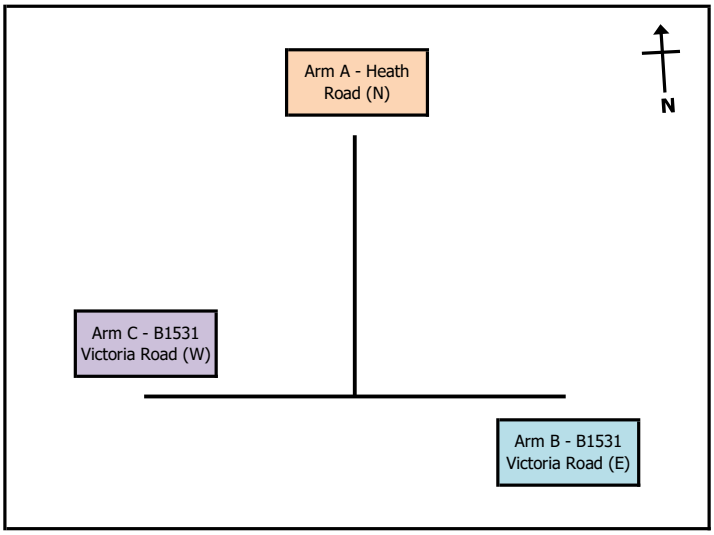
Intelligent Data Collection Limited

Client:	WSP	**Date of Survey:**	15.10.2024
Project Number:	ID-0724-0067	**Junction Name:**	Heath Road / B1531 Victoria Road
Junction Number:	Site 5	**Junction Type:**	T-Junction

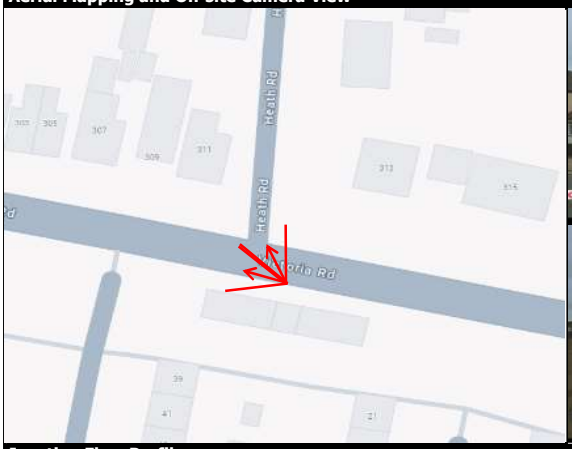
X Coordinate	Y Coordinate	Google Maps Link
52.470329	1.723440	Click Here

AM Peak Conditions	PM Peak Conditions
Clear	Clear

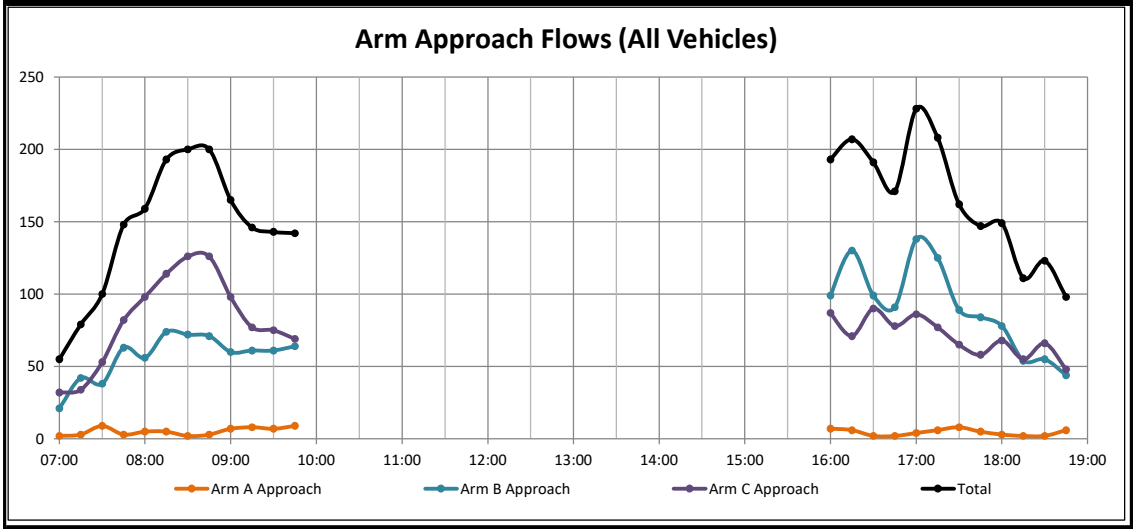
Junction Layout



Aerial Mapping and On-site Camera View



Junction Flow Profile



Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Junction Number: Site 5

Date of Survey: 15.10.2024
Junction Name: Heath Road / B1531 Victoria Road
Junction Type: T-Junction

Arm A: Heath Road (N)
Arm B: B1531 Victoria Road (E)
Arm C: B1531 Victoria Road (W)

	A to A								A to C								A to B							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00								0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:15								0	1	0	0	0	0	0	1	2	1	0	0	0	0	0	0	1
07:30								0	3	1	0	0	0	0	0	4	3	2	0	0	0	0	0	5
07:45								0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
08:00								0	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
08:15								0	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
08:30								0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:45								0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2
09:00								0	0	1	1	0	0	0	1	3	3	0	1	0	0	0	0	4
09:15								0	1	0	0	0	0	0	0	1	5	1	0	0	0	0	1	7
09:30								0	2	0	0	0	0	0	0	2	4	1	0	0	0	0	0	5
09:45								0	5	0	1	0	0	0	0	6	2	1	0	0	0	0	0	3
16:00								0	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5
16:15								0	3	1	0	0	0	0	0	4	1	1	0	0	0	0	0	2
16:30								0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
16:45								0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:00								0	1	2	0	0	0	0	0	3	1	0	0	0	0	0	0	1
17:15								0	1	1	0	0	0	0	1	3	3	0	0	0	0	0	0	3
17:30								0	2	2	0	0	0	0	1	5	2	1	0	0	0	0	0	3
17:45								0	1	1	0	0	0	0	0	2	2	1	0	0	0	0	0	3
18:00								0	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1
18:15								0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:30								0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
18:45								0	1	1	0	0	0	0	0	2	4	0	0	0	0	0	0	4
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	0	0	0	0	0	0	0	0	6	1	0	0	0	0	1	8	5	4	0	0	0	0	0	9
07:15	0	0	0	0	0	0	0	0	7	1	0	0	0	0	1	9	7	4	0	0	0	0	0	11
07:30	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	9	4	0	0	0	0	0	13
07:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	8	2	0	0	0	0	0	10
08:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	8	1	0	0	0	0	0	9
08:15	0	0	0	0	0	0	0	0	3	1	1	0	0	0	1	6	9	1	1	0	0	0	0	11
08:30	0	0	0	0	0	0	0	0	2	1	1	0	0	0	1	5	11	2	1	0	0	0	1	15
08:45	0	0	0	0	0	0	0	0	4	1	1	0	0	0	1	7	13	3	1	0	0	0	1	18
09:00	0	0	0	0	0	0	0	0	8	1	2	0	0	0	1	12	14	3	1	0	0	0	1	19
16:00	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9	7	1	0	0	0	0	0	8
16:15	0	0	0	0	0	0	0	0	6	4	0	0	0	0	0	10	3	1	0	0	0	0	0	4
16:30	0	0	0	0	0	0	0	0	4	4	0	0	0	0	1	9	5	0	0	0	0	0	0	5
16:45	0	0	0	0	0	0	0	0	5	6	0	0	0	0	2	13	6	1	0	0	0	0	0	7
17:00	0	0	0	0	0	0	0	0	5	6	0	0	0	0	2	13	8	2	0	0	0	0	0	10
17:15	0	0	0	0	0	0	0	0	5	5	0	0	0	0	2	12	8	2	0	0	0	0	0	10
17:30	0	0	0	0	0	0	0	0	6	4	0	0	0	0	1	11	5	2	0	0	0	0	0	7
17:45	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6	4	2	0	0	0	0	0	6
18:00	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6	6	1	0	0	0	0	0	7

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Junction Number: Site 5

Date of Survey: 15.10.2024
Junction Name: Heath Road / B1531 Victoria Road
Junction Type: T-Junction

Arm A: Heath Road (N)
Arm B: B1531 Victoria Road (E)
Arm C: B1531 Victoria Road (W)

	B to B								B to A								B to C							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00								0	0	0	0	0	0	0	0	0	14	6	0	0	0	0	1	21
07:15								0	0	2	0	0	0	0	0	2	28	11	0	1	0	0	0	40
07:30								0	1	1	0	0	0	0	0	2	29	7	0	0	0	0	0	36
07:45								0	0	0	0	0	0	0	0	0	49	12	1	0	0	1	0	63
08:00								0	1	1	0	0	0	0	0	2	45	6	1	0	0	0	2	54
08:15								0	1	0	0	0	0	0	0	1	62	11	0	0	0	0	0	73
08:30								0	0	1	0	0	0	0	0	1	57	10	2	0	0	1	1	71
08:45								0	3	0	1	0	0	0	0	4	58	9	0	0	0	0	0	67
09:00								0	3	0	0	0	0	0	0	3	47	7	1	0	0	0	2	57
09:15								0	3	0	0	0	0	0	0	3	44	12	0	0	0	1	1	58
09:30								0	4	0	0	0	0	0	0	4	44	10	0	1	0	0	2	57
09:45								0	3	0	1	0	0	0	0	4	49	11	0	0	0	0	0	60
16:00								0	3	0	0	0	0	0	0	3	82	10	0	0	1	2	1	96
16:15								0	2	1	0	0	0	0	0	3	112	15	0	0	0	0	0	127
16:30								0	0	1	0	0	0	0	0	1	83	13	0	0	0	0	2	98
16:45								0	1	0	0	0	0	0	0	1	76	10	1	1	0	1	1	90
17:00								0	5	0	0	0	0	0	0	5	118	13	0	0	0	1	1	133
17:15								0	2	3	0	0	0	0	1	6	103	12	0	0	0	1	3	119
17:30								0	2	1	0	0	0	0	0	3	80	5	0	0	0	1	0	86
17:45								0	1	0	0	0	0	0	0	1	78	3	0	0	0	1	1	83
18:00								0	1	0	0	0	0	0	0	1	74	1	0	0	0	0	2	77
18:15								0	0	0	0	0	0	0	0	0	51	2	0	0	0	0	1	54
18:30								0	2	1	0	0	0	0	0	3	50	1	0	0	0	0	1	52
18:45								0	0	0	0	0	0	0	0	0	41	3	0	0	0	0	0	44
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	4	120	36	1	1	0	1	1	160
07:15	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	6	151	36	2	1	0	1	2	193
07:30	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5	185	36	2	0	0	1	2	226
07:45	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4	213	39	4	0	0	2	3	261
08:00	0	0	0	0	0	0	0	0	5	2	1	0	0	0	0	8	222	36	3	0	0	1	3	265
08:15	0	0	0	0	0	0	0	0	7	1	1	0	0	0	0	9	224	37	3	0	0	1	3	268
08:30	0	0	0	0	0	0	0	0	9	1	1	0	0	0	0	11	206	38	3	0	0	2	4	253
08:45	0	0	0	0	0	0	0	0	13	0	1	0	0	0	0	14	193	38	1	1	0	1	5	239
09:00	0	0	0	0	0	0	0	0	13	0	1	0	0	0	0	14	184	40	1	1	0	1	5	232
16:00	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8	353	48	1	1	1	3	4	411
16:15	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10	389	51	1	1	0	2	4	448
16:30	0	0	0	0	0	0	0	0	8	4	0	0	0	0	1	13	380	48	1	1	0	3	7	440
16:45	0	0	0	0	0	0	0	0	10	4	0	0	0	0	1	15	377	40	1	1	0	4	5	428
17:00	0	0	0	0	0	0	0	0	10	4	0	0	0	0	1	15	379	33	0	0	0	4	5	421
17:15	0	0	0	0	0	0	0	0	6	4	0	0	0	0	1	11	335	21	0	0	0	3	6	365
17:30	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	283	11	0	0	0	2	4	300
17:45	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	253	7	0	0	0	1	5	266
18:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	216	7	0	0	0	0	4	227

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Junction Number: Site 5

Date of Survey: 15.10.2024
Junction Name: Heath Road / B1531 Victoria Road
Junction Type: T-Junction

Arm A: Heath Road (N)
Arm B: B1531 Victoria Road (E)
Arm C: B1531 Victoria Road (W)

	C to C								C to B								C to A							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00								0	23	7	1	0	0	0	0	31	0	0	0	0	0	0	1	1
07:15								0	24	6	0	0	0	0	2	32	0	1	0	0	0	0	1	2
07:30								0	39	11	0	0	1	0	0	51	1	1	0	0	0	0	0	2
07:45								0	66	13	0	0	0	0	0	79	2	1	0	0	0	0	0	3
08:00								0	79	11	0	0	0	1	2	93	2	3	0	0	0	0	0	5
08:15								0	102	8	0	0	0	0	2	112	2	0	0	0	0	0	0	2
08:30								0	111	9	0	0	0	2	2	124	1	0	1	0	0	0	0	2
08:45								0	109	10	1	0	0	0	2	122	3	1	0	0	0	0	0	4
09:00								0	85	8	1	0	0	1	1	96	1	1	0	0	0	0	0	2
09:15								0	62	9	1	0	0	0	1	73	3	0	0	0	0	0	1	4
09:30								0	64	8	0	0	0	0	3	75	0	0	0	0	0	0	0	0
09:45								0	51	8	2	1	0	2	2	66	2	1	0	0	0	0	0	3
16:00								0	65	14	0	0	0	1	3	83	4	0	0	0	0	0	0	4
16:15								0	55	12	0	0	0	0	3	70	1	0	0	0	0	0	0	1
16:30								0	75	10	0	0	0	3	2	90	0	0	0	0	0	0	0	0
16:45								0	68	8	0	0	0	0	1	77	1	0	0	0	0	0	0	1
17:00								0	69	10	0	0	0	3	1	83	2	1	0	0	0	0	0	3
17:15								0	57	14	0	0	0	1	1	73	4	0	0	0	0	0	0	4
17:30								0	55	7	0	0	0	1	0	63	1	1	0	0	0	0	0	2
17:45								0	49	7	0	0	0	0	1	57	1	0	0	0	0	0	0	1
18:00								0	60	5	0	0	0	1	0	66	2	0	0	0	0	0	0	2
18:15								0	52	1	0	0	0	0	1	54	1	0	0	0	0	0	0	1
18:30								0	57	5	0	0	0	0	1	63	1	2	0	0	0	0	0	3
18:45								0	42	3	0	0	0	0	1	46	2	0	0	0	0	0	0	2
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	0	0	0	0	0	0	0	0	152	37	1	0	1	0	2	193	3	3	0	0	0	0	2	8
07:15	0	0	0	0	0	0	0	0	208	41	0	0	1	1	4	255	5	6	0	0	0	0	1	12
07:30	0	0	0	0	0	0	0	0	286	43	0	0	1	1	4	335	7	5	0	0	0	0	0	12
07:45	0	0	0	0	0	0	0	0	358	41	0	0	0	3	6	408	7	4	1	0	0	0	0	12
08:00	0	0	0	0	0	0	0	0	401	38	1	0	0	3	8	451	8	4	1	0	0	0	0	13
08:15	0	0	0	0	0	0	0	0	407	35	2	0	0	3	7	454	7	2	1	0	0	0	0	10
08:30	0	0	0	0	0	0	0	0	367	36	3	0	0	3	6	415	8	2	1	0	0	0	1	12
08:45	0	0	0	0	0	0	0	0	320	35	3	0	0	1	7	366	7	2	0	0	0	0	1	10
09:00	0	0	0	0	0	0	0	0	262	33	4	1	0	3	7	310	6	2	0	0	0	0	1	9
16:00	0	0	0	0	0	0	0	0	263	44	0	0	0	4	9	320	6	0	0	0	0	0	0	6
16:15	0	0	0	0	0	0	0	0	267	40	0	0	0	6	7	320	4	1	0	0	0	0	0	5
16:30	0	0	0	0	0	0	0	0	269	42	0	0	0	7	5	323	7	1	0	0	0	0	0	8
16:45	0	0	0	0	0	0	0	0	249	39	0	0	0	5	3	296	8	2	0	0	0	0	0	10
17:00	0	0	0	0	0	0	0	0	230	38	0	0	0	5	3	276	8	2	0	0	0	0	0	10
17:15	0	0	0	0	0	0	0	0	221	33	0	0	0	3	2	259	8	1	0	0	0	0	0	9
17:30	0	0	0	0	0	0	0	0	216	20	0	0	0	2	2	240	5	1	0	0	0	0	0	6
17:45	0	0	0	0	0	0	0	0	218	18	0	0	0	1	3	240	5	2	0	0	0	0	0	7
18:00	0	0	0	0	0	0	0	0	211	14	0	0	0	1	3	229	6	2	0	0	0	0	0	8

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Junction Number: Site 5

Date of Survey: 15.10.2024
Junction Name: Heath Road / B1531 Victoria Road
Junction Type: T-Junction

	Arm A Approach								Arm A Exit							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	1	1
07:15	2	0	0	0	0	0	1	3	0	3	0	0	0	0	1	4
07:30	6	3	0	0	0	0	0	9	2	2	0	0	0	0	0	4
07:45	1	2	0	0	0	0	0	3	2	1	0	0	0	0	0	3
08:00	5	0	0	0	0	0	0	5	3	4	0	0	0	0	0	7
08:15	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3
08:30	2	0	0	0	0	0	0	2	1	1	1	0	0	0	0	3
08:45	2	1	0	0	0	0	0	3	6	1	1	0	0	0	0	8
09:00	3	1	2	0	0	0	1	7	4	1	0	0	0	0	0	5
09:15	6	1	0	0	0	0	1	8	6	0	0	0	0	0	1	7
09:30	6	1	0	0	0	0	0	7	4	0	0	0	0	0	0	4
09:45	7	1	1	0	0	0	0	9	5	1	1	0	0	0	0	7
16:00	7	0	0	0	0	0	0	7	7	0	0	0	0	0	0	7
16:15	4	2	0	0	0	0	0	6	3	1	0	0	0	0	0	4
16:30	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1
16:45	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	2
17:00	2	2	0	0	0	0	0	4	7	1	0	0	0	0	0	8
17:15	4	1	0	0	0	0	1	6	6	3	0	0	0	0	1	10
17:30	4	3	0	0	0	0	1	8	3	2	0	0	0	0	0	5
17:45	3	2	0	0	0	0	0	5	2	0	0	0	0	0	0	2
18:00	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	3
18:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
18:30	1	1	0	0	0	0	0	2	3	3	0	0	0	0	0	6
18:45	5	1	0	0	0	0	0	6	2	0	0	0	0	0	0	2
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	11	5	0	0	0	0	1	17	4	6	0	0	0	0	2	12
07:15	14	5	0	0	0	0	1	20	7	10	0	0	0	0	1	18
07:30	17	5	0	0	0	0	0	22	10	7	0	0	0	0	0	17
07:45	13	2	0	0	0	0	0	15	9	6	1	0	0	0	0	16
08:00	14	1	0	0	0	0	0	15	13	6	2	0	0	0	0	21
08:15	12	2	2	0	0	0	1	17	14	3	2	0	0	0	0	19
08:30	13	3	2	0	0	0	2	20	17	3	2	0	0	0	1	23
08:45	17	4	2	0	0	0	2	25	20	2	1	0	0	0	1	24
09:00	22	4	3	0	0	0	2	31	19	2	1	0	0	0	1	23
16:00	14	3	0	0	0	0	0	17	12	2	0	0	0	0	0	14
16:15	9	5	0	0	0	0	0	14	12	3	0	0	0	0	0	15
16:30	9	4	0	0	0	0	1	14	15	5	0	0	0	0	1	21
16:45	11	7	0	0	0	0	2	20	18	6	0	0	0	0	1	25
17:00	13	8	0	0	0	0	2	23	18	6	0	0	0	0	1	25
17:15	13	7	0	0	0	0	2	22	14	5	0	0	0	0	1	20
17:30	11	6	0	0	0	0	1	18	9	2	0	0	0	0	0	11
17:45	8	4	0	0	0	0	0	12	9	3	0	0	0	0	0	12
18:00	10	3	0	0	0	0	0	13	9	3	0	0	0	0	0	12

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Junction Number: Site 5

Date of Survey: 15.10.2024
Junction Name: Heath Road / B1531 Victoria Road
Junction Type: T-Junction

	Arm B Approach								Arm B Exit							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00	14	6	0	0	0	0	1	21	23	7	1	0	0	0	0	31
07:15	28	13	0	1	0	0	0	42	25	6	0	0	0	0	2	33
07:30	30	8	0	0	0	0	0	38	42	13	0	0	1	0	0	56
07:45	49	12	1	0	0	1	0	63	67	15	0	0	0	0	0	82
08:00	46	7	1	0	0	0	2	56	81	11	0	0	0	1	2	95
08:15	63	11	0	0	0	0	0	74	105	8	0	0	0	0	2	115
08:30	57	11	2	0	0	1	1	72	113	9	0	0	0	2	2	126
08:45	61	9	1	0	0	0	0	71	110	11	1	0	0	0	2	124
09:00	50	7	1	0	0	0	2	60	88	8	2	0	0	1	1	100
09:15	47	12	0	0	0	1	1	61	67	10	1	0	0	0	2	80
09:30	48	10	0	1	0	0	2	61	68	9	0	0	0	0	3	80
09:45	52	11	1	0	0	0	0	64	53	9	2	1	0	2	2	69
16:00	85	10	0	0	1	2	1	99	70	14	0	0	0	1	3	88
16:15	114	16	0	0	0	0	0	130	56	13	0	0	0	0	3	72
16:30	83	14	0	0	0	0	2	99	76	10	0	0	0	3	2	91
16:45	77	10	1	1	0	1	1	91	68	8	0	0	0	0	1	77
17:00	123	13	0	0	0	1	1	138	70	10	0	0	0	3	1	84
17:15	105	15	0	0	0	1	4	125	60	14	0	0	0	1	1	76
17:30	82	6	0	0	0	1	0	89	57	8	0	0	0	1	0	66
17:45	79	3	0	0	0	1	1	84	51	8	0	0	0	0	1	60
18:00	75	1	0	0	0	0	2	78	61	5	0	0	0	1	0	67
18:15	51	2	0	0	0	0	1	54	52	1	0	0	0	0	1	54
18:30	52	2	0	0	0	0	1	55	58	6	0	0	0	0	1	65
18:45	41	3	0	0	0	0	0	44	46	3	0	0	0	0	1	50
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	121	39	1	1	0	1	1	164	157	41	1	0	1	0	2	202
07:15	153	40	2	1	0	1	2	199	215	45	0	0	1	1	4	266
07:30	188	38	2	0	0	1	2	231	295	47	0	0	1	1	4	348
07:45	215	41	4	0	0	2	3	265	366	43	0	0	0	3	6	418
08:00	227	38	4	0	0	1	3	273	409	39	1	0	0	3	8	460
08:15	231	38	4	0	0	1	3	277	416	36	3	0	0	3	7	465
08:30	215	39	4	0	0	2	4	264	378	38	4	0	0	3	7	430
08:45	206	38	2	1	0	1	5	253	333	38	4	0	0	1	8	384
09:00	197	40	2	1	0	1	5	246	276	36	5	1	0	3	8	329
16:00	359	50	1	1	1	3	4	419	270	45	0	0	0	4	9	328
16:15	397	53	1	1	0	2	4	458	270	41	0	0	0	6	7	324
16:30	388	52	1	1	0	3	8	453	274	42	0	0	0	7	5	328
16:45	387	44	1	1	0	4	6	443	255	40	0	0	0	5	3	303
17:00	389	37	0	0	0	4	6	436	238	40	0	0	0	5	3	286
17:15	341	25	0	0	0	3	7	376	229	35	0	0	0	3	2	269
17:30	287	12	0	0	0	2	4	305	221	22	0	0	0	2	2	247
17:45	257	8	0	0	0	1	5	271	222	20	0	0	0	1	3	246
18:00	219	8	0	0	0	0	4	231	217	15	0	0	0	1	3	236

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Junction Number: Site 5

Date of Survey: 15.10.2024
Junction Name: Heath Road / B1531 Victoria Road
Junction Type: T-Junction

	Arm C Approach								Arm C Exit							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00	23	7	1	0	0	0	1	32	16	6	0	0	0	0	1	23
07:15	24	7	0	0	0	0	3	34	29	11	0	1	0	0	1	42
07:30	40	12	0	0	1	0	0	53	32	8	0	0	0	0	0	40
07:45	68	14	0	0	0	0	0	82	49	12	1	0	0	1	0	63
08:00	81	14	0	0	0	1	2	98	48	6	1	0	0	0	2	57
08:15	104	8	0	0	0	0	2	114	64	11	0	0	0	0	0	75
08:30	112	9	1	0	0	2	2	126	57	10	2	0	0	1	1	71
08:45	112	11	1	0	0	0	2	126	59	9	0	0	0	0	0	68
09:00	86	9	1	0	0	1	1	98	47	8	2	0	0	0	3	60
09:15	65	9	1	0	0	0	2	77	45	12	0	0	0	1	1	59
09:30	64	8	0	0	0	0	3	75	46	10	0	1	0	0	2	59
09:45	53	9	2	1	0	2	2	69	54	11	1	0	0	0	0	66
16:00	69	14	0	0	0	1	3	87	84	10	0	0	1	2	1	98
16:15	56	12	0	0	0	0	3	71	115	16	0	0	0	0	0	131
16:30	75	10	0	0	0	3	2	90	84	13	0	0	0	0	2	99
16:45	69	8	0	0	0	0	1	78	77	11	1	1	0	1	1	92
17:00	71	11	0	0	0	3	1	86	119	15	0	0	0	1	1	136
17:15	61	14	0	0	0	1	1	77	104	13	0	0	0	1	4	122
17:30	56	8	0	0	0	1	0	65	82	7	0	0	0	1	1	91
17:45	50	7	0	0	0	0	1	58	79	4	0	0	0	1	1	85
18:00	62	5	0	0	0	1	0	68	75	2	0	0	0	0	2	79
18:15	53	1	0	0	0	0	1	55	53	2	0	0	0	0	1	56
18:30	58	7	0	0	0	0	1	66	50	1	0	0	0	0	1	52
18:45	44	3	0	0	0	0	1	48	42	4	0	0	0	0	0	46
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	155	40	1	0	1	0	4	201	126	37	1	1	0	1	2	168
07:15	213	47	0	0	1	1	5	267	158	37	2	1	0	1	3	202
07:30	293	48	0	0	1	1	4	347	193	37	2	0	0	1	2	235
07:45	365	45	1	0	0	3	6	420	218	39	4	0	0	2	3	266
08:00	409	42	2	0	0	3	8	464	228	36	3	0	0	1	3	271
08:15	414	37	3	0	0	3	7	464	227	38	4	0	0	1	4	274
08:30	375	38	4	0	0	3	7	427	208	39	4	0	0	2	5	258
08:45	327	37	3	0	0	1	8	376	197	39	2	1	0	1	6	246
09:00	268	35	4	1	0	3	8	319	192	41	3	1	0	1	6	244
16:00	269	44	0	0	0	4	9	326	360	50	1	1	1	3	4	420
16:15	271	41	0	0	0	6	7	325	395	55	1	1	0	2	4	458
16:30	276	43	0	0	0	7	5	331	384	52	1	1	0	3	8	449
16:45	257	41	0	0	0	5	3	306	382	46	1	1	0	4	7	441
17:00	238	40	0	0	0	5	3	286	384	39	0	0	0	4	7	434
17:15	229	34	0	0	0	3	2	268	340	26	0	0	0	3	8	377
17:30	221	21	0	0	0	2	2	246	289	15	0	0	0	2	5	311
17:45	223	20	0	0	0	1	3	247	257	9	0	0	0	1	5	272
18:00	217	16	0	0	0	1	3	237	220	9	0	0	0	0	4	233

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Junction Number: Site 5

Date of Survey: 15.10.2024
Junction Name: Heath Road / B1531 Victoria Road
Junction Type: T-Junction

	Total Junction Flow							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
07:00	39	13	1	0	0	0	2	55
07:15	54	20	0	1	0	0	4	79
07:30	76	23	0	0	1	0	0	100
07:45	118	28	1	0	0	1	0	148
08:00	132	21	1	0	0	1	4	159
08:15	172	19	0	0	0	0	2	193
08:30	171	20	3	0	0	3	3	200
08:45	175	21	2	0	0	0	2	200
09:00	139	17	4	0	0	1	4	165
09:15	118	22	1	0	0	1	4	146
09:30	118	19	0	1	0	0	5	143
09:45	112	21	4	1	0	2	2	142
16:00	161	24	0	0	1	3	4	193
16:15	174	30	0	0	0	0	3	207
16:30	160	24	0	0	0	3	4	191
16:45	147	19	1	1	0	1	2	171
17:00	196	26	0	0	0	4	2	228
17:15	170	30	0	0	0	2	6	208
17:30	142	17	0	0	0	2	1	162
17:45	132	12	0	0	0	1	2	147
18:00	139	7	0	0	0	1	2	149
18:15	106	3	0	0	0	0	2	111
18:30	111	10	0	0	0	0	2	123
18:45	90	7	0	0	0	0	1	98
Start Time	**Rolling Hour**							**Total**
07:00	287	84	2	1	1	1	6	382
07:15	380	92	2	1	1	2	8	486
07:30	498	91	2	0	1	2	6	600
07:45	593	88	5	0	0	5	9	700
08:00	650	81	6	0	0	4	11	752
08:15	657	77	9	0	0	4	11	758
08:30	603	80	10	0	0	5	13	711
08:45	550	79	7	1	0	2	15	654
09:00	487	79	9	2	0	4	15	596
16:00	642	97	1	1	1	7	13	762
16:15	677	99	1	1	0	8	11	797
16:30	673	99	1	1	0	10	14	798
16:45	655	92	1	1	0	9	11	769
17:00	640	85	0	0	0	9	11	745
17:15	583	66	0	0	0	6	11	666
17:30	519	39	0	0	0	4	7	569
17:45	488	32	0	0	0	2	8	530
18:00	446	27	0	0	0	1	7	481

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Junction Number: Site 5

Date of Survey: 15.10.2024
Junction Name: Heath Road / B1531 Victoria Road
Junction Type: T-Junction

Arm A: Heath Road (N)
Arm B: B1531 Victoria Road (E)
Arm C: B1531 Victoria Road (W)

	PCU Summary								
Time	**A to A**	**A to C**	**A to B**	**B to B**	**B to A**	**B to C**	**C to C**	**C to B**	**C to A**
07:00	0	2	0	0	0	20	0	32	0
07:15	0	1	1	0	2	42	0	30	1
07:30	0	4	5	0	2	36	0	53	2
07:45	0	0	3	0	0	63	0	79	3
08:00	0	3	2	0	2	53	0	91	5
08:15	0	2	3	0	1	73	0	110	2
08:30	0	0	2	0	1	71	0	121	3
08:45	0	1	2	0	5	67	0	121	4
09:00	0	3	5	0	3	56	0	96	2
09:15	0	1	6	0	3	57	0	73	3
09:30	0	2	5	0	4	57	0	73	0
09:45	0	7	3	0	5	60	0	67	3
16:00	0	2	5	0	3	96	0	80	4
16:15	0	4	2	0	3	127	0	68	1
16:30	0	1	1	0	1	96	0	87	0
16:45	0	2	0	0	1	91	0	76	1
17:00	0	3	1	0	5	132	0	80	3
17:15	0	2	3	0	5	116	0	72	4
17:30	0	4	3	0	3	85	0	62	2
17:45	0	2	3	0	1	82	0	56	1
18:00	0	2	1	0	1	75	0	65	2
18:15	0	2	0	0	0	53	0	53	1
18:30	0	0	2	0	3	51	0	62	3
18:45	0	2	4	0	0	44	0	45	2
Start Time	**Rolling Hour**								
07:00	0	7	9	0	4	161	0	194	6
07:15	0	8	11	0	6	195	0	253	11
07:30	0	9	13	0	5	226	0	333	12
07:45	0	5	10	0	4	261	0	401	13
08:00	0	6	9	0	9	265	0	444	14
08:15	0	6	12	0	10	268	0	448	11
08:30	0	5	15	0	12	251	0	411	12
08:45	0	7	18	0	15	237	0	363	9
09:00	0	13	19	0	15	230	0	308	8
16:00	0	9	8	0	8	410	0	310	6
16:15	0	10	4	0	10	446	0	311	5
16:30	0	8	5	0	12	435	0	315	8
16:45	0	11	7	0	14	424	0	291	10
17:00	0	11	10	0	14	415	0	271	10
17:15	0	10	10	0	10	358	0	256	9
17:30	0	10	7	0	5	296	0	237	6
17:45	0	6	6	0	5	261	0	237	7
18:00	0	6	7	0	4	224	0	226	8

Intelligent Data Collection Limited
Victoria Road Lowestoft Suffolk

Client:	WSP
Project Number:	ID-0724-0067
Site Number:	Site 1
Date of Survey:	15.10.2024
Junction Name:	Crompton Road / B1531 Victoria Road
Survey Type:	Queue Length Survey

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Site Number: Site 1
Date of Survey: 15.10.2024
Junction Name: Crompton Road / B1531 Victoria Road
Survey Type: Queue Length Survey

X Coordinate	Y Coordinate	Google Maps Link
52.47148	1.71482	Click Here
AM Peak Conditions	**PM Peak Conditions**	
Clear	Clear	

Junction Layout

Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

Lights	Heavies
6	15

Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Site Number: Site 1
Date of Survey: 15.10.2024
Junction Name: Crompton Road / B1531 Victoria Road
Survey Type: Queue Length Survey

AM Peak Period:

	Lane A1				Lane B1				Lane C1			
Time	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)
07:00	1	0	1	6	0	0	0	0	0	0	0	0
07:05	1	0	1	6	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0
07:20	1	0	1	6	0	0	0	0	0	0	0	0
07:25	1	0	1	6	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:35	1	0	1	6	0	0	0	0	0	0	0	0
07:40	1	0	1	6	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0	0	0	0	0
07:55	1	0	1	6	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:05	1	0	1	6	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0
08:20	1	0	1	6	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0	0	0	0	0
08:40	1	0	1	6	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0	0	0	0	0
09:00	1	0	1	6	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0	0	0	0	0
09:15	1	0	1	6	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0	0	0	0	0
09:45	1	0	1	6	0	0	0	0	0	0	0	0
09:50	1	0	1	6	0	0	0	0	0	0	0	0
09:55	1	0	1	6	0	0	0	0	0	0	0	0

PM Peak Period:

	Lane A1				Lane B1				Lane C1			
Time	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)
16:00	1	0	1	6	1	0	1	6	0	0	0	0
16:05	0	0	0	0	0	0	0	0	0	0	0	0
16:10	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0
16:20	1	0	1	6	0	0	0	0	0	0	0	0
16:25	1	0	1	6	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:35	1	0	1	6	0	0	0	0	0	0	0	0
16:40	0	0	0	0	2	0	2	12	0	0	0	0
16:45	1	0	1	6	0	0	0	0	0	0	0	0
16:50	1	0	1	6	0	0	0	0	0	0	0	0
16:55	1	0	1	6	0	0	0	0	0	0	0	0
17:00	1	0	1	6	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	1	6	0	0	0	0	0	0	0	0
17:20	2	0	2	12	1	0	1	6	0	0	0	0
17:25	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:35	1	0	1	6	0	0	0	0	0	0	0	0
17:40	1	0	1	6	0	0	0	0	0	0	0	0
17:45	0	0	0	0	1	0	1	6	0	0	0	0
17:50	0	0	0	0	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:05	1	0	1	6	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:20	1	0	1	6	0	0	0	0	0	0	0	0
18:25	1	0	1	6	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0	0	0	0	0
18:40	1	0	1	6	0	0	0	0	0	0	0	0
18:45	1	0	1	6	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited
Victoria Road Lowestoft Suffolk

Client:	WSP
Project Number:	ID-0724-0067
Site Number:	Site 2
Date of Survey:	15.10.2024
Junction Name:	Stanley Road / B1531 Victoria Road
Survey Type:	Queue Length Survey

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Site Number: Site 2
Date of Survey: 15.10.2024
Junction Name: Stanley Road / B1531 Victoria Road
Survey Type: Queue Length Survey

X Coordinate	Y Coordinate	Google Maps Link
52.471325	1.715811	Click Here
AM Peak Conditions	**PM Peak Conditions**	
Clear	Clear	

Junction Layout

Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

Lights	Heavies
6	15

Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)

Please note that the queue seen on Lane C1 at 18:35 is not caused by the junction, but by blocking back on the eastbound carriageway from downstream. No queues are observed at Site 3 at this time, so it's likely the queue is formed by vehicles trying to access the church car park between the sites.

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Site Number: Site 2
Date of Survey: 15.10.2024
Junction Name: Stanley Road / B1531 Victoria Road
Survey Type: Queue Length Survey

AM Peak Period:

	Lane A1				Lane B1				Lane C1			
Time	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)
07:00	1	0	)	6	0	0	0	0	0	0	0	0
07:05	1	0	1	6	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0	0	0	0	0
07:30	1	0	1	6	1	0	1	6	0	0	0	0
07:35	0	0	0	0	0	0	0	0	0	0	0	0
07:40	1	0	1	6	0	0	0	0	0	0	0	0
07:45	1	0	1	6	0	0	0	0	0	0	0	0
07:50	1	0	1	6	0	0	0	0	0	0	0	0
07:55	1	0	1	6	0	0	0	0	0	0	0	0
08:00	1	0	1	6	0	0	0	0	0	0	0	0
08:05	1	0	1	6	0	0	0	0	0	0	0	0
08:10	1	0	1	6	0	0	0	0	0	0	0	0
08:15	1	0	1	6	0	0	0	0	0	0	0	0
08:20	1	0	1	6	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0	0	0	0	0
08:30	1	0	1	6	0	0	0	0	0	0	0	0
08:35	1	0	1	6	0	0	0	0	0	0	0	0
08:40	1	0	1	6	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0	0	0	0	0
08:55	1	0	1	6	3	0	3	18	0	0	0	0
09:00	1	0	1	6	0	0	0	0	0	0	0	0
09:05	1	0	1	6	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0	0	0	0	0
09:15	1	0	1	6	0	0	0	0	0	0	0	0
09:20	1	0	1	6	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	1	0	1	6	0	0	0	0
09:35	1	0	1	6	0	0	0	0	0	0	0	0
09:40	1	0	1	6	0	0	0	0	0	0	0	0
09:45	1	0	1	6	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0	0	0	0	0
09:55	1	0	1	6	0	0	0	0	0	0	0	0

PM Peak Period:

	Lane A1				Lane B1				Lane C1			
Time	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)
16:00	1	0	1	6	0	0	0	0	0	0	0	0
16:05	1	0	1	6	0	0	0	0	0	0	0	0
16:10	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0
16:20	1	0	1	6	0	0	0	0	0	0	0	0
16:25	0	0	0	0	1	0	1	6	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:35	1	0	1	6	0	0	0	0	0	0	0	0
16:40	1	0	1	6	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0
16:50	1	0	1	6	0	0	0	0	0	0	0	0
16:55	1	0	1	6	0	0	0	0	0	0	0	0
17:00	1	0	1	6	0	0	0	0	0	0	0	0
17:05	2	0	2	12	0	0	0	0	0	0	0	0
17:10	2	0	2	12	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:20	0	0	0	0	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0	0	0	0	0
17:30	1	0	1	6	0	0	0	0	0	0	0	0
17:35	1	0	1	6	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0	0	0	0	0
17:45	1	0	1	6	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0	0	0	0	0
18:00	1	0	1	6	0	0	0	0	0	0	0	0
18:05	1	0	1	6	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0	0	0	0	0
18:15	1	0	1	6	0	0	0	0	0	0	0	0
18:20	1	0	1	6	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0
18:35	1	0	1	6	0	0	0	0	7	0	7	42
18:40	1	0	1	6	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0	0	0	0	0
18:55	1	0	1	6	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited
Victoria Road Lowestoft Suffolk

Client:	WSP
Project Number:	ID-0724-0067
Site Number:	Site 3
Date of Survey:	15.10.2024
Junction Name:	Nelson Wharf / B1531 Victoria Road
Survey Type:	Queue Length Survey

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Site Number: Site 3
Date of Survey: 15.10.2024
Junction Name: Nelson Wharf / B1531 Victoria Road
Survey Type: Queue Length Survey

X Coordinate	Y Coordinate	Google Maps Link
52.471003	1.718299	Click Here
AM Peak Conditions	**PM Peak Conditions**	
Clear	Clear	

Junction Layout

Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

Lights	Heavies
6	15

Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Site Number: Site 3
Date of Survey: 15.10.2024
Junction Name: Nelson Wharf / B1531 Victoria Road
Survey Type: Queue Length Survey

AM Peak Period:

	Lane A1				Lane B1				Lane C1			
Time	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)
07:00	0	0	0	0	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0	0	0	0	0
07:10	1	0	1	6	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0	0	0	0	0
07:30	1	0	1	6	0	0	0	0	0	0	0	0
07:35	1	0	1	6	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0	0	0	0	0
07:45	1	0	1	6	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0	0	0	0	0
08:15	1	0	1	6	0	0	0	0	0	0	0	0
08:20	2	0	2	12	0	0	0	0	0	0	0	0
08:25	1	0	1	6	0	0	0	0	0	0	0	0
08:30	1	0	1	6	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	1	0	1	6	0	0	0	0
08:50	1	0	1	6	0	0	0	0	0	0	0	0
08:55	1	0	1	6	0	0	0	0	0	0	0	0
09:00	1	0	1	6	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0	0	0	0	0
09:10	0	0	0	0	1	0	1	6	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	1	1	15	0	0	0	0	0	0	0	0
09:35	1	0	1	6	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0	0	0	0	0

PM Peak Period:

	Lane A1				Lane B1				Lane C1			
Time	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)
16:00	3	0	3	18	0	0	0	0	0	0	0	0
16:05	1	0	1	6	0	0	0	0	0	0	0	0
16:10	1	0	1	6	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0
16:20	0	0	0	0	0	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:35	3	0	3	18	2	0	2	12	0	0	0	0
16:40	1	0	1	6	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0
16:50	0	0	0	0	0	0	0	0	0	0	0	0
16:55	1	0	1	6	0	0	0	0	0	0	0	0
17:00	1	0	1	6	2	0	2	12	0	0	0	0
17:05	1	0	1	6	0	0	0	0	0	0	0	0
17:10	1	0	1	6	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:20	0	0	0	0	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0	0	0	0	0
18:00	1	0	1	6	0	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0	0	0	0	0
18:15	1	0	1	6	1	0	1	6	0	0	0	0
18:20	1	0	1	6	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0	0	0	0	0
18:40	1	0	1	6	0	0	0	0	0	0	0	0
18:45	1	0	1	6	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited
Victoria Road Lowestoft Suffolk

Client:	WSP
Project Number:	ID-0724-0067
Site Number:	Site 4
Date of Survey:	15.10.2024
Junction Name:	School Road / B1531 Victoria Road
Survey Type:	Queue Length Survey

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Site Number: Site 4
Date of Survey: 15.10.2024
Junction Name: School Road / B1531 Victoria Road
Survey Type: Queue Length Survey

X Coordinate	Y Coordinate	Google Maps Link
52.470666	1.720562	Click Here
AM Peak Conditions	**PM Peak Conditions**	
Clear	Clear	

Junction Layout

Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

Lights	Heavies
6	15

Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)

Queues for Lane B2 have been provided from the roundabout stopline, as any queues on this lane reaching back to the T-junction were caused by the roundabout.

The single vehicle waiting on Lane C1 at 09:45, was allowing a cyclist to cross ahead of them.

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Site Number: Site 4
Date of Survey: 15.10.2024
Junction Name: School Road / B1531 Victoria Road
Survey Type: Queue Length Survey

AM Peak Period:

	Lane A1				Lane B1				Lane B2				Lane C1			
Time	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)
07:00	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0
07:05	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0
07:10	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	1	1	15	0	0	0	0	0	0	0	0	0	0	0	0
07:35	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0
07:40	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0
07:45	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0
07:50	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	1	0	1	6	0	0	0	0	1	0	1	6	0	0	0	0
08:05	1	0	1	6	1	0	1	6	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0
08:20	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0
08:25	1	0	1	6	1	0	1	6	0	0	0	0	0	0	0	0
08:30	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0
08:35	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0
08:40	2	0	2	12	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:50	1	0	1	6	1	0	1	6	0	0	0	0	0	0	0	0
08:55	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0
09:00	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0
09:05	1	0	1	6	1	0	1	6	0	0	0	0	0	0	0	0
09:10	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:25	1	0	1	6	1	0	1	6	0	0	0	0	0	0	0	0
09:30	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:40	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0
09:45	1	0	1	6	0	0	0	0	1	0	1	6	1	0	1	6
09:50	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0
09:55	2	0	2	12	0	0	0	0	0	0	0	0	0	0	0	0

PM Peak Period:

	Lane A1				Lane B1				Lane B2				Lane C1			
Time	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)
16:00	2	0	2	12	0	0	0	0	2	0	2	12	0	0	0	0
16:05	0	0	0	0	0	0	0	0	3	0	3	18	0	0	0	0
16:10	1	0	1	6	0	0	0	0	2	0	2	12	0	0	0	0
16:15	1	0	1	6	0	0	0	0	2	0	2	12	0	0	0	0
16:20	0	0	0	0	0	0	0	0	4	0	4	24	0	0	0	0
16:25	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0
16:30	6	0	6	36	0	0	0	0	0	0	0	0	0	0	0	0
16:35	1	0	1	6	1	0	1	6	3	0	3	18	0	0	0	0
16:40	1	0	1	6	0	0	0	0	1	0	1	6	0	0	0	0
16:45	2	0	2	12	0	0	0	0	2	0	2	12	0	0	0	0
16:50	1	0	1	6	0	0	0	0	3	0	3	18	0	0	0	0
16:55	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0
17:00	1	0	1	6	0	0	0	0	4	0	4	24	0	0	0	0
17:05	1	0	1	6	0	0	0	0	1	0	1	6	0	0	0	0
17:10	2	0	2	12	2	0	2	12	2	0	2	12	0	0	0	0
17:15	4	0	4	24	0	0	0	0	2	0	2	12	0	0	0	0
17:20	2	0	2	12	1	0	1	6	0	0	0	0	0	0	0	0
17:25	3	0	3	18	1	0	1	6	0	0	0	0	0	0	0	0
17:30	1	0	1	6	0	0	0	0	1	0	1	6	0	0	0	0
17:35	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0
17:40	1	0	1	6	1	0	1	6	2	0	2	12	0	0	0	0
17:45	1	0	1	6	0	0	0	0	1	0	1	6	0	0	0	0
17:50	1	0	1	6	0	0	0	0	3	0	3	18	0	0	0	0
17:55	1	0	1	6	0	0	0	0	2	0	2	12	0	0	0	0
18:00	1	0	1	6	0	0	0	0	1	0	1	6	0	0	0	0
18:05	1	0	1	6	0	0	0	0	1	0	1	6	0	0	0	0
18:10	3	0	3	18	0	0	0	0	0	0	0	0	0	0	0	0
18:15	2	0	2	12	0	0	0	0	1	0	1	6	0	0	0	0
18:20	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0
18:25	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0
18:30	1	0	1	6	0	0	0	0	1	0	1	6	0	0	0	0
18:35	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0
18:40	1	0	1	6	1	0	1	6	1	0	1	6	0	0	0	0
18:45	1	0	1	6	0	0	0	0	4	0	4	24	0	0	0	0
18:50	1	0	1	6	0	0	0	0	1	0	1	6	0	0	0	0
18:55	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0

Intelligent Data Collection Limited
Victoria Road Lowestoft Suffolk

Client:	WSP
Project Number:	ID-0724-0067
Site Number:	Site 5
Date of Survey:	15.10.2024
Junction Name:	Heath Road / B1531 Victoria Road
Survey Type:	Queue Length Survey

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Site Number: Site 5
Date of Survey: 15.10.2024
Junction Name: Heath Road / B1531 Victoria Road
Survey Type: Queue Length Survey

X Coordinate	Y Coordinate	Google Maps Link
52.470329	1.72344	Click Here
AM Peak Conditions	**PM Peak Conditions**	
Clear	Clear	

Junction Layout

Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

Lights	Heavies
6	15

Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)

Intelligent Data Collection Limited

Client: WSP
Project Number: ID-0724-0067
Site Number: Site 5
Date of Survey: 15.10.2024
Junction Name: Heath Road / B1531 Victoria Road
Survey Type: Queue Length Survey

AM Peak Period:

	Lane A1				Lane B1				Lane C1			
Time	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)
07:00	1	0	1	6	0	0	0	0	0	0	0	0
07:05	1	0	1	6	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0
07:20	1	0	1	6	0	0	0	0	0	0	0	0
07:25	0	0	0	0	1	0	1	6	0	0	0	0
07:30	1	0	1	6	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0	0	0	0	0
07:40	2	0	2	12	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0
07:50	1	0	1	6	0	0	0	0	0	0	0	0
07:55	1	0	1	6	0	0	0	0	0	0	0	0
08:00	1	0	1	6	2	0	2	12	0	0	0	0
08:05	1	0	1	6	0	0	0	0	0	0	0	0
08:10	1	0	1	6	0	0	0	0	0	0	0	0
08:15	1	0	1	6	0	0	0	0	0	0	0	0
08:20	1	0	1	6	0	0	0	0	0	0	0	0
08:25	1	0	1	6	1	0	1	6	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0
08:50	1	0	1	6	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0
09:05	1	0	1	6	0	0	0	0	0	0	0	0
09:10	0	1	1	15	0	0	0	0	0	0	0	0
09:15	2	0	2	12	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0	0	0	0	0
09:25	1	0	1	6	0	0	0	0	0	0	0	0
09:30	2	0	2	12	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0	0	0	0	0
09:40	1	0	1	6	0	0	0	0	0	0	0	0
09:45	1	0	1	6	0	0	0	0	0	0	0	0
09:50	1	0	1	6	0	0	0	0	0	0	0	0
09:55	0	1	1	15	0	0	0	0	0	0	0	0

PM Peak Period:

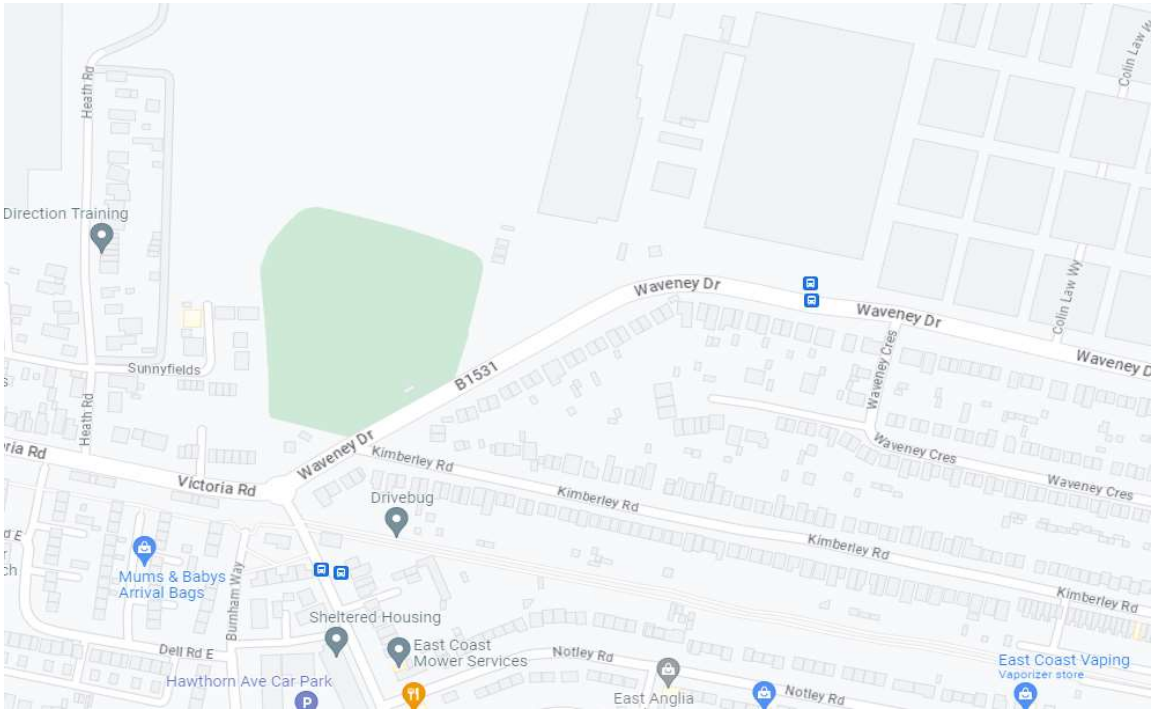
	Lane A1				Lane B1				Lane C1			
Time	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)
16:00	1	0	1	6	0	0	0	0	0	0	0	0
16:05	0	0	0	0	0	0	0	0	0	0	0	0
16:10	3	0	3	18	1	0	1	6	0	0	0	0
16:15	1	0	1	6	0	0	0	0	0	0	0	0
16:20	1	0	1	6	5	0	5	30	0	0	0	0
16:25	1	0	1	6	0	0	0	0	0	0	0	0
16:30	1	0	1	6	0	0	0	0	0	0	0	0
16:35	1	0	1	6	0	0	0	0	0	0	0	0
16:40	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0
16:50	0	0	0	0	0	0	0	0	0	0	0	0
16:55	1	0	1	6	0	0	0	0	0	0	0	0
17:00	0	1	1	15	1	0	1	6	0	0	0	0
17:05	0	0	0	0	3	0	3	18	0	0	0	0
17:10	1	0	1	6	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:20	1	0	1	6	0	0	0	0	0	0	0	0
17:25	1	0	1	6	1	0	1	6	0	0	0	0
17:30	1	0	1	6	0	0	0	0	0	0	0	0
17:35	1	0	1	6	0	0	0	0	0	0	0	0
17:40	1	0	1	6	0	0	0	0	0	0	0	0
17:45	1	0	1	6	0	0	0	0	0	0	0	0
17:50	1	0	1	6	0	0	0	0	0	0	0	0
17:55	1	0	1	6	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:05	1	0	1	6	0	0	0	0	0	0	0	0
18:10	1	0	1	6	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0	0	0	0	0
18:25	1	0	1	6	0	0	0	0	0	0	0	0
18:30	1	0	1	6	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0	0	0	0	0
18:45	1	0	1	6	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0	0	0	0	0
18:55	1	0	1	6	0	0	0	0	0	0	0	0

AUTOMATIC TRAFFIC COUNT

Project Reference	ID07085	**Site ID**	Site 218			**Survey Period**	
Client	WSP	**Site Location**	B1531 Waveney Drive			**Start Date of Survey Period**	03 July 2023
Survey Company Name	Intelligent Data Collection	**Easting**	653302	**Latitude**	52.47	**End Date of Survery Period**	16 July 2023
Prepared by		**Northing**	292464	**Longitude**	1.73	**Number of survey days**	**14**
Checked by		**Link to location on Google Maps**	Click for location			**Incidents**	
Comments	The minimum speed threshold to include vehicles in the reports is 5mph. Unclassified vehicles are excluded.					**Units**	Vehicles

Site plan

N



Directions

Direction 1	Eastbound
Direction 2	Westbound

Generate data input sheets

AUTOMATIC TRAFFIC COUNT, 1HR SUMMARY

Direction 1 Eastbound

To remove a particular count, double click the cell. Formulas can be restored using the restore button above.

CAR + LGV + HGV

TIME	03/07/2023 Mon	04/07/2023 Tue	05/07/2023 Wed	06/07/2023 Thu	07/07/2023 Fri	08/07/2023 Sat	09/07/2023 Sun	10/07/2023 Mon	11/07/2023 Tue	12/07/2023 Wed	13/07/2023 Thu	14/07/2023 Fri	15/07/2023 Sat	16/07/2023 Sun
00:00	13	7	4	7	10	25	49	10	8	6	9	13	26	73
01:00	3	5	7	3	3	13	27	1	4	4	6	6	19	69
02:00	7	1	2	3	8	13	13	2	3	4	3	5	12	33
03:00	2	4	1	2	4	7	1	2	2	1	1	3	5	11
04:00	11	11	6	8	6	4	4	7	5	2	7	9	4	11
05:00	36	26	24	24	27	12	11	34	35	37	30	29	15	6
06:00	55	63	66	68	87	39	24	55	59	62	80	73	34	16
07:00	201	216	203	218	205	93	28	180	180	173	190	171	92	32
08:00	339	389	397	386	305	185	55	362	385	407	410	370	181	57
09:00	246	282	242	268	282	231	130	266	249	257	274	282	225	145
10:00	237	225	230	266	288	248	234	268	227	229	229	256	281	200
11:00	226	222	244	257	238	244	197	231	202	243	223	250	273	218
12:00	190	204	228	212	210	251	216	221	203	182	235	210	257	222
13:00	208	205	226	196	202	218	183	212	239	236	241	221	230	204
14:00	188	184	221	202	237	188	168	197	180	186	195	237	201	176
15:00	191	216	204	211	291	169	143	194	222	206	237	297	184	152
16:00	183	199	196	186	261	175	122	192	198	189	268	289	195	105
17:00	171	233	190	199	220	176	131	174	205	199	268	218	190	112
18:00	169	188	187	192	188	140	106	177	198	205	266	206	173	103
19:00	125	114	150	155	171	106	90	128	142	150	146	169	112	85
20:00	112	112	124	139	138	90	73	117	113	131	122	95	107	70
21:00	64	71	93	92	93	106	58	70	75	75	77	64	97	52
22:00	48	36	45	56	83	53	31	39	51	57	58	62	57	28
23:00	23	19	20	32	35	43	20	16	26	26	25	41	58	13
TOTAL	**3048**	**3232**	**3310**	**3382**	**3592**	**2829**	**2114**	**3155**	**3211**	**3267**	**3600**	**3576**	**3028**	**2193**

CAR

TIME	03/07/2023 Mon	04/07/2023 Tue	05/07/2023 Wed	06/07/2023 Thu	07/07/2023 Fri	08/07/2023 Sat	09/07/2023 Sun	10/07/2023 Mon	11/07/2023 Tue	12/07/2023 Wed	13/07/2023 Thu	14/07/2023 Fri	15/07/2023 Sat	16/07/2023 Sun
00:00	13	6	2	6	8	22	36	5	5	3	9	12	21	57
01:00	2	3	6	2	1	11	22	1	2	4	4	3	14	55
02:00	5	1	2	3	7	12	9	2	3	3	2	5	8	26
03:00	0	1	0	1	3	7	1	1	1	1	1	2	3	9
04:00	8	7	5	4	3	3	4	6	4	2	7	8	3	10
05:00	29	19	19	22	23	10	8	28	30	33	25	24	13	6
06:00	35	45	48	40	62	30	18	33	40	40	52	53	26	13
07:00	139	162	161	161	160	75	21	133	137	125	146	128	65	25
08:00	277	320	319	317	247	156	40	295	317	344	354	300	153	44
09:00	201	221	200	222	215	193	108	211	192	210	219	236	195	125
10:00	183	173	191	212	235	195	202	207	187	184	187	194	232	164
11:00	178	175	185	196	179	203	159	170	159	186	189	179	232	189
12:00	147	149	180	172	167	208	172	174	152	151	192	162	220	180
13:00	161	166	184	158	161	173	154	168	186	196	198	172	191	178
14:00	150	144	173	158	184	152	133	155	149	142	150	185	163	153
15:00	152	172	160	180	232	137	117	159	177	161	183	236	156	135
16:00	146	165	158	141	203	139	100	158	153	145	211	249	170	88
17:00	142	182	165	161	177	143	102	127	164	150	211	176	166	91
18:00	136	155	155	157	155	116	85	152	167	178	218	163	152	87
19:00	107	98	124	132	137	89	73	108	120	119	124	140	97	74
20:00	91	90	101	118	124	75	60	101	93	119	104	77	90	60
21:00	53	58	79	81	81	86	47	61	70	68	68	55	84	48
22:00	44	24	41	50	67	43	24	34	40	47	53	52	51	24
23:00	20	10	19	29	31	36	17	16	24	23	23	38	55	12
TOTAL	**2419**	**2546**	**2677**	**2723**	**2862**	**2314**	**1712**	**2505**	**2572**	**2634**	**2930**	**2849**	**2560**	**1853**

LGV

TIME	03/07/2023 Mon	04/07/2023 Tue	05/07/2023 Wed	06/07/2023 Thu	07/07/2023 Fri	08/07/2023 Sat	09/07/2023 Sun	10/07/2023 Mon	11/07/2023 Tue	12/07/2023 Wed	13/07/2023 Thu	14/07/2023 Fri	15/07/2023 Sat	16/07/2023 Sun
00:00	0	1	2	1	2	3	11	3	2	2	0	1	5	15
01:00	1	1	1	1	2	2	5	0	1	0	1	3	4	11
02:00	1	0	0	0	1	1	4	0	0	0	0	0	3	4
03:00	2	3	0	1	1	0	0	1	1	0	0	0	2	2
04:00	1	2	1	2	2	1	0	1	0	0	0	1	0	1
05:00	7	5	4	2	3	2	3	5	4	2	4	4	2	0
06:00	16	15	14	22	18	6	6	19	16	17	23	16	6	2
07:00	50	42	31	42	36	12	6	36	32	38	36	29	22	6
08:00	50	58	61	55	42	25	13	52	57	47	48	59	23	11
09:00	36	47	30	32	46	32	18	43	42	38	41	36	27	19
10:00	43	42	27	35	39	44	25	44	32	33	35	50	42	34
11:00	37	37	50	51	49	36	36	44	31	44	27	56	38	26
12:00	39	42	40	33	36	35	36	35	36	24	33	36	31	37
13:00	35	25	31	30	33	35	24	35	41	32	34	38	32	22
14:00	32	33	31	31	45	24	29	33	25	34	33	41	34	21
15:00	31	35	38	26	53	29	23	29	31	31	44	50	24	17
16:00	28	28	33	39	46	28	18	27	34	33	50	33	22	13
17:00	25	47	21	32	37	28	23	42	36	39	50	36	18	17
18:00	27	27	30	34	30	22	17	23	29	22	45	38	20	12
19:00	15	15	23	22	29	16	16	18	22	27	19	29	14	10
20:00	19	21	23	21	13	14	11	14	19	10	17	15	15	9
21:00	8	11	13	9	11	19	8	9	5	6	7	7	12	4
22:00	4	9	4	6	15	9	6	4	9	6	4	8	6	4
23:00	2	9	1	3	4	7	2	0	2	3	1	3	3	1
TOTAL	**509**	**555**	**509**	**530**	**593**	**430**	**340**	**517**	**507**	**488**	**552**	**589**	**405**	**298**

HGV

TIME	03/07/2023 Mon	04/07/2023 Tue	05/07/2023 Wed	06/07/2023 Thu	07/07/2023 Fri	08/07/2023 Sat	09/07/2023 Sun	10/07/2023 Mon	11/07/2023 Tue	12/07/2023 Wed	13/07/2023 Thu	14/07/2023 Fri	15/07/2023 Sat	16/07/2023 Sun
00:00	0	0	0	0	0	0	2	2	1	1	0	0	0	1
01:00	0	1	0	0	0	0	0	0	1	0	1	0	1	3
02:00	1	0	0	0	0	0	0	0	0	1	1	0	1	3
03:00	0	0	1	0	0	0	0	0	0	0	0	1	0	0
04:00	2	2	0	2	1	0	0	0	1	0	0	0	1	0
05:00	0	2	1	0	1	0	0	1	1	2	1	1	0	0
06:00	4	3	4	6	7	3	0	3	3	5	5	4	2	1
07:00	12	12	11	15	9	6	1	11	11	10	8	14	5	1
08:00	12	11	17	14	16	4	2	15	11	16	8	11	5	2
09:00	9	14	12	14	21	6	4	12	15	9	14	10	3	1
10:00	11	10	12	19	14	9	7	17	8	12	7	12	7	2
11:00	11	10	9	10	10	5	2	17	12	13	7	15	3	3
12:00	4	13	8	7	7	8	8	12	15	7	10	12	6	5
13:00	12	14	11	8	8	10	5	9	12	8	9	11	7	4
14:00	6	7	17	13	8	12	6	9	6	10	12	11	4	2
15:00	8	9	6	5	6	3	3	6	14	14	10	11	4	0
16:00	9	6	5	6	12	8	4	7	11	11	7	7	3	4
17:00	4	4	4	6	6	5	6	5	5	10	7	6	6	4
18:00	6	6	2	1	3	2	4	2	2	5	3	5	1	4
19:00	3	1	3	1	5	1	1	2	0	4	3	0	1	1
20:00	2	1	0	0	1	1	2	2	1	2	1	3	2	1
21:00	3	2	1	2	1	1	3	0	0	1	2	2	1	0
22:00	0	3	0	0	1	1	1	1	2	4	1	2	0	0
23:00	1	0	0	0	0	0	1	0	0	0	1	0	0	0
TOTAL	**120**	**131**	**124**	**129**	**137**	**85**	**62**	**133**	**132**	**145**	**118**	**138**	**63**	**42**

AUTOMATIC TRAFFIC COUNT, 1HR SUMMARY

Direction 2 Westbound

To remove a particular count, double click the cell. Formulas can be restored using the restore button above.

CAR + LGV + HGV

TIME	03/07/2023 Mon	04/07/2023 Tue	05/07/2023 Wed	06/07/2023 Thu	07/07/2023 Fri	08/07/2023 Sat	09/07/2023 Sun	10/07/2023 Mon	11/07/2023 Tue	12/07/2023 Wed	13/07/2023 Thu	14/07/2023 Fri	15/07/2023 Sat	16/07/2023 Sun
00:00	18	16	9	12	14	34	37	16	11	13	9	11	34	43
01:00	5	6	4	10	9	18	24	6	7	6	8	11	26	43
02:00	3	2	6	8	4	14	14	1	3	7	3	3	14	15
03:00	3	4	3	1	4	6	10	2	2	7	3	4	6	10
04:00	8	3	6	5	5	4	2	2	3	6	1	4	5	5
05:00	22	22	17	20	14	15	7	19	12	16	21	23	12	5
06:00	47	44	55	45	53	28	14	42	50	43	57	48	22	9
07:00	77	92	90	83	100	47	29	89	80	70	100	104	56	25
08:00	159	149	146	143	151	126	48	155	154	140	177	174	104	40
09:00	182	176	187	159	200	167	87	158	168	182	199	180	186	71
10:00	211	185	199	194	210	219	186	191	205	204	188	212	241	173
11:00	225	209	221	206	234	244	190	214	221	207	229	218	239	167
12:00	205	229	265	242	264	267	216	218	237	232	241	285	260	208
13:00	221	252	236	250	254	225	210	221	207	263	201	290	242	213
14:00	214	238	260	224	294	204	184	246	231	222	283	283	256	205
15:00	277	307	321	314	313	224	189	266	281	270	297	384	213	214
16:00	299	322	326	333	385	213	136	282	310	376	377	467	237	152
17:00	307	343	365	352	276	228	122	331	362	354	467	389	191	132
18:00	189	202	210	224	248	161	104	179	228	230	266	268	192	126
19:00	140	167	161	199	204	114	104	171	162	152	181	167	144	104
20:00	123	122	126	149	152	95	70	109	126	89	120	102	119	67
21:00	77	87	109	114	112	107	72	99	116	104	91	95	105	58
22:00	47	52	72	70	106	68	34	55	62	72	83	79	93	42
23:00	27	34	23	44	59	46	24	26	36	22	31	52	50	17
TOTAL	**3086**	**3263**	**3417**	**3401**	**3665**	**2874**	**2113**	**3098**	**3274**	**3287**	**3633**	**3853**	**3047**	**2144**

CAR

TIME	03/07/2023 Mon	04/07/2023 Tue	05/07/2023 Wed	06/07/2023 Thu	07/07/2023 Fri	08/07/2023 Sat	09/07/2023 Sun	10/07/2023 Mon	11/07/2023 Tue	12/07/2023 Wed	13/07/2023 Thu	14/07/2023 Fri	15/07/2023 Sat	16/07/2023 Sun
00:00	12	11	6	5	13	26	23	8	6	11	7	8	26	28
01:00	4	2	2	7	6	14	14	4	4	6	5	8	20	30
02:00	1	0	6	5	2	10	7	0	0	7	2	3	10	11
03:00	3	2	3	1	4	4	5	2	2	6	3	3	3	8
04:00	7	3	4	5	2	4	0	2	2	3	1	3	4	4
05:00	14	13	9	12	10	12	4	9	10	12	17	16	10	5
06:00	30	28	38	26	31	22	4	15	32	32	33	33	16	9
07:00	54	49	64	54	62	31	15	44	53	47	67	74	39	18
08:00	120	118	103	105	117	98	21	91	112	98	129	127	78	35
09:00	121	124	136	117	142	127	47	108	123	132	152	139	144	50
10:00	162	139	132	153	155	166	106	122	147	156	143	153	198	144
11:00	177	162	165	157	159	189	116	150	163	152	173	170	196	142
12:00	152	168	199	185	194	221	131	155	178	186	165	220	204	167
13:00	174	183	177	188	202	190	138	153	161	210	152	224	195	170
14:00	167	185	193	172	226	159	97	178	181	165	219	216	216	166
15:00	222	228	252	237	250	173	98	178	216	209	221	305	173	181
16:00	237	245	254	253	315	186	61	205	245	294	294	375	190	130
17:00	249	279	303	281	218	183	74	253	291	288	361	327	153	107
18:00	158	168	180	178	208	110	66	145	185	197	220	218	152	100
19:00	111	133	131	156	165	59	60	140	136	125	156	127	112	75
20:00	101	101	101	118	126	52	34	91	102	78	94	85	74	52
21:00	65	76	92	96	87	63	39	79	96	85	79	78	86	46
22:00	36	38	62	55	88	38	19	51	49	52	71	71	73	36
23:00	20	24	20	35	48	27	12	20	32	16	28	44	42	13
TOTAL	**2397**	**2479**	**2632**	**2601**	**2830**	**2164**	**1191**	**2203**	**2526**	**2567**	**2792**	**3027**	**2414**	**1727**

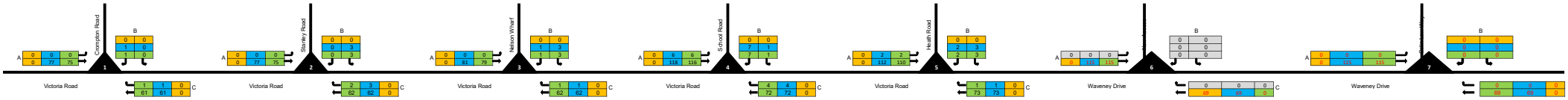
LGV

TIME	03/07/2023 Mon	04/07/2023 Tue	05/07/2023 Wed	06/07/2023 Thu	07/07/2023 Fri	08/07/2023 Sat	09/07/2023 Sun	10/07/2023 Mon	11/07/2023 Tue	12/07/2023 Wed	13/07/2023 Thu	14/07/2023 Fri	15/07/2023 Sat	16/07/2023 Sun
00:00	6	5	3	6	0	7	14	6	5	2	2	2	8	14
01:00	0	4	2	2	2	4	10	2	1	0	2	2	6	13
02:00	1	2	0	2	2	4	7	1	2	0	0	0	3	4
03:00	0	1	0	0	0	1	5	0	0	1	0	1	3	2
04:00	1	0	1	0	2	0	1	0	1	3	0	0	1	1
05:00	6	8	6	6	4	2	3	9	2	3	3	7	2	0
06:00	17	15	16	15	19	5	10	25	18	11	23	13	4	0
07:00	18	32	19	23	27	13	10	33	20	16	25	21	13	4
08:00	28	27	34	29	25	23	25	55	30	33	36	36	22	4
09:00	43	38	44	35	42	34	39	40	35	38	41	30	39	17
10:00	33	42	53	28	46	45	78	56	46	40	34	46	40	28
11:00	36	39	44	46	61	49	74	52	44	43	47	37	38	23
12:00	40	46	53	46	56	39	81	49	50	36	61	49	49	40
13:00	38	50	49	53	40	30	68	59	35	43	41	56	41	41
14:00	38	39	56	32	58	40	86	56	33	48	49	51	38	35
15:00	44	63	59	61	57	42	86	73	48	49	65	65	36	29
16:00	45	66	62	61	62	23	75	66	57	70	70	81	43	19
17:00	54	54	58	64	51	42	48	73	63	59	97	59	33	22
18:00	29	33	28	44	35	48	38	29	38	29	42	45	38	24
19:00	23	31	28	39	36	52	43	31	24	27	24	37	30	23
20:00	22	21	23	31	25	42	34	17	24	11	23	17	42	15
21:00	12	11	16	17	24	38	32	17	19	17	10	16	17	11
22:00	10	13	10	13	17	29	14	2	11	19	12	7	18	6
23:00	5	8	2	9	11	19	12	5	4	5	2	7	8	4
TOTAL	**549**	**648**	**666**	**662**	**702**	**631**	**893**	**756**	**610**	**603**	**709**	**685**	**572**	**379**

HGV

TIME	03/07/2023 Mon	04/07/2023 Tue	05/07/2023 Wed	06/07/2023 Thu	07/07/2023 Fri	08/07/2023 Sat	09/07/2023 Sun	10/07/2023 Mon	11/07/2023 Tue	12/07/2023 Wed	13/07/2023 Thu	14/07/2023 Fri	15/07/2023 Sat	16/07/2023 Sun
00:00	0	0	0	1	1	1	0	2	0	0	0	1	0	1
01:00	1	0	0	1	1	0	0	0	2	0	1	1	0	0
02:00	1	0	0	1	0	0	0	0	1	0	1	0	1	0
03:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0
04:00	0	0	1	0	1	0	1	0	0	0	0	1	0	0
05:00	2	1	2	2	0	1	0	1	0	1	1	0	0	0
06:00	0	1	1	4	3	1	0	2	0	0	1	2	2	0
07:00	5	11	7	6	11	3	4	12	7	7	8	9	4	3
08:00	11	4	9	9	9	5	2	9	12	9	12	11	4	1
09:00	18	14	7	7	16	6	1	10	10	12	6	11	3	4
10:00	16	4	14	13	9	8	2	13	12	8	11	13	3	1
11:00	12	8	12	3	14	6	0	12	14	12	9	11	5	2
12:00	13	15	13	11	14	7	4	14	9	10	15	16	7	1
13:00	9	19	10	9	12	5	4	9	11	10	8	10	6	2
14:00	9	14	11	20	10	5	1	12	17	9	15	16	2	4
15:00	11	16	10	16	6	9	5	15	17	12	11	14	4	4
16:00	17	11	10	19	8	4	0	11	8	12	13	11	4	3
17:00	4	10	4	7	7	3	0	5	8	7	9	3	5	3
18:00	2	1	2	2	5	3	0	5	5	4	4	5	2	2
19:00	6	3	2	4	3	3	1	0	2	0	1	3	2	6
20:00	0	0	2	0	1	1	2	1	0	0	3	0	3	0
21:00	0	0	1	1	1	6	1	3	1	2	2	1	2	1
22:00	1	1	0	2	1	1	1	2	2	1	0	1	2	0
23:00	2	2	1	0	0	0	0	1	0	1	1	1	0	0
TOTAL	**140**	**136**	**119**	**138**	**133**	**79**	**29**	**139**	**138**	**117**	**132**	**141**	**61**	**38**

Appendix B – Network Flow Diagrams



Project	Title	Originator
Kirkley Waterfront, Lowestoft	2024 Observed AM Peak	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	0815 - 0830	001

Key

0	0	0	Direction
0	0	0	PCUs
0	0	0	Total Vehicles
0	0	0	HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	0	75
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	61	1	0
Vehicles	Victoria Road (W)	A	0	0	77
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	61	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	0	75
	Stanley Road	B	0	0	3
	Victoria Road (E)	C	62	2	0
Vehicles	Victoria Road (W)	A	0	0	77
	Stanley Road	B	0	0	3
	Victoria Road (E)	C	62	3	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	0	79
	Nelson Wharf	B	1	0	3
	Victoria Road (E)	C	62	1	0
Vehicles	Victoria Road (W)	A	0	0	81
	Nelson Wharf	B	1	0	3
	Victoria Road (E)	C	62	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	6	116
	School Road	B	7	0	1
	Victoria Road (E)	C	72	4	0
Vehicles	Victoria Road (W)	A	0	6	118
	School Road	B	7	0	1
	Victoria Road (E)	C	72	4	0
HGVs	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

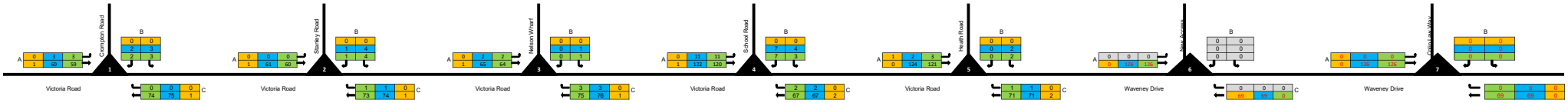
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	2	110
	Heath Road	B	2	0	3
	Victoria Road (E)	C	73	1	0
Vehicles	Victoria Road (W)	A	0	2	112
	Heath Road	B	2	0	3
	Victoria Road (E)	C	73	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	0	115
	New Access	B	0	0	0
	Waveney Drive (E)	C	69	0	0
Vehicles	Waveney Drive (W)	A	0	0	115
	New Access	B	0	0	0
	Waveney Drive (E)	C	69	0	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	0	115
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	69	0	0
Vehicles	Waveney Drive (W)	A	0	0	115
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	69	0	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	2024 Observed AM Peak	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	0830 - 0845	002

Key

			Direction
0	0	0	PCUs
0	0	0	Total Vehicles
0	0	0	HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	3	59
	Crompton Road	B	2	0	3
	Victoria Road (E)	C	74	0	0
Vehicles	Victoria Road (W)	A	0	3	60
	Crompton Road	B	2	0	3
	Victoria Road (E)	C	75	0	0
HGVs	Victoria Road (W)	A	0	0	1
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	1.67
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	1.33	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	0	60
	Stanley Road	B	1	0	4
	Victoria Road (E)	C	73	1	0
Vehicles	Victoria Road (W)	A	0	0	61
	Stanley Road	B	1	0	4
	Victoria Road (E)	C	74	1	0
HGVs	Victoria Road (W)	A	0	0	1
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	1.64
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	1.35	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	2	64
	Nelson Wharf	B	0	0	1
	Victoria Road (E)	C	75	3	0
Vehicles	Victoria Road (W)	A	0	2	65
	Nelson Wharf	B	0	0	1
	Victoria Road (E)	C	76	3	0
HGVs	Victoria Road (W)	A	0	0	1
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	1.54
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	1.32	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	11	120
	School Road	B	7	0	3
	Victoria Road (E)	C	67	2	0
Vehicles	Victoria Road (W)	A	0	11	122
	School Road	B	7	0	4
	Victoria Road (E)	C	67	2	0
HGVs	Victoria Road (W)	A	0	0	1
	School Road	B	0	0	0
	Victoria Road (E)	C	2	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.82
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	2.99	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

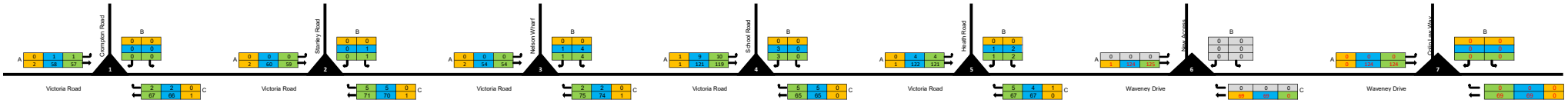
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	3	121
	Heath Road	B	0	0	2
	Victoria Road (E)	C	71	1	0
Vehicles	Victoria Road (W)	A	0	2	124
	Heath Road	B	0	0	2
	Victoria Road (E)	C	71	1	0
HGVs	Victoria Road (W)	A	0	1	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	2	0	0
HGV%	Victoria Road (W)	A	0.00	50.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	2.82	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	0	126
	New Access	B	0	0	0
	Waveney Drive (E)	C	69	0	0
Vehicles	Waveney Drive (W)	A	0	0	126
	New Access	B	0	0	0
	Waveney Drive (E)	C	69	0	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	0	126
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	69	0	0
Vehicles	Waveney Drive (W)	A	0	0	126
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	69	0	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	2024 Observed AM Peak	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	0845 - 0900	003

Key

			Direction
0	0	0	PCUs
0	0	0	Total Vehicles
0	0	0	HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1	A	B	C
PCU	Victoria Road (W)	0	1	57
	Crompton Road	0	0	0
	Victoria Road (E)	67	2	0
Vehicles	Victoria Road (W)	0	1	58
	Crompton Road	0	0	0
	Victoria Road (E)	66	2	0
HGVs	Victoria Road (W)	0	0	2
	Crompton Road	0	0	0
	Victoria Road (E)	1	0	0
HGV%	Victoria Road (W)	0.00	0.00	3.45
	Crompton Road	0.00	0.00	0.00
	Victoria Road (E)	1.52	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2	A	B	C
PCU	Victoria Road (W)	0	0	59
	Stanley Road	0	0	1
	Victoria Road (E)	71	5	0
Vehicles	Victoria Road (W)	0	0	60
	Stanley Road	0	0	1
	Victoria Road (E)	70	5	0
HGVs	Victoria Road (W)	0	0	2
	Stanley Road	0	0	0
	Victoria Road (E)	1	0	0
HGV%	Victoria Road (W)	0.00	0.00	3.33
	Stanley Road	0.00	0.00	0.00
	Victoria Road (E)	1.43	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3	A	B	C
PCU	Victoria Road (W)	0	0	54
	Nelson Wharf	1	0	4
	Victoria Road (E)	75	2	0
Vehicles	Victoria Road (W)	0	0	54
	Nelson Wharf	1	0	4
	Victoria Road (E)	74	2	0
HGVs	Victoria Road (W)	0	0	2
	Nelson Wharf	0	0	0
	Victoria Road (E)	1	0	0
HGV%	Victoria Road (W)	0.00	0.00	3.70
	Nelson Wharf	0.00	0.00	0.00
	Victoria Road (E)	1.35	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4	A	B	C
PCU	Victoria Road (W)	0	10	119
	School Road	3	0	0
	Victoria Road (E)	65	5	0
Vehicles	Victoria Road (W)	0	9	121
	School Road	3	0	0
	Victoria Road (E)	65	5	0
HGVs	Victoria Road (W)	0	1	1
	School Road	0	0	0
	Victoria Road (E)	0	0	0
HGV%	Victoria Road (W)	0.00	11.11	0.83
	School Road	0.00	0.00	0.00
	Victoria Road (E)	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

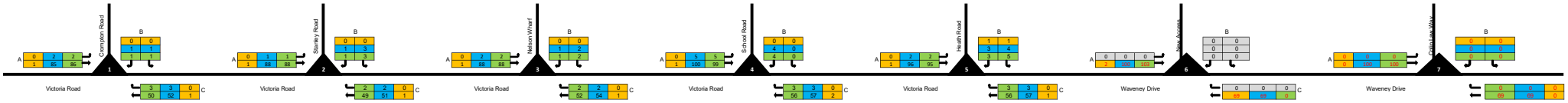
	Junction 5	A	B	C
PCU	Victoria Road (W)	0	4	121
	Heath Road	1	0	2
	Victoria Road (E)	67	5	0
Vehicles	Victoria Road (W)	0	4	122
	Heath Road	1	0	2
	Victoria Road (E)	67	4	0
HGVs	Victoria Road (W)	0	0	1
	Heath Road	0	0	0
	Victoria Road (E)	0	1	0
HGV%	Victoria Road (W)	0.00	0.00	0.82
	Heath Road	0.00	0.00	0.00
	Victoria Road (E)	0.00	25.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4	A	B	C
PCU	Waveney Drive (W)	0	0	125
	New Access	0	0	0
	Waveney Drive (E)	69	0	0
Vehicles	Waveney Drive (W)	0	0	124
	New Access	0	0	0
	Waveney Drive (E)	69	0	0
HGVs	Waveney Drive (W)	0	0	1
	New Access	0	0	0
	Waveney Drive (E)	0	0	0
HGV%	Waveney Drive (W)	0.00	0.00	0.81
	New Access	0.00	0.00	0.00
	Waveney Drive (E)	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5	A	B	C
PCU	Waveney Drive (W)	0	0	124
	Colin Law Way	0	0	0
	Waveney Drive (E)	69	0	0
Vehicles	Waveney Drive (W)	0	0	124
	Colin Law Way	0	0	0
	Waveney Drive (E)	69	0	0
HGVs	Waveney Drive (W)	0	0	0
	Colin Law Way	0	0	0
	Waveney Drive (E)	0	0	0
HGV%	Waveney Drive (W)	0.00	0.00	0.00
	Colin Law Way	0.00	0.00	0.00
	Waveney Drive (E)	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	2024 Observed AM Peak	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	0900 - 0915	004

Key

			Direction
0	0	0	PCUs
0	0	0	Total Vehicles
0	0	0	HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1	A	B	C
PCU	Victoria Road (W)	0	2	86
	Cromplon Road	1	0	1
	Victoria Road (E)	50	3	0
Vehicles	Victoria Road (W)	0	2	85
	Cromplon Road	1	0	1
	Victoria Road (E)	52	3	0
HGVs	Victoria Road (W)	0	0	1
	Cromplon Road	0	0	0
	Victoria Road (E)	1	0	0
HGV%	Victoria Road (W)	0.00	0.00	1.18
	Cromplon Road	0.00	0.00	0.00
	Victoria Road (E)	1.92	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2	A	B	C
PCU	Victoria Road (W)	0	1	88
	Stanley Road	1	0	3
	Victoria Road (E)	49	2	0
Vehicles	Victoria Road (W)	0	1	88
	Stanley Road	1	0	3
	Victoria Road (E)	51	2	0
HGVs	Victoria Road (W)	0	0	1
	Stanley Road	0	0	0
	Victoria Road (E)	1	0	0
HGV%	Victoria Road (W)	0.00	0.00	1.14
	Stanley Road	0.00	0.00	0.00
	Victoria Road (E)	1.96	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3	A	B	C
PCU	Victoria Road (W)	0	2	88
	Nelson Wharf	1	0	2
	Victoria Road (E)	52	2	0
Vehicles	Victoria Road (W)	0	2	88
	Nelson Wharf	1	0	2
	Victoria Road (E)	54	2	0
HGVs	Victoria Road (W)	0	0	1
	Nelson Wharf	0	0	0
	Victoria Road (E)	1	0	0
HGV%	Victoria Road (W)	0.00	0.00	1.14
	Nelson Wharf	0.00	0.00	0.00
	Victoria Road (E)	1.85	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4	A	B	C
PCU	Victoria Road (W)	0	5	99
	School Road	4	0	0
	Victoria Road (E)	56	3	0
Vehicles	Victoria Road (W)	0	5	100
	School Road	4	0	0
	Victoria Road (E)	57	3	0
HGVs	Victoria Road (W)	0	0	1
	School Road	0	0	0
	Victoria Road (E)	2	0	0
HGV%	Victoria Road (W)	0.00	0.00	1.00
	School Road	0.00	0.00	0.00
	Victoria Road (E)	3.51	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

	Junction 5	A	B	C
PCU	Victoria Road (W)	0	2	95
	Heath Road	3	0	5
	Victoria Road (E)	56	3	0
Vehicles	Victoria Road (W)	0	2	96
	Heath Road	3	0	4
	Victoria Road (E)	57	3	0
HGVs	Victoria Road (W)	0	0	1
	Heath Road	1	0	1
	Victoria Road (E)	1	0	0
HGV%	Victoria Road (W)	0.00	0.00	1.04
	Heath Road	33.33	0.00	25.00
	Victoria Road (E)	1.75	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4	A	B	C
PCU	Waveney Drive (W)	0	0	103
	New Access	0	0	0
	Waveney Drive (E)	69	0	0
Vehicles	Waveney Drive (W)	0	0	100
	New Access	0	0	0
	Waveney Drive (E)	69	0	0
HGVs	Waveney Drive (W)	0	0	2
	New Access	0	0	0
	Waveney Drive (E)	0	0	0
HGV%	Waveney Drive (W)	0.00	0.00	2.00
	New Access	0.00	0.00	0.00
	Waveney Drive (E)	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5	A	B	C
PCU	Waveney Drive (W)	0	0	100
	Colin Law Way	0	0	0
	Waveney Drive (E)	69	0	0
Vehicles	Waveney Drive (W)	0	0	100
	Colin Law Way	0	0	0
	Waveney Drive (E)	69	0	0
HGVs	Waveney Drive (W)	0	0	0
	Colin Law Way	0	0	0
	Waveney Drive (E)	0	0	0
HGV%	Waveney Drive (W)	0.00	0.00	0.00
	Colin Law Way	0.00	0.00	0.00
	Waveney Drive (E)	0.00	0.00	0.00

Project	Title	Originator
Kirkley Waterfront, Lowestoft	2024 Observed AM Peak	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	0815 - 0915	005

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	6	276
	Crompton Road	B	4	0	4
	Victoria Road (E)	C	252	6	0
Vehicles	Victoria Road (W)	A	0	6	280
	Crompton Road	B	4	0	4
	Victoria Road (E)	C	254	6	0
HGVs	Victoria Road (W)	A	0	0	4
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	3	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	1.43
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	1.18	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	1	282
	Stanley Road	B	2	0	11
	Victoria Road (E)	C	255	10	0
Vehicles	Victoria Road (W)	A	0	1	286
	Stanley Road	B	2	0	11
	Victoria Road (E)	C	257	11	0
HGVs	Victoria Road (W)	A	0	0	4
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	3	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	1.40
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	1.17	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	4	285
	Nelson Wharf	B	3	0	10
	Victoria Road (E)	C	263	8	0
Vehicles	Victoria Road (W)	A	0	4	288
	Nelson Wharf	B	3	0	10
	Victoria Road (E)	C	266	8	0
HGVs	Victoria Road (W)	A	0	0	4
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	3	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	1.39
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	1.13	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	32	454
	School Road	B	21	0	4
	Victoria Road (E)	C	259	14	0
Vehicles	Victoria Road (W)	A	0	31	461
	School Road	B	21	0	5
	Victoria Road (E)	C	261	14	0
HGVs	Victoria Road (W)	A	0	1	3
	School Road	B	0	0	0
	Victoria Road (E)	C	4	0	0
HGV%	Victoria Road (W)	A	0.00	3.23	0.65
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	1.53	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

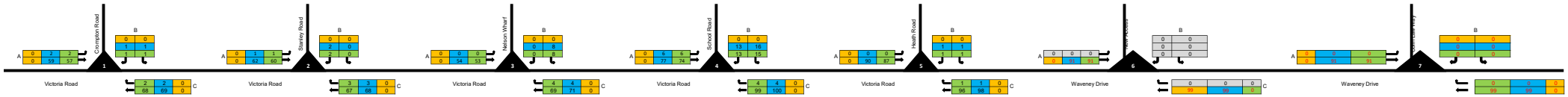
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	11	448
	Heath Road	B	6	0	12
	Victoria Road (E)	C	267	10	0
Vehicles	Victoria Road (W)	A	0	10	454
	Heath Road	B	6	0	11
	Victoria Road (E)	C	268	9	0
HGVs	Victoria Road (W)	A	0	1	2
	Heath Road	B	1	0	1
	Victoria Road (E)	C	3	1	0
HGV%	Victoria Road (W)	A	0.00	10.00	0.44
	Heath Road	B	16.67	0.00	9.09
	Victoria Road (E)	C	1.12	11.11	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	0	469
	New Access	B	0	0	0
	Waveney Drive (E)	C	277	0	0
Vehicles	Waveney Drive (W)	A	0	0	465
	New Access	B	0	0	0
	Waveney Drive (E)	C	277	0	0
HGVs	Waveney Drive (W)	A	0	0	3
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.65
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	0	465
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	277	0	0
Vehicles	Waveney Drive (W)	A	0	0	465
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	277	0	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	2024 Observed PM Peak	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	1630 - 1645	006

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1	A	B	C
PCU	Victoria Road (W)	0	2	57
	Crompton Road	1	0	1
	Victoria Road (E)	68	2	0
Vehicles	Victoria Road (W)	0	2	59
	Crompton Road	1	0	1
	Victoria Road (E)	69	2	0
HGVs	Victoria Road (W)	0	0	0
	Crompton Road	0	0	0
	Victoria Road (E)	0	0	0
HGV%	Victoria Road (W)	0.00	0.00	0.00
	Crompton Road	0.00	0.00	0.00
	Victoria Road (E)	0.00	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2	A	B	C
PCU	Victoria Road (W)	0	1	60
	Stanley Road	2	0	0
	Victoria Road (E)	67	3	0
Vehicles	Victoria Road (W)	0	1	62
	Stanley Road	2	0	0
	Victoria Road (E)	68	3	0
HGVs	Victoria Road (W)	0	0	0
	Stanley Road	0	0	0
	Victoria Road (E)	0	0	0
HGV%	Victoria Road (W)	0.00	0.00	0.00
	Stanley Road	0.00	0.00	0.00
	Victoria Road (E)	0.00	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3	A	B	C
PCU	Victoria Road (W)	0	0	53
	Nelson Wharf	0	0	8
	Victoria Road (E)	69	4	0
Vehicles	Victoria Road (W)	0	0	54
	Nelson Wharf	0	0	8
	Victoria Road (E)	71	4	0
HGVs	Victoria Road (W)	0	0	0
	Nelson Wharf	0	0	0
	Victoria Road (E)	0	0	0
HGV%	Victoria Road (W)	0.00	0.00	0.00
	Nelson Wharf	0.00	0.00	0.00
	Victoria Road (E)	0.00	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4	A	B	C
PCU	Victoria Road (W)	0	6	74
	School Road	13	0	15
	Victoria Road (E)	99	4	0
Vehicles	Victoria Road (W)	0	6	77
	School Road	13	0	16
	Victoria Road (E)	100	4	0
HGVs	Victoria Road (W)	0	0	0
	School Road	0	0	0
	Victoria Road (E)	0	0	0
HGV%	Victoria Road (W)	0.00	0.00	0.00
	School Road	0.00	0.00	0.00
	Victoria Road (E)	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

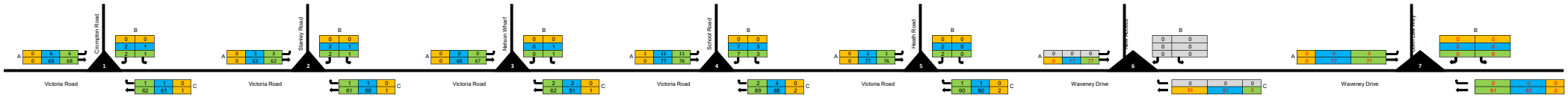
	Junction 5	A	B	C
PCU	Victoria Road (W)	0	0	87
	Heath Road	1	0	1
	Victoria Road (E)	96	1	0
Vehicles	Victoria Road (W)	0	0	90
	Heath Road	1	0	1
	Victoria Road (E)	98	1	0
HGVs	Victoria Road (W)	0	0	0
	Heath Road	0	0	0
	Victoria Road (E)	0	0	0
HGV%	Victoria Road (W)	0.00	0.00	0.00
	Heath Road	0.00	0.00	0.00
	Victoria Road (E)	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4	A	B	C
PCU	Waveney Drive (W)	0	0	91
	New Access	0	0	0
	Waveney Drive (E)	99	0	0
Vehicles	Waveney Drive (W)	0	0	91
	New Access	0	0	0
	Waveney Drive (E)	99	0	0
HGVs	Waveney Drive (W)	0	0	0
	New Access	0	0	0
	Waveney Drive (E)	0	0	0
HGV%	Waveney Drive (W)	0.00	0.00	0.00
	New Access	0.00	0.00	0.00
	Waveney Drive (E)	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5	A	B	C
PCU	Waveney Drive (W)	0	0	91
	Colin Law Way	0	0	0
	Waveney Drive (E)	99	0	0
Vehicles	Waveney Drive (W)	0	0	91
	Colin Law Way	0	0	0
	Waveney Drive (E)	99	0	0
HGVs	Waveney Drive (W)	0	0	0
	Colin Law Way	0	0	0
	Waveney Drive (E)	0	0	0
HGV%	Waveney Drive (W)	0.00	0.00	0.00
	Colin Law Way	0.00	0.00	0.00
	Waveney Drive (E)	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	2024 Observed PM Peak	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	1645 - 1700	007

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1	A	B	C
PCU	Victoria Road (W)	0	6	68
	Crompton Road	2	0	1
	Victoria Road (E)	62	1	0
Vehicles	Victoria Road (W)	0	6	69
	Crompton Road	2	0	1
	Victoria Road (E)	61	1	0
HGVs	Victoria Road (W)	0	0	0
	Crompton Road	0	0	0
	Victoria Road (E)	1	0	0
HGV%	Victoria Road (W)	0.00	0.00	0.00
	Crompton Road	0.00	0.00	0.00
	Victoria Road (E)	1.64	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2	A	B	C
PCU	Victoria Road (W)	0	3	62
	Stanley Road	2	0	1
	Victoria Road (E)	61	1	0
Vehicles	Victoria Road (W)	0	3	63
	Stanley Road	2	0	1
	Victoria Road (E)	60	1	0
HGVs	Victoria Road (W)	0	0	0
	Stanley Road	0	0	0
	Victoria Road (E)	1	0	0
HGV%	Victoria Road (W)	0.00	0.00	0.00
	Stanley Road	0.00	0.00	0.00
	Victoria Road (E)	1.67	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3	A	B	C
PCU	Victoria Road (W)	0	0	67
	Nelson Wharf	0	0	1
	Victoria Road (E)	62	2	0
Vehicles	Victoria Road (W)	0	0	69
	Nelson Wharf	0	0	1
	Victoria Road (E)	61	2	0
HGVs	Victoria Road (W)	0	0	0
	Nelson Wharf	0	0	0
	Victoria Road (E)	1	0	0
HGV%	Victoria Road (W)	0.00	0.00	0.00
	Nelson Wharf	0.00	0.00	0.00
	Victoria Road (E)	1.64	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4	A	B	C
PCU	Victoria Road (W)	0	11	76
	School Road	7	0	3
	Victoria Road (E)	89	2	0
Vehicles	Victoria Road (W)	0	11	77
	School Road	7	0	3
	Victoria Road (E)	88	4	0
HGVs	Victoria Road (W)	0	1	0
	School Road	0	0	0
	Victoria Road (E)	2	0	0
HGV%	Victoria Road (W)	0.00	9.09	0.00
	School Road	0.00	0.00	0.00
	Victoria Road (E)	2.27	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

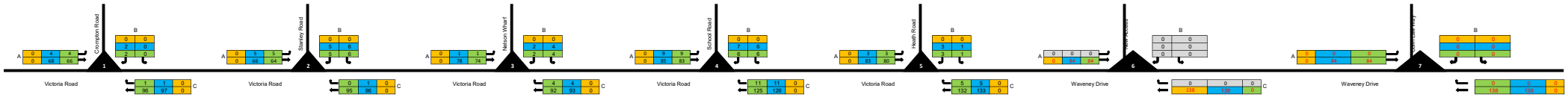
	Junction 5	A	B	C
PCU	Victoria Road (W)	0	1	76
	Heath Road	2	0	0
	Victoria Road (E)	90	1	0
Vehicles	Victoria Road (W)	0	1	77
	Heath Road	2	0	0
	Victoria Road (E)	90	1	0
HGVs	Victoria Road (W)	0	0	0
	Heath Road	0	0	0
	Victoria Road (E)	2	0	0
HGV%	Victoria Road (W)	0.00	0.00	0.00
	Heath Road	0.00	0.00	0.00
	Victoria Road (E)	2.22	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4	A	B	C
PCU	Waveney Drive (W)	0	0	77
	New Access	0	0	0
	Waveney Drive (E)	91	0	0
Vehicles	Waveney Drive (W)	0	0	77
	New Access	0	0	0
	Waveney Drive (E)	91	0	0
HGVs	Waveney Drive (W)	0	0	0
	New Access	0	0	0
	Waveney Drive (E)	0	0	0
HGV%	Waveney Drive (W)	0.00	0.00	0.00
	New Access	0.00	0.00	0.00
	Waveney Drive (E)	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5	A	B	C
PCU	Waveney Drive (W)	0	0	77
	Colin Law Way	0	0	0
	Waveney Drive (E)	91	0	0
Vehicles	Waveney Drive (W)	0	0	77
	Colin Law Way	0	0	0
	Waveney Drive (E)	91	0	0
HGVs	Waveney Drive (W)	0	0	0
	Colin Law Way	0	0	0
	Waveney Drive (E)	0	0	0
HGV%	Waveney Drive (W)	0.00	0.00	0.00
	Colin Law Way	0.00	0.00	0.00
	Waveney Drive (E)	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	2024 Observed PM Peak	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	1700 - 1715	008

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1	A	B	C
PCU	Victoria Road (W)	0	4	66
	Crompton Road	2	0	0
	Victoria Road (E)	96	1	0
Vehicles	Victoria Road (W)	0	4	68
	Crompton Road	2	0	0
	Victoria Road (E)	97	1	0
HGVs	Victoria Road (W)	0	0	0
	Crompton Road	0	0	0
	Victoria Road (E)	0	0	0
HGV%	Victoria Road (W)	0.00	0.00	0.00
	Crompton Road	0.00	0.00	0.00
	Victoria Road (E)	0.00	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2	A	B	C
PCU	Victoria Road (W)	0	5	64
	Stanley Road	5	0	6
	Victoria Road (E)	95	0	0
Vehicles	Victoria Road (W)	0	5	66
	Stanley Road	5	0	6
	Victoria Road (E)	96	1	0
HGVs	Victoria Road (W)	0	0	0
	Stanley Road	0	0	0
	Victoria Road (E)	0	0	0
HGV%	Victoria Road (W)	0.00	0.00	0.00
	Stanley Road	0.00	0.00	0.00
	Victoria Road (E)	0.00	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3	A	B	C
PCU	Victoria Road (W)	0	1	74
	Nelson Wharf	2	0	4
	Victoria Road (E)	92	4	0
Vehicles	Victoria Road (W)	0	1	78
	Nelson Wharf	2	0	4
	Victoria Road (E)	93	4	0
HGVs	Victoria Road (W)	0	0	0
	Nelson Wharf	0	0	0
	Victoria Road (E)	0	0	0
HGV%	Victoria Road (W)	0.00	0.00	0.00
	Nelson Wharf	0.00	0.00	0.00
	Victoria Road (E)	0.00	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4	A	B	C
PCU	Victoria Road (W)	0	9	83
	School Road	6	0	6
	Victoria Road (E)	125	11	0
Vehicles	Victoria Road (W)	0	9	85
	School Road	7	0	6
	Victoria Road (E)	126	11	0
HGVs	Victoria Road (W)	0	0	0
	School Road	0	0	0
	Victoria Road (E)	0	0	0
HGV%	Victoria Road (W)	0.00	0.00	0.00
	School Road	0.00	0.00	0.00
	Victoria Road (E)	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

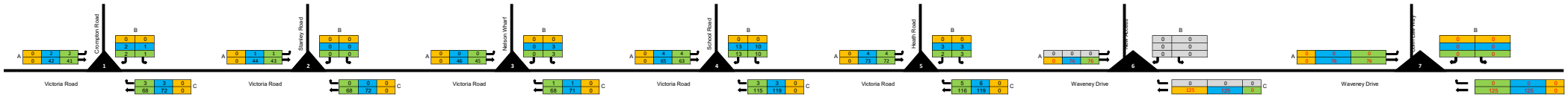
	Junction 5	A	B	C
PCU	Victoria Road (W)	0	3	80
	Heath Road	3	0	1
	Victoria Road (E)	132	5	0
Vehicles	Victoria Road (W)	0	3	83
	Heath Road	3	0	1
	Victoria Road (E)	133	5	0
HGVs	Victoria Road (W)	0	0	0
	Heath Road	0	0	0
	Victoria Road (E)	0	0	0
HGV%	Victoria Road (W)	0.00	0.00	0.00
	Heath Road	0.00	0.00	0.00
	Victoria Road (E)	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4	A	B	C
PCU	Waveney Drive (W)	0	0	84
	New Access	0	0	0
	Waveney Drive (E)	138	0	0
Vehicles	Waveney Drive (W)	0	0	84
	New Access	0	0	0
	Waveney Drive (E)	138	0	0
HGVs	Waveney Drive (W)	0	0	0
	New Access	0	0	0
	Waveney Drive (E)	0	0	0
HGV%	Waveney Drive (W)	0.00	0.00	0.00
	New Access	0.00	0.00	0.00
	Waveney Drive (E)	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5	A	B	C
PCU	Waveney Drive (W)	0	0	84
	Colin Law Way	0	0	0
	Waveney Drive (E)	138	0	0
Vehicles	Waveney Drive (W)	0	0	84
	Colin Law Way	0	0	0
	Waveney Drive (E)	138	0	0
HGVs	Waveney Drive (W)	0	0	0
	Colin Law Way	0	0	0
	Waveney Drive (E)	0	0	0
HGV%	Waveney Drive (W)	0.00	0.00	0.00
	Colin Law Way	0.00	0.00	0.00
	Waveney Drive (E)	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	2024 Observed PM Peak	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	1715 - 1730	009

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1	A	B	C
PCU	Victoria Road (W)	0	2	41
	Crompton Road	2	0	1
	Victoria Road (E)	68	3	0
Vehicles	Victoria Road (W)	0	2	42
	Crompton Road	2	0	1
	Victoria Road (E)	72	3	0
HGVs	Victoria Road (W)	0	0	0
	Crompton Road	0	0	0
	Victoria Road (E)	0	0	0
HGV%	Victoria Road (W)	0.00	0.00	0.00
	Crompton Road	0.00	0.00	0.00
	Victoria Road (E)	0.00	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2	A	B	C
PCU	Victoria Road (W)	0	1	43
	Stanley Road	0	0	0
	Victoria Road (E)	68	0	0
Vehicles	Victoria Road (W)	0	1	44
	Stanley Road	0	0	0
	Victoria Road (E)	72	0	0
HGVs	Victoria Road (W)	0	0	0
	Stanley Road	0	0	0
	Victoria Road (E)	0	0	0
HGV%	Victoria Road (W)	0.00	0.00	0.00
	Stanley Road	0.00	0.00	0.00
	Victoria Road (E)	0.00	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3	A	B	C
PCU	Victoria Road (W)	0	0	45
	Nelson Wharf	0	0	3
	Victoria Road (E)	68	1	0
Vehicles	Victoria Road (W)	0	0	46
	Nelson Wharf	0	0	3
	Victoria Road (E)	71	1	0
HGVs	Victoria Road (W)	0	0	0
	Nelson Wharf	0	0	0
	Victoria Road (E)	0	0	0
HGV%	Victoria Road (W)	0.00	0.00	0.00
	Nelson Wharf	0.00	0.00	0.00
	Victoria Road (E)	0.00	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4	A	B	C
PCU	Victoria Road (W)	0	4	63
	School Road	13	0	10
	Victoria Road (E)	115	3	0
Vehicles	Victoria Road (W)	0	4	65
	School Road	13	0	10
	Victoria Road (E)	119	3	0
HGVs	Victoria Road (W)	0	0	0
	School Road	0	0	0
	Victoria Road (E)	0	0	0
HGV%	Victoria Road (W)	0.00	0.00	0.00
	School Road	0.00	0.00	0.00
	Victoria Road (E)	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

	Junction 5	A	B	C
PCU	Victoria Road (W)	0	4	72
	Heath Road	2	0	3
	Victoria Road (E)	116	5	0
Vehicles	Victoria Road (W)	0	4	73
	Heath Road	3	0	3
	Victoria Road (E)	119	6	0
HGVs	Victoria Road (W)	0	0	0
	Heath Road	0	0	0
	Victoria Road (E)	0	0	0
HGV%	Victoria Road (W)	0.00	0.00	0.00
	Heath Road	0.00	0.00	0.00
	Victoria Road (E)	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4	A	B	C
PCU	Waveney Drive (W)	0	0	76
	New Access	0	0	0
	Waveney Drive (E)	125	0	0
Vehicles	Waveney Drive (W)	0	0	76
	New Access	0	0	0
	Waveney Drive (E)	125	0	0
HGVs	Waveney Drive (W)	0	0	0
	New Access	0	0	0
	Waveney Drive (E)	0	0	0
HGV%	Waveney Drive (W)	0.00	0.00	0.00
	New Access	0.00	0.00	0.00
	Waveney Drive (E)	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5	A	B	C
PCU	Waveney Drive (W)	0	0	76
	Colin Law Way	0	0	0
	Waveney Drive (E)	125	0	0
Vehicles	Waveney Drive (W)	0	0	76
	Colin Law Way	0	0	0
	Waveney Drive (E)	125	0	0
HGVs	Waveney Drive (W)	0	0	0
	Colin Law Way	0	0	0
	Waveney Drive (E)	0	0	0
HGV%	Waveney Drive (W)	0.00	0.00	0.00
	Colin Law Way	0.00	0.00	0.00
	Waveney Drive (E)	0.00	0.00	0.00

Project	Title	Originator
Kirkley Waterfront, Lowestoft	2024 Observed PM Peak	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	1630 - 1730	010

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	14	233
	Crompton Road	B	7	0	3
	Victoria Road (E)	C	295	7	0
Vehicles	Victoria Road (W)	A	0	14	238
	Crompton Road	B	7	0	3
	Victoria Road (E)	C	299	7	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.33	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	10	229
	Stanley Road	B	9	0	7
	Victoria Road (E)	C	292	4	0
Vehicles	Victoria Road (W)	A	0	10	235
	Stanley Road	B	9	0	7
	Victoria Road (E)	C	296	5	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.34	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	1	240
	Nelson Wharf	B	2	0	16
	Victoria Road (E)	C	291	11	0
Vehicles	Victoria Road (W)	A	0	1	247
	Nelson Wharf	B	2	0	16
	Victoria Road (E)	C	296	11	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.34	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	30	297
	School Road	B	39	0	34
	Victoria Road (E)	C	429	20	0
Vehicles	Victoria Road (W)	A	0	30	304
	School Road	B	40	0	35
	Victoria Road (E)	C	433	22	0
HGVs	Victoria Road (W)	A	0	1	0
	School Road	B	0	0	0
	Victoria Road (E)	C	2	0	0
HGV%	Victoria Road (W)	A	0.00	3.33	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.46	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

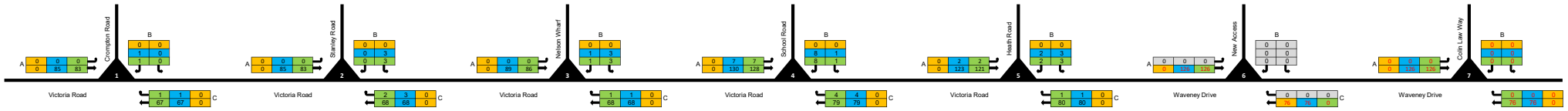
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	8	315
	Heath Road	B	8	0	5
	Victoria Road (E)	C	434	12	0
Vehicles	Victoria Road (W)	A	0	8	323
	Heath Road	B	9	0	5
	Victoria Road (E)	C	440	13	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	2	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.45	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	0	328
	New Access	B	0	0	0
	Waveney Drive (E)	C	453	0	0
Vehicles	Waveney Drive (W)	A	0	0	328
	New Access	B	0	0	0
	Waveney Drive (E)	C	453	0	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	0	328
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	453	0	0
Vehicles	Waveney Drive (W)	A	0	0	328
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	453	0	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	2034 AM Peak (TEMPro)	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	0815 - 0830	011

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	0	83
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	67	1	0
Vehicles	Victoria Road (W)	A	0	0	85
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	67	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	0	83
	Stanley Road	B	0	0	3
	Victoria Road (E)	C	68	2	0
Vehicles	Victoria Road (W)	A	0	0	85
	Stanley Road	B	0	0	3
	Victoria Road (E)	C	68	3	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	0	86
	Nelson Wharf	B	1	0	3
	Victoria Road (E)	C	68	1	0
Vehicles	Victoria Road (W)	A	0	0	89
	Nelson Wharf	B	1	0	3
	Victoria Road (E)	C	68	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	7	128
	School Road	B	8	0	1
	Victoria Road (E)	C	79	4	0
Vehicles	Victoria Road (W)	A	0	7	130
	School Road	B	8	0	1
	Victoria Road (E)	C	79	4	0
HGVs	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

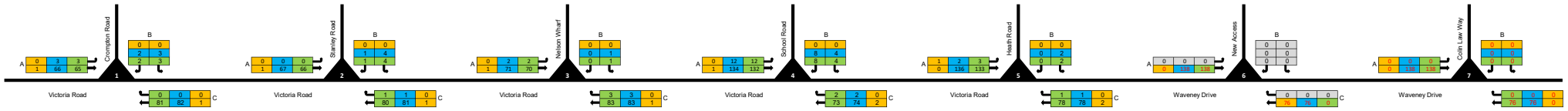
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	2	121
	Heath Road	B	2	0	3
	Victoria Road (E)	C	80	1	0
Vehicles	Victoria Road (W)	A	0	2	123
	Heath Road	B	2	0	3
	Victoria Road (E)	C	80	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	0	126
	New Access	B	0	0	0
	Waveney Drive (E)	C	76	0	0
Vehicles	Waveney Drive (W)	A	0	0	126
	New Access	B	0	0	0
	Waveney Drive (E)	C	76	0	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	0	126
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	76	0	0
Vehicles	Waveney Drive (W)	A	0	0	126
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	76	0	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	2034 AM Peak (TEMPro)	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	0830 - 0845	012

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	3	65
	Crompton Road	B	2	0	3
	Victoria Road (E)	C	81	0	0
Vehicles	Victoria Road (W)	A	0	3	66
	Crompton Road	B	2	0	3
	Victoria Road (E)	C	82	0	0
HGVs	Victoria Road (W)	A	0	0	1
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	1.67
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	1.33	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	0	66
	Stanley Road	B	1	0	4
	Victoria Road (E)	C	80	1	0
Vehicles	Victoria Road (W)	A	0	0	67
	Stanley Road	B	1	0	4
	Victoria Road (E)	C	81	1	0
HGVs	Victoria Road (W)	A	0	0	1
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	1.64
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	1.35	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	2	70
	Nelson Wharf	B	0	0	1
	Victoria Road (E)	C	83	3	0
Vehicles	Victoria Road (W)	A	0	2	71
	Nelson Wharf	B	0	0	1
	Victoria Road (E)	C	83	3	0
HGVs	Victoria Road (W)	A	0	0	1
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	1.54
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	1.32	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	12	132
	School Road	B	8	0	4
	Victoria Road (E)	C	73	2	0
Vehicles	Victoria Road (W)	A	0	12	134
	School Road	B	8	0	4
	Victoria Road (E)	C	74	2	0
HGVs	Victoria Road (W)	A	0	0	1
	School Road	B	0	0	0
	Victoria Road (E)	C	2	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.82
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	2.99	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

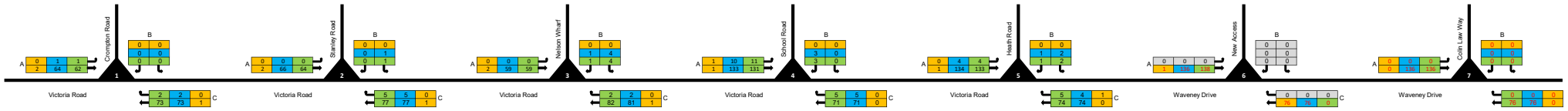
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	3	133
	Heath Road	B	0	0	2
	Victoria Road (E)	C	78	1	0
Vehicles	Victoria Road (W)	A	0	2	136
	Heath Road	B	0	0	2
	Victoria Road (E)	C	78	1	0
HGVs	Victoria Road (W)	A	0	1	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	2	0	0
HGV%	Victoria Road (W)	A	0.00	50.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	2.82	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	0	138
	New Access	B	0	0	0
	Waveney Drive (E)	C	76	0	0
Vehicles	Waveney Drive (W)	A	0	0	138
	New Access	B	0	0	0
	Waveney Drive (E)	C	76	0	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	0	138
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	76	0	0
Vehicles	Waveney Drive (W)	A	0	0	138
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	76	0	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	2034 AM Peak (TEMPro)	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	0845 - 0900	013

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1	A	B	C
PCU	Victoria Road (W)	0	1	62
	Crompton Road	0	0	0
	Victoria Road (E)	73	2	0
Vehicles	Victoria Road (W)	0	1	64
	Crompton Road	0	0	0
	Victoria Road (E)	73	2	0
HGVs	Victoria Road (W)	0	0	2
	Crompton Road	0	0	0
	Victoria Road (E)	1	0	0
HGV%	Victoria Road (W)	0.00	0.00	3.45
	Crompton Road	0.00	0.00	0.00
	Victoria Road (E)	1.52	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2	A	B	C
PCU	Victoria Road (W)	0	0	64
	Stanley Road	0	0	1
	Victoria Road (E)	77	5	0
Vehicles	Victoria Road (W)	0	0	66
	Stanley Road	0	0	1
	Victoria Road (E)	77	5	0
HGVs	Victoria Road (W)	0	0	2
	Stanley Road	0	0	0
	Victoria Road (E)	1	0	0
HGV%	Victoria Road (W)	0.00	0.00	3.33
	Stanley Road	0.00	0.00	0.00
	Victoria Road (E)	1.43	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3	A	B	C
PCU	Victoria Road (W)	0	0	59
	Nelson Wharf	1	0	4
	Victoria Road (E)	82	2	0
Vehicles	Victoria Road (W)	0	0	59
	Nelson Wharf	1	0	4
	Victoria Road (E)	81	2	0
HGVs	Victoria Road (W)	0	0	2
	Nelson Wharf	0	0	0
	Victoria Road (E)	1	0	0
HGV%	Victoria Road (W)	0.00	0.00	3.70
	Nelson Wharf	0.00	0.00	0.00
	Victoria Road (E)	1.35	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4	A	B	C
PCU	Victoria Road (W)	0	11	131
	School Road	3	0	0
	Victoria Road (E)	71	5	0
Vehicles	Victoria Road (W)	0	10	133
	School Road	3	0	0
	Victoria Road (E)	71	5	0
HGVs	Victoria Road (W)	0	1	1
	School Road	0	0	0
	Victoria Road (E)	0	0	0
HGV%	Victoria Road (W)	0.00	11.11	0.83
	School Road	0.00	0.00	0.00
	Victoria Road (E)	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

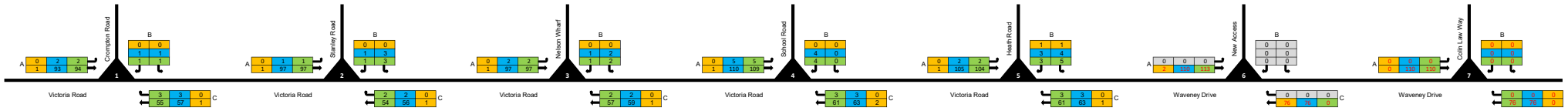
	Junction 5	A	B	C
PCU	Victoria Road (W)	0	4	133
	Heath Road	1	0	2
	Victoria Road (E)	74	5	0
Vehicles	Victoria Road (W)	0	4	134
	Heath Road	1	0	2
	Victoria Road (E)	74	4	0
HGVs	Victoria Road (W)	0	0	1
	Heath Road	0	0	0
	Victoria Road (E)	0	1	0
HGV%	Victoria Road (W)	0.00	0.00	0.82
	Heath Road	0.00	0.00	0.00
	Victoria Road (E)	0.00	25.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4	A	B	C
PCU	Waveney Drive (W)	0	0	138
	New Access	0	0	0
	Waveney Drive (E)	76	0	0
Vehicles	Waveney Drive (W)	0	0	138
	New Access	0	0	0
	Waveney Drive (E)	76	0	0
HGVs	Waveney Drive (W)	0	0	1
	New Access	0	0	0
	Waveney Drive (E)	0	0	0
HGV%	Waveney Drive (W)	0.00	0.00	0.81
	New Access	0.00	0.00	0.00
	Waveney Drive (E)	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5	A	B	C
PCU	Waveney Drive (W)	0	0	136
	Colin Law Way	0	0	0
	Waveney Drive (E)	76	0	0
Vehicles	Waveney Drive (W)	0	0	136
	Colin Law Way	0	0	0
	Waveney Drive (E)	76	0	0
HGVs	Waveney Drive (W)	0	0	0
	Colin Law Way	0	0	0
	Waveney Drive (E)	0	0	0
HGV%	Waveney Drive (W)	0.00	0.00	0.00
	Colin Law Way	0.00	0.00	0.00
	Waveney Drive (E)	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	2034 AM Peak (TEMPro)	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	0900 - 0915	014

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

PCU

Junction 1		A	B	C
Victoria Road (W)	A	0	2	94
Crompton Road	B	1	0	1
Victoria Road (E)	C	55	3	0

Vehicles

Junction 1		A	B	C
Victoria Road (W)	A	0	2	93
Crompton Road	B	1	0	1
Victoria Road (E)	C	57	3	0

HGVs

Junction 1		A	B	C
Victoria Road (W)	A	0	0	1
Crompton Road	B	0	0	0
Victoria Road (E)	C	1	0	0

HGV%

Junction 1		A	B	C
Victoria Road (W)	A	0.00	0.00	1.18
Crompton Road	B	0.00	0.00	0.00
Victoria Road (E)	C	1.92	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

PCU

Junction 2		A	B	C
Victoria Road (W)	A	0	1	97
Stanley Road	B	1	0	3
Victoria Road (E)	C	54	2	0

Vehicles

Junction 2		A	B	C
Victoria Road (W)	A	0	1	97
Stanley Road	B	1	0	3
Victoria Road (E)	C	56	2	0

HGVs

Junction 2		A	B	C
Victoria Road (W)	A	0	0	1
Stanley Road	B	0	0	0
Victoria Road (E)	C	1	0	0

HGV%

Junction 2		A	B	C
Victoria Road (W)	A	0.00	0.00	1.14
Stanley Road	B	0.00	0.00	0.00
Victoria Road (E)	C	1.96	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

PCU

Junction 3		A	B	C
Victoria Road (W)	A	0	2	97
Nelson Wharf	B	1	0	2
Victoria Road (E)	C	57	2	0

Vehicles

Junction 3		A	B	C
Victoria Road (W)	A	0	2	97
Nelson Wharf	B	1	0	2
Victoria Road (E)	C	59	2	0

HGVs

Junction 3		A	B	C
Victoria Road (W)	A	0	0	1
Nelson Wharf	B	0	0	0
Victoria Road (E)	C	1	0	0

HGV%

Junction 3		A	B	C
Victoria Road (W)	A	0.00	0.00	1.14
Nelson Wharf	B	0.00	0.00	0.00
Victoria Road (E)	C	1.85	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

PCU

Junction 4		A	B	C
Victoria Road (W)	A	0	5	109
School Road	B	4	0	0
Victoria Road (E)	C	61	3	0

Vehicles

Junction 4		A	B	C
Victoria Road (W)	A	0	5	110
School Road	B	4	0	0
Victoria Road (E)	C	63	3	0

HGVs

Junction 4		A	B	C
Victoria Road (W)	A	0	0	1
School Road	B	0	0	0
Victoria Road (E)	C	2	0	0

HGV%

Junction 4		A	B	C
Victoria Road (W)	A	0.00	0.00	1.00
School Road	B	0.00	0.00	0.00
Victoria Road (E)	C	3.51	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

PCU

Junction 5		A	B	C
Victoria Road (W)	A	0	2	104
Heath Road	B	3	0	5
Victoria Road (E)	C	61	3	0

Vehicles

Junction 5		A	B	C
Victoria Road (W)	A	0	2	105
Heath Road	B	3	0	4
Victoria Road (E)	C	63	3	0

HGVs

Junction 5		A	B	C
Victoria Road (W)	A	0	0	1
Heath Road	B	1	0	1
Victoria Road (E)	C	1	0	0

HGV%

Junction 5		A	B	C
Victoria Road (W)	A	0.00	0.00	1.04
Heath Road	B	33.33	0.00	25.00
Victoria Road (E)	C	1.75	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

PCU

Junction 4		A	B	C
Waveney Drive (W)	A	0	0	113
New Access	B	0	0	0
Waveney Drive (E)	C	76	0	0

Vehicles

Junction 4		A	B	C
Waveney Drive (W)	A	0	0	110
New Access	B	0	0	0
Waveney Drive (E)	C	76	0	0

HGVs

Junction 4		A	B	C
Waveney Drive (W)	A	0	0	2
New Access	B	0	0	0
Waveney Drive (E)	C	0	0	0

HGV%

Junction 4		A	B	C
Waveney Drive (W)	A	0.00	0.00	2.00
New Access	B	0.00	0.00	0.00
Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

PCU

Junction 5		A	B	C
Waveney Drive (W)	A	0	0	110
Colin Law Way	B	0	0	0
Waveney Drive (E)	C	76	0	0

Vehicles

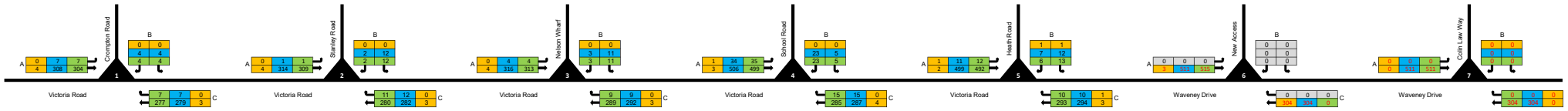
Junction 5		A	B	C
Waveney Drive (W)	A	0	0	110
Colin Law Way	B	0	0	0
Waveney Drive (E)	C	76	0	0

HGVs

Junction 5		A	B	C
Waveney Drive (W)	A	0	0	0
Colin Law Way	B	0	0	0
Waveney Drive (E)	C	0	0	0

HGV%

Junction 5		A	B	C
Waveney Drive (W)	A	0.00	0.00	0.00
Colin Law Way	B	0.00	0.00	0.00
Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	2034 AM Peak (TEMPro)	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	0815 - 0915	015

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	7	304
	Crompton Road	B	4	0	4
	Victoria Road (E)	C	277	7	0
Vehicles	Victoria Road (W)	A	0	7	308
	Crompton Road	B	4	0	4
	Victoria Road (E)	C	279	7	0
HGVs	Victoria Road (W)	A	0	0	4
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	3	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	1.43
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	1.18	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	1	309
	Stanley Road	B	2	0	12
	Victoria Road (E)	C	280	11	0
Vehicles	Victoria Road (W)	A	0	1	314
	Stanley Road	B	2	0	12
	Victoria Road (E)	C	282	12	0
HGVs	Victoria Road (W)	A	0	0	4
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	3	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	1.40
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	1.17	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	4	313
	Nelson Wharf	B	3	0	11
	Victoria Road (E)	C	289	9	0
Vehicles	Victoria Road (W)	A	0	4	316
	Nelson Wharf	B	3	0	11
	Victoria Road (E)	C	292	9	0
HGVs	Victoria Road (W)	A	0	0	4
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	3	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	1.39
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	1.13	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	35	499
	School Road	B	23	0	5
	Victoria Road (E)	C	285	15	0
Vehicles	Victoria Road (W)	A	0	34	506
	School Road	B	23	0	5
	Victoria Road (E)	C	287	15	0
HGVs	Victoria Road (W)	A	0	1	3
	School Road	B	0	0	0
	Victoria Road (E)	C	4	0	0
HGV%	Victoria Road (W)	A	0.00	3.23	0.65
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	1.53	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

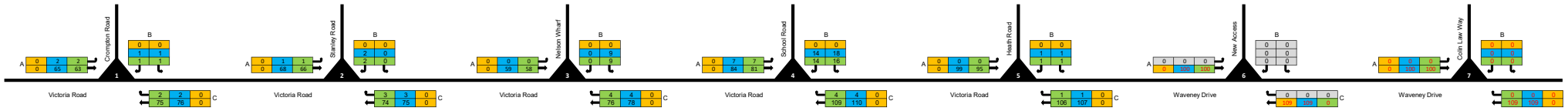
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	12	492
	Heath Road	B	6	0	13
	Victoria Road (E)	C	293	10	0
Vehicles	Victoria Road (W)	A	0	11	499
	Heath Road	B	7	0	12
	Victoria Road (E)	C	294	10	0
HGVs	Victoria Road (W)	A	0	1	2
	Heath Road	B	1	0	1
	Victoria Road (E)	C	3	1	0
HGV%	Victoria Road (W)	A	0.00	10.00	0.44
	Heath Road	B	16.67	0.00	9.09
	Victoria Road (E)	C	1.12	11.11	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	0	515
	New Access	B	0	0	0
	Waveney Drive (E)	C	304	0	0
Vehicles	Waveney Drive (W)	A	0	0	511
	New Access	B	0	0	0
	Waveney Drive (E)	C	304	0	0
HGVs	Waveney Drive (W)	A	0	0	3
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.65
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	0	511
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	304	0	0
Vehicles	Waveney Drive (W)	A	0	0	511
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	304	0	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	2034 PM Peak (TEMPro)	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	1630 - 1645	016

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	2	63
	Crompton Road	B	1	0	1
	Victoria Road (E)	C	75	2	0
Vehicles	Victoria Road (W)	A	0	2	65
	Crompton Road	B	1	0	1
	Victoria Road (E)	C	76	2	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	1	66
	Stanley Road	B	2	0	0
	Victoria Road (E)	C	74	3	0
Vehicles	Victoria Road (W)	A	0	1	68
	Stanley Road	B	2	0	0
	Victoria Road (E)	C	75	3	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	0	58
	Nelson Wharf	B	0	0	9
	Victoria Road (E)	C	76	4	0
Vehicles	Victoria Road (W)	A	0	0	59
	Nelson Wharf	B	0	0	9
	Victoria Road (E)	C	78	4	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	7	81
	School Road	B	14	0	16
	Victoria Road (E)	C	109	4	0
Vehicles	Victoria Road (W)	A	0	7	84
	School Road	B	14	0	18
	Victoria Road (E)	C	110	4	0
HGVs	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

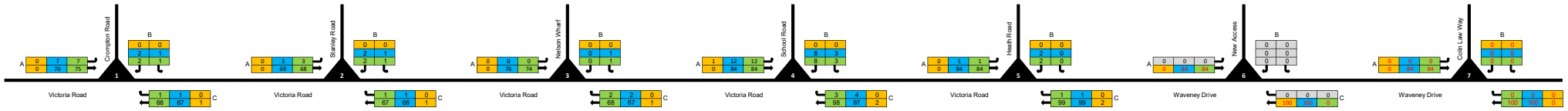
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	0	95
	Heath Road	B	1	0	1
	Victoria Road (E)	C	106	1	0
Vehicles	Victoria Road (W)	A	0	0	99
	Heath Road	B	1	0	1
	Victoria Road (E)	C	107	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	0	100
	New Access	B	0	0	0
	Waveney Drive (E)	C	109	0	0
Vehicles	Waveney Drive (W)	A	0	0	100
	New Access	B	0	0	0
	Waveney Drive (E)	C	109	0	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	0	100
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	109	0	0
Vehicles	Waveney Drive (W)	A	0	0	100
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	109	0	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	2034 PM Peak (TEMPro)	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	1645 - 1700	017

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	7	75
	Crompton Road	B	2	0	1
	Victoria Road (E)	C	68	1	0
Vehicles	Victoria Road (W)	A	0	7	76
	Crompton Road	B	2	0	1
	Victoria Road (E)	C	67	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	1.64	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	3	68
	Stanley Road	B	2	0	1
	Victoria Road (E)	C	67	1	0
Vehicles	Victoria Road (W)	A	0	3	69
	Stanley Road	B	2	0	1
	Victoria Road (E)	C	66	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	1.67	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	0	74
	Nelson Wharf	B	0	0	1
	Victoria Road (E)	C	68	2	0
Vehicles	Victoria Road (W)	A	0	0	76
	Nelson Wharf	B	0	0	1
	Victoria Road (E)	C	67	2	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	1.64	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	12	84
	School Road	B	8	0	3
	Victoria Road (E)	C	98	3	0
Vehicles	Victoria Road (W)	A	0	12	84
	School Road	B	8	0	3
	Victoria Road (E)	C	97	4	0
HGVs	Victoria Road (W)	A	0	1	0
	School Road	B	0	0	0
	Victoria Road (E)	C	2	0	0
HGV%	Victoria Road (W)	A	0.00	9.09	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	2.27	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

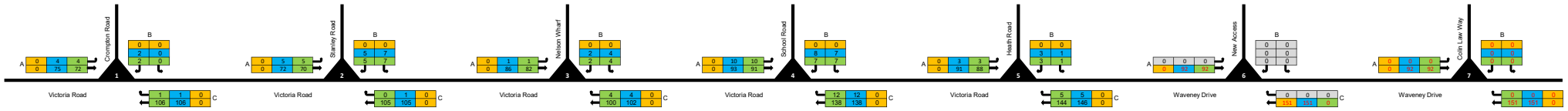
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	1	84
	Heath Road	B	2	0	0
	Victoria Road (E)	C	99	1	0
Vehicles	Victoria Road (W)	A	0	1	84
	Heath Road	B	2	0	0
	Victoria Road (E)	C	99	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	2	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	2.22	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	0	84
	New Access	B	0	0	0
	Waveney Drive (E)	C	100	0	0
Vehicles	Waveney Drive (W)	A	0	0	84
	New Access	B	0	0	0
	Waveney Drive (E)	C	100	0	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	0	84
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	100	0	0
Vehicles	Waveney Drive (W)	A	0	0	84
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	100	0	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	2034 PM Peak (TEMPro)	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	1700 - 1715	018

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	4	72
	Crompton Road	B	2	0	0
	Victoria Road (E)	C	106	1	0
Vehicles	Victoria Road (W)	A	0	4	75
	Crompton Road	B	2	0	0
	Victoria Road (E)	C	106	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	5	70
	Stanley Road	B	5	0	7
	Victoria Road (E)	C	105	0	0
Vehicles	Victoria Road (W)	A	0	5	72
	Stanley Road	B	5	0	7
	Victoria Road (E)	C	105	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	1	82
	Nelson Wharf	B	2	0	4
	Victoria Road (E)	C	100	4	0
Vehicles	Victoria Road (W)	A	0	1	86
	Nelson Wharf	B	2	0	4
	Victoria Road (E)	C	102	4	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	10	91
	School Road	B	7	0	7
	Victoria Road (E)	C	138	12	0
Vehicles	Victoria Road (W)	A	0	10	93
	School Road	B	8	0	7
	Victoria Road (E)	C	138	12	0
HGVs	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

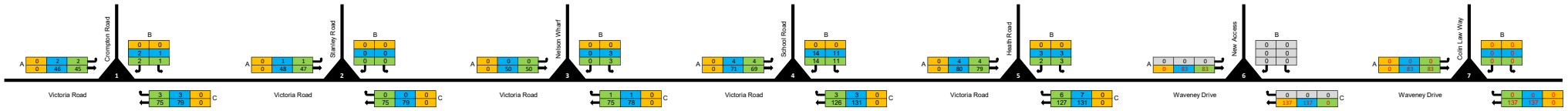
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	3	88
	Heath Road	B	3	0	1
	Victoria Road (E)	C	144	5	0
Vehicles	Victoria Road (W)	A	0	3	91
	Heath Road	B	3	0	1
	Victoria Road (E)	C	146	5	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	0	92
	New Access	B	0	0	0
	Waveney Drive (E)	C	151	0	0
Vehicles	Waveney Drive (W)	A	0	0	92
	New Access	B	0	0	0
	Waveney Drive (E)	C	151	0	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	0	92
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	151	0	0
Vehicles	Waveney Drive (W)	A	0	0	92
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	151	0	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	2034 PM Peak (TEMPro)	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	1715 - 1730	019

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	2	45
	Crompton Road	B	2	0	1
	Victoria Road (E)	C	75	3	0
Vehicles	Victoria Road (W)	A	0	2	46
	Crompton Road	B	2	0	1
	Victoria Road (E)	C	79	3	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	1	47
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	75	0	0
Vehicles	Victoria Road (W)	A	0	1	48
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	79	0	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	0	50
	Nelson Wharf	B	0	0	3
	Victoria Road (E)	C	75	1	0
Vehicles	Victoria Road (W)	A	0	0	50
	Nelson Wharf	B	0	0	3
	Victoria Road (E)	C	78	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	4	69
	School Road	B	14	0	11
	Victoria Road (E)	C	126	3	0
Vehicles	Victoria Road (W)	A	0	4	71
	School Road	B	14	0	11
	Victoria Road (E)	C	131	3	0
HGVs	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

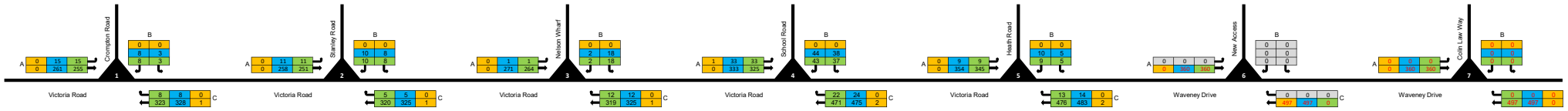
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	4	79
	Heath Road	B	2	0	3
	Victoria Road (E)	C	127	6	0
Vehicles	Victoria Road (W)	A	0	4	80
	Heath Road	B	3	0	3
	Victoria Road (E)	C	131	7	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	0	83
	New Access	B	0	0	0
	Waveney Drive (E)	C	137	0	0
Vehicles	Waveney Drive (W)	A	0	0	83
	New Access	B	0	0	0
	Waveney Drive (E)	C	137	0	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	0	83
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	137	0	0
Vehicles	Waveney Drive (W)	A	0	0	83
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	137	0	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	2034 PM Peak (TEMPro)	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	1630 - 1730	020

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	15	255
	Crompton Road	B	8	0	3
	Victoria Road (E)	C	323	8	0
Vehicles	Victoria Road (W)	A	0	15	261
	Crompton Road	B	8	0	3
	Victoria Road (E)	C	328	8	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.33	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	11	251
	Stanley Road	B	10	0	8
	Victoria Road (E)	C	320	5	0
Vehicles	Victoria Road (W)	A	0	11	258
	Stanley Road	B	10	0	8
	Victoria Road (E)	C	325	5	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.34	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	1	264
	Nelson Wharf	B	2	0	18
	Victoria Road (E)	C	319	12	0
Vehicles	Victoria Road (W)	A	0	1	271
	Nelson Wharf	B	2	0	18
	Victoria Road (E)	C	325	12	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.34	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	33	325
	School Road	B	43	0	37
	Victoria Road (E)	C	471	22	0
Vehicles	Victoria Road (W)	A	0	33	333
	School Road	B	44	0	38
	Victoria Road (E)	C	475	24	0
HGVs	Victoria Road (W)	A	0	1	0
	School Road	B	0	0	0
	Victoria Road (E)	C	2	0	0
HGV%	Victoria Road (W)	A	0.00	3.33	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.46	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

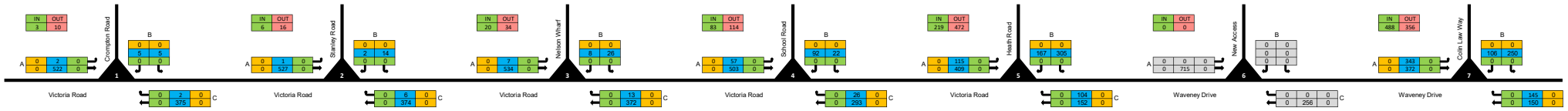
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	9	345
	Heath Road	B	9	0	5
	Victoria Road (E)	C	476	13	0
Vehicles	Victoria Road (W)	A	0	9	354
	Heath Road	B	10	0	5
	Victoria Road (E)	C	483	14	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	2	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.45	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	0	360
	New Access	B	0	0	0
	Waveney Drive (E)	C	497	0	0
Vehicles	Waveney Drive (W)	A	0	0	360
	New Access	B	0	0	0
	Waveney Drive (E)	C	497	0	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	0	360
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	497	0	0
Vehicles	Waveney Drive (W)	A	0	0	360
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	497	0	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Scenario C Development Flows	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	AM Peak Period	021

Key

Direction
PCUs
Total Vehicles
HGVs

IN	OUT
819	1002

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
Vehicles	Victoria Road (W)	A	0	2	522
	Crompton Road	B	5	0	5
	Victoria Road (E)	C	375	2	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
Vehicles	Victoria Road (W)	A	0	1	527
	Stanley Road	B	2	0	14
	Victoria Road (E)	C	374	6	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	0	0	0
Vehicles	Victoria Road (W)	A	0	7	534
	Nelson Wharf	B	8	0	26
	Victoria Road (E)	C	372	13	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
Vehicles	Victoria Road (W)	A	0	57	503
	School Road	B	92	0	22
	Victoria Road (E)	C	293	26	0
HGVs	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

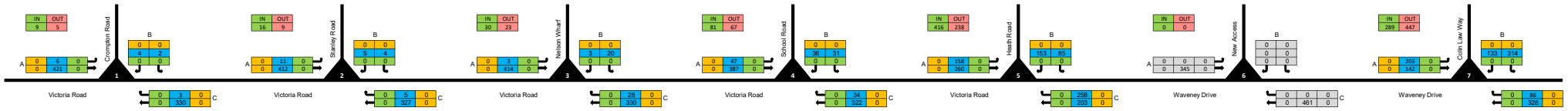
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
Vehicles	Victoria Road (W)	A	0	115	409
	Heath Road	B	167	0	305
	Victoria Road (E)	C	152	104	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
Vehicles	Waveney Drive (W)	A	0	0	715
	New Access	B	0	0	0
	Waveney Drive (E)	C	256	0	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
Vehicles	Waveney Drive (W)	A	0	343	372
	Colin Law Way	B	106	0	250
	Waveney Drive (E)	C	150	145	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Scenario C Development Flows	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	PM Peak Period	022

Key

Direction
PCUs
Total Vehicles
HGVs

IN	OUT
841	789

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
Vehicles	Victoria Road (W)	A	0	6	421
	Crompton Road	B	4	0	2
	Victoria Road (E)	C	330	3	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
Vehicles	Victoria Road (W)	A	0	11	412
	Stanley Road	B	5	0	4
	Victoria Road (E)	C	327	5	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	0	0	0
Vehicles	Victoria Road (W)	A	0	3	414
	Nelson Wharf	B	3	0	20
	Victoria Road (E)	C	330	28	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
Vehicles	Victoria Road (W)	A	0	47	387
	School Road	B	36	0	31
	Victoria Road (E)	C	322	34	0
HGVs	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

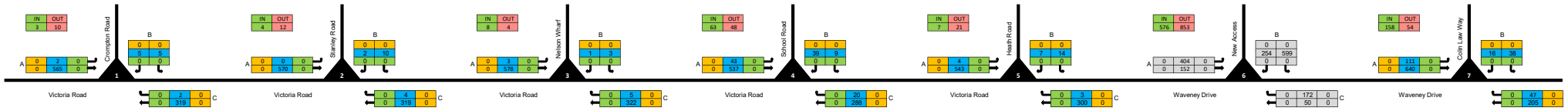
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
Vehicles	Victoria Road (W)	A	0	158	260
	Heath Road	B	153	0	85
	Victoria Road (E)	C	203	258	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
Vehicles	Waveney Drive (W)	A	0	0	345
	New Access	B	0	0	0
	Waveney Drive (E)	C	461	0	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
Vehicles	Waveney Drive (W)	A	0	203	142
	Colin Law Way	B	133	0	314
	Waveney Drive (E)	C	328	86	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Scenario D/E Development Flows	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	AM Peak Period	023

Key

Direction
PCUs
Total Vehicles
HGVs

IN	OUT
819	1002

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
Vehicles	Victoria Road (W)	A	0	2	565
	Crompton Road	B	5	0	5
	Victoria Road (E)	C	319	2	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
Vehicles	Victoria Road (W)	A	0	0	570
	Stanley Road	B	2	0	10
	Victoria Road (E)	C	319	4	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	0	0	0
Vehicles	Victoria Road (W)	A	0	3	578
	Nelson Wharf	B	1	0	3
	Victoria Road (E)	C	322	5	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
Vehicles	Victoria Road (W)	A	0	43	537
	School Road	B	39	0	9
	Victoria Road (E)	C	288	20	0
HGVs	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

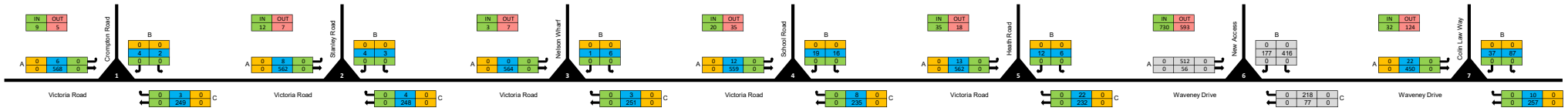
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
Vehicles	Victoria Road (W)	A	0	4	543
	Heath Road	B	7	0	14
	Victoria Road (E)	C	300	3	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
Vehicles	Waveney Drive (W)	A	0	404	152
	New Access	B	254	0	599
	Waveney Drive (E)	C	50	172	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
Vehicles	Waveney Drive (W)	A	0	111	640
	Colin Law Way	B	16	0	38
	Waveney Drive (E)	C	205	47	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Scenario D/E Development Flows	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	PM Peak Period	024

Key

Direction
PCUs
Total Vehicles
HGVs

IN	OUT
841	789

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
Vehicles	Victoria Road (W)	A	0	6	568
	Crompton Road	B	4	0	2
	Victoria Road (E)	C	249	3	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
Vehicles	Victoria Road (W)	A	0	8	562
	Stanley Road	B	4	0	3
	Victoria Road (E)	C	248	4	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	0	0	0
Vehicles	Victoria Road (W)	A	0	0	564
	Nelson Wharf	B	1	0	6
	Victoria Road (E)	C	251	3	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
Vehicles	Victoria Road (W)	A	0	12	559
	School Road	B	19	0	16
	Victoria Road (E)	C	235	8	0
HGVs	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

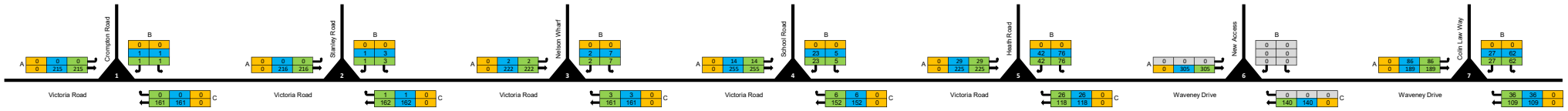
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
Vehicles	Victoria Road (W)	A	0	13	562
	Heath Road	B	12	0	6
	Victoria Road (E)	C	232	22	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
Vehicles	Waveney Drive (W)	A	0	512	56
	New Access	B	177	0	416
	Waveney Drive (E)	C	77	218	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
Vehicles	Waveney Drive (W)	A	0	22	450
	Colin Law Way	B	37	0	87
	Waveney Drive (E)	C	257	10	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development Scenario C	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	0815 - 0830	025

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	0	215
	Crompton Road	B	1	0	1
	Victoria Road (E)	C	161	0	0
Vehicles	Victoria Road (W)	A	0	0	215
	Crompton Road	B	1	0	1
	Victoria Road (E)	C	161	0	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	0	216
	Stanley Road	B	1	0	3
	Victoria Road (E)	C	162	1	0
Vehicles	Victoria Road (W)	A	0	0	216
	Stanley Road	B	1	0	3
	Victoria Road (E)	C	162	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	2	222
	Nelson Wharf	B	2	0	7
	Victoria Road (E)	C	161	3	0
Vehicles	Victoria Road (W)	A	0	2	222
	Nelson Wharf	B	2	0	7
	Victoria Road (E)	C	161	3	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	14	255
	School Road	B	23	0	5
	Victoria Road (E)	C	152	6	0
Vehicles	Victoria Road (W)	A	0	14	255
	School Road	B	23	0	5
	Victoria Road (E)	C	152	6	0
HGVs	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

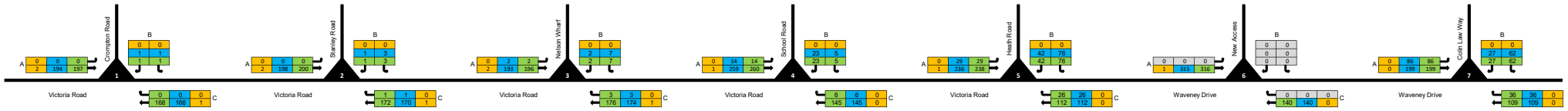
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	29	225
	Heath Road	B	42	0	76
	Victoria Road (E)	C	118	26	0
Vehicles	Victoria Road (W)	A	0	29	225
	Heath Road	B	42	0	76
	Victoria Road (E)	C	118	26	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	0	305
	New Access	B	0	0	0
	Waveney Drive (E)	C	140	0	0
Vehicles	Waveney Drive (W)	A	0	0	305
	New Access	B	0	0	0
	Waveney Drive (E)	C	140	0	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	86	189
	Colin Law Way	B	27	0	62
	Waveney Drive (E)	C	109	36	0
Vehicles	Waveney Drive (W)	A	0	86	189
	Colin Law Way	B	27	0	62
	Waveney Drive (E)	C	109	36	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development Scenario C	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	0830 - 0845	026

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	0	197
	Crompton Road	B	1	0	1
	Victoria Road (E)	C	168	0	0
Vehicles	Victoria Road (W)	A	0	0	194
	Crompton Road	B	1	0	1
	Victoria Road (E)	C	166	0	0
HGVs	Victoria Road (W)	A	0	0	2
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	1.13
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.66	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	0	200
	Stanley Road	B	1	0	3
	Victoria Road (E)	C	172	1	0
Vehicles	Victoria Road (W)	A	0	0	198
	Stanley Road	B	1	0	3
	Victoria Road (E)	C	170	1	0
HGVs	Victoria Road (W)	A	0	0	2
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	1.11
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.64	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	2	196
	Nelson Wharf	B	2	0	7
	Victoria Road (E)	C	176	3	0
Vehicles	Victoria Road (W)	A	0	2	193
	Nelson Wharf	B	2	0	7
	Victoria Road (E)	C	174	3	0
HGVs	Victoria Road (W)	A	0	0	2
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	1.14
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.63	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	14	260
	School Road	B	23	0	5
	Victoria Road (E)	C	145	6	0
Vehicles	Victoria Road (W)	A	0	14	259
	School Road	B	23	0	5
	Victoria Road (E)	C	145	6	0
HGVs	Victoria Road (W)	A	0	0	1
	School Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.42
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

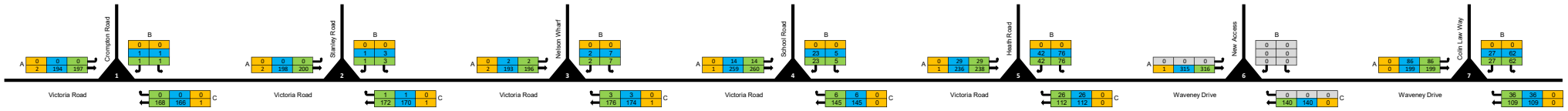
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	29	238
	Heath Road	B	42	0	76
	Victoria Road (E)	C	112	26	0
Vehicles	Victoria Road (W)	A	0	29	236
	Heath Road	B	42	0	76
	Victoria Road (E)	C	112	26	0
HGVs	Victoria Road (W)	A	0	0	1
	Heath Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.46
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	0	316
	New Access	B	0	0	0
	Waveney Drive (E)	C	140	0	0
Vehicles	Waveney Drive (W)	A	0	0	315
	New Access	B	0	0	0
	Waveney Drive (E)	C	140	0	0
HGVs	Waveney Drive (W)	A	0	0	1
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.35
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	86	199
	Colin Law Way	B	27	0	62
	Waveney Drive (E)	C	109	36	0
Vehicles	Waveney Drive (W)	A	0	86	199
	Colin Law Way	B	27	0	62
	Waveney Drive (E)	C	109	36	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development Scenario C	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	0845 - 0900	027

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	0	197
	Crompton Road	B	1	0	1
	Victoria Road (E)	C	168	0	0
Vehicles	Victoria Road (W)	A	0	0	194
	Crompton Road	B	1	0	1
	Victoria Road (E)	C	166	0	0
HGVs	Victoria Road (W)	A	0	0	2
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	1.13
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.66	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	0	200
	Stanley Road	B	1	0	3
	Victoria Road (E)	C	172	1	0
Vehicles	Victoria Road (W)	A	0	0	198
	Stanley Road	B	1	0	3
	Victoria Road (E)	C	170	1	0
HGVs	Victoria Road (W)	A	0	0	2
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	1.11
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.64	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	2	196
	Nelson Wharf	B	2	0	7
	Victoria Road (E)	C	176	3	0
Vehicles	Victoria Road (W)	A	0	2	193
	Nelson Wharf	B	2	0	7
	Victoria Road (E)	C	174	3	0
HGVs	Victoria Road (W)	A	0	0	2
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	1.14
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.63	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	14	260
	School Road	B	23	0	5
	Victoria Road (E)	C	145	6	0
Vehicles	Victoria Road (W)	A	0	14	259
	School Road	B	23	0	5
	Victoria Road (E)	C	145	6	0
HGVs	Victoria Road (W)	A	0	0	1
	School Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.42
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

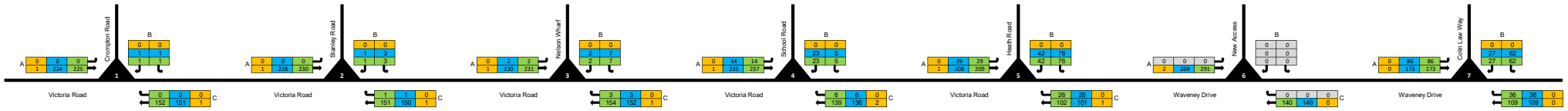
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	29	238
	Heath Road	B	42	0	76
	Victoria Road (E)	C	112	26	0
Vehicles	Victoria Road (W)	A	0	29	236
	Heath Road	B	42	0	76
	Victoria Road (E)	C	112	26	0
HGVs	Victoria Road (W)	A	0	0	1
	Heath Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.46
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	0	316
	New Access	B	0	0	0
	Waveney Drive (E)	C	140	0	0
Vehicles	Waveney Drive (W)	A	0	0	315
	New Access	B	0	0	0
	Waveney Drive (E)	C	140	0	0
HGVs	Waveney Drive (W)	A	0	0	1
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.35
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	86	199
	Colin Law Way	B	27	0	62
	Waveney Drive (E)	C	109	36	0
Vehicles	Waveney Drive (W)	A	0	86	199
	Colin Law Way	B	27	0	62
	Waveney Drive (E)	C	109	36	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development Scenario C	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	0900 - 0915	028

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	0	225
	Crompton Road	B	1	0	1
	Victoria Road (E)	C	152	0	0
Vehicles	Victoria Road (W)	A	0	0	224
	Crompton Road	B	1	0	1
	Victoria Road (E)	C	151	0	0
HGVs	Victoria Road (W)	A	0	0	1
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.49
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.73	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	0	230
	Stanley Road	B	1	0	3
	Victoria Road (E)	C	151	1	0
Vehicles	Victoria Road (W)	A	0	0	228
	Stanley Road	B	1	0	3
	Victoria Road (E)	C	150	1	0
HGVs	Victoria Road (W)	A	0	0	1
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.48
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.73	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	2	231
	Nelson Wharf	B	2	0	7
	Victoria Road (E)	C	154	3	0
Vehicles	Victoria Road (W)	A	0	2	230
	Nelson Wharf	B	2	0	7
	Victoria Road (E)	C	152	3	0
HGVs	Victoria Road (W)	A	0	0	1
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.48
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.72	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	14	237
	School Road	B	23	0	5
	Victoria Road (E)	C	139	6	0
Vehicles	Victoria Road (W)	A	0	14	235
	School Road	B	23	0	5
	Victoria Road (E)	C	136	6	0
HGVs	Victoria Road (W)	A	0	0	1
	School Road	B	0	0	0
	Victoria Road (E)	C	2	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.47
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	1.62	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

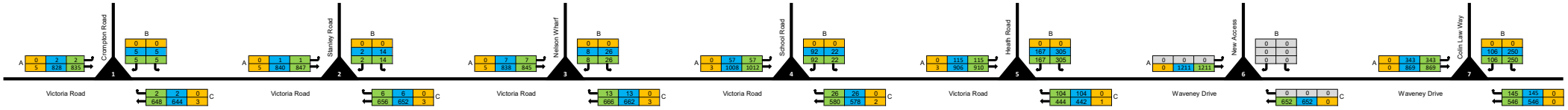
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	29	209
	Heath Road	B	42	0	76
	Victoria Road (E)	C	102	26	0
Vehicles	Victoria Road (W)	A	0	29	208
	Heath Road	B	42	0	76
	Victoria Road (E)	C	101	26	0
HGVs	Victoria Road (W)	A	0	0	1
	Heath Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.53
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	1.09	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	0	291
	New Access	B	0	0	0
	Waveney Drive (E)	C	140	0	0
Vehicles	Waveney Drive (W)	A	0	0	289
	New Access	B	0	0	0
	Waveney Drive (E)	C	140	0	0
HGVs	Waveney Drive (W)	A	0	0	2
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.76
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	86	173
	Colin Law Way	B	27	0	62
	Waveney Drive (E)	C	109	36	0
Vehicles	Waveney Drive (W)	A	0	86	173
	Colin Law Way	B	27	0	62
	Waveney Drive (E)	C	109	36	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development Scenario C	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	0815-0915	029

Key

			Direction
0	0	0	PCUs
0	0	0	Total Vehicles
0	0	0	HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	2	835
	Crompton Road	B	5	0	5
	Victoria Road (E)	C	648	2	0
Vehicles	Victoria Road (W)	A	0	2	828
	Crompton Road	B	5	0	5
	Victoria Road (E)	C	644	2	0
HGVs	Victoria Road (W)	A	0	0	5
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	3	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.66
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.51	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	1	847
	Stanley Road	B	2	0	14
	Victoria Road (E)	C	656	6	0
Vehicles	Victoria Road (W)	A	0	1	840
	Stanley Road	B	2	0	14
	Victoria Road (E)	C	652	6	0
HGVs	Victoria Road (W)	A	0	0	5
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	3	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.65
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.51	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	7	845
	Nelson Wharf	B	8	0	26
	Victoria Road (E)	C	666	13	0
Vehicles	Victoria Road (W)	A	0	7	838
	Nelson Wharf	B	8	0	26
	Victoria Road (E)	C	662	13	0
HGVs	Victoria Road (W)	A	0	0	5
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	3	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.66
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.50	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	57	1012
	School Road	B	92	0	22
	Victoria Road (E)	C	580	26	0
Vehicles	Victoria Road (W)	A	0	57	1008
	School Road	B	92	0	22
	Victoria Road (E)	C	578	26	0
HGVs	Victoria Road (W)	A	0	0	3
	School Road	B	0	0	0
	Victoria Road (E)	C	2	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.33
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.38	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

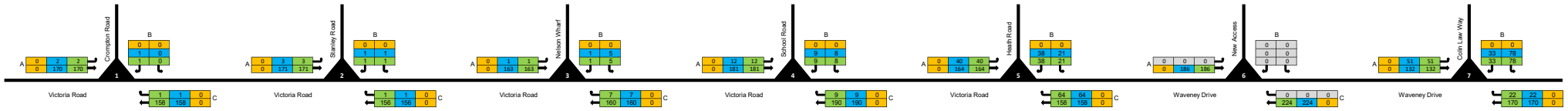
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	115	910
	Heath Road	B	167	0	305
	Victoria Road (E)	C	444	104	0
Vehicles	Victoria Road (W)	A	0	115	906
	Heath Road	B	167	0	305
	Victoria Road (E)	C	442	104	0
HGVs	Victoria Road (W)	A	0	0	3
	Heath Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.36
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.25	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	0	1211
	New Access	B	0	0	0
	Waveney Drive (E)	C	652	0	0
Vehicles	Waveney Drive (W)	A	0	0	1211
	New Access	B	0	0	0
	Waveney Drive (E)	C	652	0	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	343	869
	Colin Law Way	B	106	0	250
	Waveney Drive (E)	C	546	145	0
Vehicles	Waveney Drive (W)	A	0	343	869
	Colin Law Way	B	106	0	250
	Waveney Drive (E)	C	546	145	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development Scenario C	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	1630 - 1645	030

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	2	170
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	158	1	0
Vehicles	Victoria Road (W)	A	0	2	170
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	158	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	3	171
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	156	1	0
Vehicles	Victoria Road (W)	A	0	3	171
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	156	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	1	163
	Nelson Wharf	B	1	0	5
	Victoria Road (E)	C	160	7	0
Vehicles	Victoria Road (W)	A	0	1	163
	Nelson Wharf	B	1	0	5
	Victoria Road (E)	C	160	7	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	12	181
	School Road	B	9	0	8
	Victoria Road (E)	C	190	9	0
Vehicles	Victoria Road (W)	A	0	12	181
	School Road	B	9	0	8
	Victoria Road (E)	C	190	9	0
HGVs	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

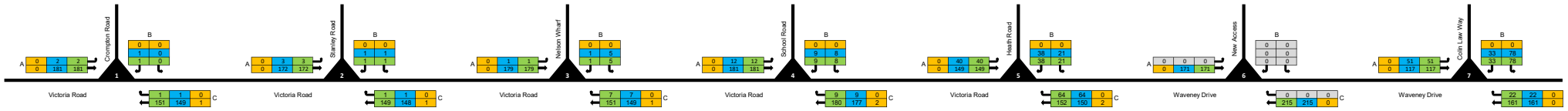
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	40	164
	Heath Road	B	38	0	21
	Victoria Road (E)	C	158	64	0
Vehicles	Victoria Road (W)	A	0	40	164
	Heath Road	B	38	0	21
	Victoria Road (E)	C	158	64	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	0	186
	New Access	B	0	0	0
	Waveney Drive (E)	C	224	0	0
Vehicles	Waveney Drive (W)	A	0	0	186
	New Access	B	0	0	0
	Waveney Drive (E)	C	224	0	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	51	132
	Colin Law Way	B	33	0	78
	Waveney Drive (E)	C	170	22	0
Vehicles	Waveney Drive (W)	A	0	51	132
	Colin Law Way	B	33	0	78
	Waveney Drive (E)	C	170	22	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development Scenario C	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	1645 - 1700	031

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	2	181
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	151	1	0
Vehicles	Victoria Road (W)	A	0	2	181
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	149	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.73	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	3	172
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	149	1	0
Vehicles	Victoria Road (W)	A	0	3	172
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	148	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.74	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	1	179
	Nelson Wharf	B	1	0	5
	Victoria Road (E)	C	151	7	0
Vehicles	Victoria Road (W)	A	0	1	179
	Nelson Wharf	B	1	0	5
	Victoria Road (E)	C	149	7	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.73	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	12	181
	School Road	B	9	0	8
	Victoria Road (E)	C	180	9	0
Vehicles	Victoria Road (W)	A	0	12	181
	School Road	B	9	0	8
	Victoria Road (E)	C	177	9	0
HGVs	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	2	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	1.24	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

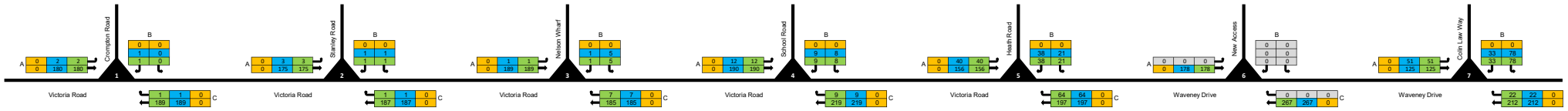
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	40	149
	Heath Road	B	38	0	21
	Victoria Road (E)	C	152	64	0
Vehicles	Victoria Road (W)	A	0	40	149
	Heath Road	B	38	0	21
	Victoria Road (E)	C	150	64	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	2	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	1.47	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	0	171
	New Access	B	0	0	0
	Waveney Drive (E)	C	215	0	0
Vehicles	Waveney Drive (W)	A	0	0	171
	New Access	B	0	0	0
	Waveney Drive (E)	C	215	0	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	51	117
	Colin Law Way	B	33	0	78
	Waveney Drive (E)	C	161	22	0
Vehicles	Waveney Drive (W)	A	0	51	117
	Colin Law Way	B	33	0	78
	Waveney Drive (E)	C	161	22	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development Scenario C	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	1700 - 1715	032

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	2	180
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	189	1	0
Vehicles	Victoria Road (W)	A	0	2	180
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	189	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	3	175
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	187	1	0
Vehicles	Victoria Road (W)	A	0	3	175
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	187	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	1	189
	Nelson Wharf	B	1	0	5
	Victoria Road (E)	C	185	7	0
Vehicles	Victoria Road (W)	A	0	1	189
	Nelson Wharf	B	1	0	5
	Victoria Road (E)	C	185	7	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	12	190
	School Road	B	9	0	8
	Victoria Road (E)	C	219	9	0
Vehicles	Victoria Road (W)	A	0	12	190
	School Road	B	9	0	8
	Victoria Road (E)	C	219	9	0
HGVs	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

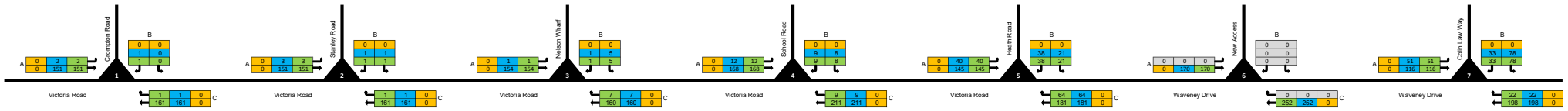
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	40	156
	Heath Road	B	38	0	21
	Victoria Road (E)	C	197	64	0
Vehicles	Victoria Road (W)	A	0	40	156
	Heath Road	B	38	0	21
	Victoria Road (E)	C	197	64	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	0	178
	New Access	B	0	0	0
	Waveney Drive (E)	C	267	0	0
Vehicles	Waveney Drive (W)	A	0	0	178
	New Access	B	0	0	0
	Waveney Drive (E)	C	267	0	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	51	125
	Colin Law Way	B	33	0	78
	Waveney Drive (E)	C	212	22	0
Vehicles	Waveney Drive (W)	A	0	51	125
	Colin Law Way	B	33	0	78
	Waveney Drive (E)	C	212	22	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development Scenario C	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	1715 - 1730	033

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	2	151
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	161	1	0
Vehicles	Victoria Road (W)	A	0	2	151
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	161	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	3	151
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	161	1	0
Vehicles	Victoria Road (W)	A	0	3	151
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	161	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	1	154
	Nelson Wharf	B	1	0	5
	Victoria Road (E)	C	160	7	0
Vehicles	Victoria Road (W)	A	0	1	154
	Nelson Wharf	B	1	0	5
	Victoria Road (E)	C	160	7	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	12	168
	School Road	B	9	0	8
	Victoria Road (E)	C	211	9	0
Vehicles	Victoria Road (W)	A	0	12	168
	School Road	B	9	0	8
	Victoria Road (E)	C	211	9	0
HGVs	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

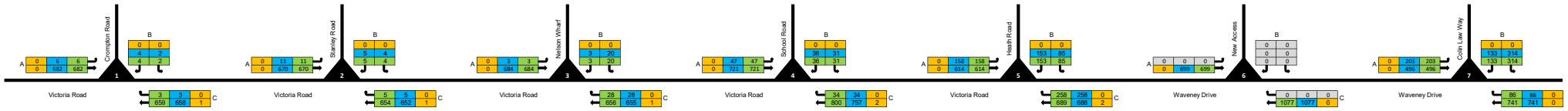
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	40	145
	Heath Road	B	38	0	21
	Victoria Road (E)	C	181	64	0
Vehicles	Victoria Road (W)	A	0	40	145
	Heath Road	B	38	0	21
	Victoria Road (E)	C	181	64	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	0	170
	New Access	B	0	0	0
	Waveney Drive (E)	C	252	0	0
Vehicles	Waveney Drive (W)	A	0	0	170
	New Access	B	0	0	0
	Waveney Drive (E)	C	252	0	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	51	116
	Colin Law Way	B	33	0	78
	Waveney Drive (E)	C	198	22	0
Vehicles	Waveney Drive (W)	A	0	51	116
	Colin Law Way	B	33	0	78
	Waveney Drive (E)	C	198	22	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development Scenario C	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	1630-1730	034

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	6	682
	Crompton Road	B	4	0	2
	Victoria Road (E)	C	659	3	0
Vehicles	Victoria Road (W)	A	0	6	682
	Crompton Road	B	4	0	2
	Victoria Road (E)	C	658	3	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.17	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	11	670
	Stanley Road	B	5	0	4
	Victoria Road (E)	C	654	5	0
Vehicles	Victoria Road (W)	A	0	11	670
	Stanley Road	B	5	0	4
	Victoria Road (E)	C	652	5	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.17	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	3	684
	Nelson Wharf	B	3	0	20
	Victoria Road (E)	C	656	28	0
Vehicles	Victoria Road (W)	A	0	3	684
	Nelson Wharf	B	3	0	20
	Victoria Road (E)	C	655	28	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.17	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	47	721
	School Road	B	36	0	31
	Victoria Road (E)	C	800	34	0
Vehicles	Victoria Road (W)	A	0	47	721
	School Road	B	36	0	31
	Victoria Road (E)	C	797	34	0
HGVs	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	2	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.28	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

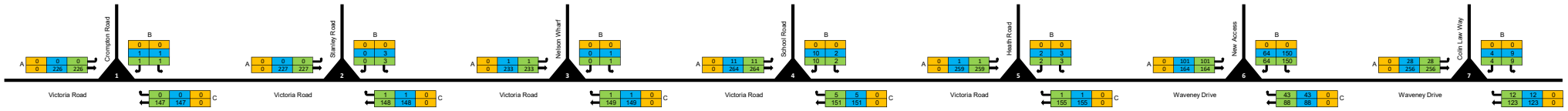
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	158	614
	Heath Road	B	153	0	85
	Victoria Road (E)	C	689	258	0
Vehicles	Victoria Road (W)	A	0	158	614
	Heath Road	B	153	0	85
	Victoria Road (E)	C	686	258	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	2	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.32	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	0	699
	New Access	B	0	0	0
	Waveney Drive (E)	C	1077	0	0
Vehicles	Waveney Drive (W)	A	0	0	699
	New Access	B	0	0	0
	Waveney Drive (E)	C	1077	0	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	203	496
	Colin Law Way	B	133	0	314
	Waveney Drive (E)	C	741	86	0
Vehicles	Waveney Drive (W)	A	0	203	496
	Colin Law Way	B	133	0	314
	Waveney Drive (E)	C	741	86	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development Scenario D/E	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	0815 - 0830	035

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

PCU

Junction 1		A	B	C
Victoria Road (W)	A	0	0	226
Crompton Road	B	1	0	1
Victoria Road (E)	C	147	0	0

Vehicles

Junction 1		A	B	C
Victoria Road (W)	A	0	0	226
Crompton Road	B	1	0	1
Victoria Road (E)	C	147	0	0

HGVs

Junction 1		A	B	C
Victoria Road (W)	A	0	0	0
Crompton Road	B	0	0	0
Victoria Road (E)	C	0	0	0

HGV%

Junction 1		A	B	C
Victoria Road (W)	A	0.00	0.00	0.00
Crompton Road	B	0.00	0.00	0.00
Victoria Road (E)	C	0.00	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

PCU

Junction 2		A	B	C
Victoria Road (W)	A	0	0	227
Stanley Road	B	0	0	3
Victoria Road (E)	C	148	1	0

Vehicles

Junction 2		A	B	C
Victoria Road (W)	A	0	0	227
Stanley Road	B	0	0	3
Victoria Road (E)	C	148	1	0

HGVs

Junction 2		A	B	C
Victoria Road (W)	A	0	0	0
Stanley Road	B	0	0	0
Victoria Road (E)	C	0	0	0

HGV%

Junction 2		A	B	C
Victoria Road (W)	A	0.00	0.00	0.00
Stanley Road	B	0.00	0.00	0.00
Victoria Road (E)	C	0.00	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

PCU

Junction 3		A	B	C
Victoria Road (W)	A	0	1	233
Nelson Wharf	B	0	0	1
Victoria Road (E)	C	149	1	0

Vehicles

Junction 3		A	B	C
Victoria Road (W)	A	0	1	233
Nelson Wharf	B	0	0	1
Victoria Road (E)	C	149	1	0

HGVs

Junction 3		A	B	C
Victoria Road (W)	A	0	0	0
Nelson Wharf	B	0	0	0
Victoria Road (E)	C	0	0	0

HGV%

Junction 3		A	B	C
Victoria Road (W)	A	0.00	0.00	0.00
Nelson Wharf	B	0.00	0.00	0.00
Victoria Road (E)	C	0.00	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

PCU

Junction 4		A	B	C
Victoria Road (W)	A	0	11	264
School Road	B	10	0	2
Victoria Road (E)	C	151	5	0

Vehicles

Junction 4		A	B	C
Victoria Road (W)	A	0	11	264
School Road	B	10	0	2
Victoria Road (E)	C	151	5	0

HGVs

Junction 4		A	B	C
Victoria Road (W)	A	0	0	0
School Road	B	0	0	0
Victoria Road (E)	C	0	0	0

HGV%

Junction 4		A	B	C
Victoria Road (W)	A	0.00	0.00	0.00
School Road	B	0.00	0.00	0.00
Victoria Road (E)	C	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

PCU

Junction 5		A	B	C
Victoria Road (W)	A	0	1	259
Heath Road	B	2	0	3
Victoria Road (E)	C	155	1	0

Vehicles

Junction 5		A	B	C
Victoria Road (W)	A	0	1	259
Heath Road	B	2	0	3
Victoria Road (E)	C	155	1	0

HGVs

Junction 5		A	B	C
Victoria Road (W)	A	0	0	0
Heath Road	B	0	0	0
Victoria Road (E)	C	0	0	0

HGV%

Junction 5		A	B	C
Victoria Road (W)	A	0.00	0.00	0.00
Heath Road	B	0.00	0.00	0.00
Victoria Road (E)	C	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

PCU

Junction 4		A	B	C
Waveney Drive (W)	A	0	101	164
New Access	B	64	0	150
Waveney Drive (E)	C	88	43	0

Vehicles

Junction 4		A	B	C
Waveney Drive (W)	A	0	101	164
New Access	B	64	0	150
Waveney Drive (E)	C	88	43	0

HGVs

Junction 4		A	B	C
Waveney Drive (W)	A	0	0	0
New Access	B	0	0	0
Waveney Drive (E)	C	0	0	0

HGV%

Junction 4		A	B	C
Waveney Drive (W)	A	0.00	0.00	0.00
New Access	B	0.00	0.00	0.00
Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

PCU

Junction 5		A	B	C
Waveney Drive (W)	A	0	28	256
Colin Law Way	B	4	0	9
Waveney Drive (E)	C	123	12	0

Vehicles

Junction 5		A	B	C
Waveney Drive (W)	A	0	28	256
Colin Law Way	B	4	0	9
Waveney Drive (E)	C	123	12	0

HGVs

Junction 5		A	B	C
Waveney Drive (W)	A	0	0	0
Colin Law Way	B	0	0	0
Waveney Drive (E)	C	0	0	0

HGV%

Junction 5		A	B	C
Waveney Drive (W)	A	0.00	0.00	0.00
Colin Law Way	B	0.00	0.00	0.00
Waveney Drive (E)	C	0.00	0.00	0.00

Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development Scenario D/E	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	0830 - 0845	036

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1	A	B	C
PCU	Victoria Road (W)	0	0	208
	Crompton Road	1	0	1
	Victoria Road (E)	154	0	0
Vehicles	Victoria Road (W)	0	0	205
	Crompton Road	1	0	1
	Victoria Road (E)	152	0	0
HGV%	Victoria Road (W)	0	0	2
	Crompton Road	0	0	0
	Victoria Road (E)	1	0	0
HGV%	Victoria Road (W)	0.00	0.00	1.07
	Crompton Road	0.00	0.00	0.00
	Victoria Road (E)	0.72	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2	A	B	C
PCU	Victoria Road (W)	0	0	211
	Stanley Road	0	0	3
	Victoria Road (E)	158	1	0
Vehicles	Victoria Road (W)	0	0	208
	Stanley Road	0	0	3
	Victoria Road (E)	157	1	0
HGV%	Victoria Road (W)	0	0	2
	Stanley Road	0	0	0
	Victoria Road (E)	1	0	0
HGV%	Victoria Road (W)	0.00	0.00	1.05
	Stanley Road	0.00	0.00	0.00
	Victoria Road (E)	0.70	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3	A	B	C
PCU	Victoria Road (W)	0	1	207
	Nelson Wharf	0	0	1
	Victoria Road (E)	163	1	0
Vehicles	Victoria Road (W)	0	1	204
	Nelson Wharf	0	0	1
	Victoria Road (E)	162	1	0
HGV%	Victoria Road (W)	0	0	2
	Nelson Wharf	0	0	0
	Victoria Road (E)	1	0	0
HGV%	Victoria Road (W)	0.00	0.00	1.08
	Nelson Wharf	0.00	0.00	0.00
	Victoria Road (E)	0.68	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4	A	B	C
PCU	Victoria Road (W)	0	11	269
	School Road	10	0	2
	Victoria Road (E)	143	5	0
Vehicles	Victoria Road (W)	0	11	267
	School Road	10	0	2
	Victoria Road (E)	143	5	0
HGV%	Victoria Road (W)	0	0	1
	School Road	0	0	0
	Victoria Road (E)	0	0	0
HGV%	Victoria Road (W)	0.00	0.00	0.41
	School Road	0.00	0.00	0.00
	Victoria Road (E)	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

	Junction 5	A	B	C
PCU	Victoria Road (W)	0	1	271
	Heath Road	2	0	3
	Victoria Road (E)	149	1	0
Vehicles	Victoria Road (W)	0	1	270
	Heath Road	2	0	3
	Victoria Road (E)	149	1	0
HGV%	Victoria Road (W)	0	0	1
	Heath Road	0	0	0
	Victoria Road (E)	0	0	0
HGV%	Victoria Road (W)	0.00	0.00	0.41
	Heath Road	0.00	0.00	0.00
	Victoria Road (E)	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4	A	B	C
PCU	Waveney Drive (W)	0	101	176
	New Access	64	0	150
	Waveney Drive (E)	88	43	0
Vehicles	Waveney Drive (W)	0	101	174
	New Access	64	0	150
	Waveney Drive (E)	88	43	0
HGV%	Waveney Drive (W)	0	0	1
	New Access	0	0	0
	Waveney Drive (E)	0	0	0
HGV%	Waveney Drive (W)	0.00	0.00	0.63
	New Access	0.00	0.00	0.00
	Waveney Drive (E)	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5	A	B	C
PCU	Waveney Drive (W)	0	28	266
	Colin Law Way	4	0	9
	Waveney Drive (E)	123	12	0
Vehicles	Waveney Drive (W)	0	28	266
	Colin Law Way	4	0	9
	Waveney Drive (E)	123	12	0
HGV%	Waveney Drive (W)	0	0	0
	Colin Law Way	0	0	0
	Waveney Drive (E)	0	0	0
HGV%	Waveney Drive (W)	0.00	0.00	0.00
	Colin Law Way	0.00	0.00	0.00
	Waveney Drive (E)	0.00	0.00	0.00

Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development Scenario D/E	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	0845 - 0900	037

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

PCU

Junction 1		A	B	C
Victoria Road (W)	A	0	0	208
Crompton Road	B	1	0	1
Victoria Road (E)	C	154	0	0

Vehicles

Junction 1		A	B	C
Victoria Road (W)	A	0	0	205
Crompton Road	B	1	0	1
Victoria Road (E)	C	152	0	0

HGVs

Junction 1		A	B	C
Victoria Road (W)	A	0	0	2
Crompton Road	B	0	0	0
Victoria Road (E)	C	1	0	0

HGV%

Junction 1		A	B	C
Victoria Road (W)	A	0.00	0.00	1.07
Crompton Road	B	0.00	0.00	0.00
Victoria Road (E)	C	0.72	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

PCU

Junction 2		A	B	C
Victoria Road (W)	A	0	0	211
Stanley Road	B	0	0	3
Victoria Road (E)	C	158	1	0

Vehicles

Junction 2		A	B	C
Victoria Road (W)	A	0	0	208
Stanley Road	B	0	0	3
Victoria Road (E)	C	157	1	0

HGVs

Junction 2		A	B	C
Victoria Road (W)	A	0	0	2
Stanley Road	B	0	0	0
Victoria Road (E)	C	1	0	0

HGV%

Junction 2		A	B	C
Victoria Road (W)	A	0.00	0.00	1.05
Stanley Road	B	0.00	0.00	0.00
Victoria Road (E)	C	0.70	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

PCU

Junction 3		A	B	C
Victoria Road (W)	A	0	1	207
Nelson Wharf	B	0	0	1
Victoria Road (E)	C	163	1	0

Vehicles

Junction 3		A	B	C
Victoria Road (W)	A	0	1	204
Nelson Wharf	B	0	0	1
Victoria Road (E)	C	162	1	0

HGVs

Junction 3		A	B	C
Victoria Road (W)	A	0	0	2
Nelson Wharf	B	0	0	0
Victoria Road (E)	C	1	0	0

HGV%

Junction 3		A	B	C
Victoria Road (W)	A	0.00	0.00	1.08
Nelson Wharf	B	0.00	0.00	0.00
Victoria Road (E)	C	0.68	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

PCU

Junction 4		A	B	C
Victoria Road (W)	A	0	11	269
School Road	B	10	0	2
Victoria Road (E)	C	143	5	0

Vehicles

Junction 4		A	B	C
Victoria Road (W)	A	0	11	267
School Road	B	10	0	2
Victoria Road (E)	C	143	5	0

HGVs

Junction 4		A	B	C
Victoria Road (W)	A	0	0	1
School Road	B	0	0	0
Victoria Road (E)	C	0	0	0

HGV%

Junction 4		A	B	C
Victoria Road (W)	A	0.00	0.00	0.41
School Road	B	0.00	0.00	0.00
Victoria Road (E)	C	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

PCU

Junction 5		A	B	C
Victoria Road (W)	A	0	1	271
Heath Road	B	2	0	3
Victoria Road (E)	C	149	1	0

Vehicles

Junction 5		A	B	C
Victoria Road (W)	A	0	1	270
Heath Road	B	2	0	3
Victoria Road (E)	C	149	1	0

HGVs

Junction 5		A	B	C
Victoria Road (W)	A	0	0	1
Heath Road	B	0	0	0
Victoria Road (E)	C	0	0	0

HGV%

Junction 5		A	B	C
Victoria Road (W)	A	0.00	0.00	0.41
Heath Road	B	0.00	0.00	0.00
Victoria Road (E)	C	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

PCU

Junction 4		A	B	C
Waveney Drive (W)	A	0	101	176
New Access	B	64	0	150
Waveney Drive (E)	C	88	43	0

Vehicles

Junction 4		A	B	C
Waveney Drive (W)	A	0	101	174
New Access	B	64	0	150
Waveney Drive (E)	C	88	43	0

HGVs

Junction 4		A	B	C
Waveney Drive (W)	A	0	0	1
New Access	B	0	0	0
Waveney Drive (E)	C	0	0	0

HGV%

Junction 4		A	B	C
Waveney Drive (W)	A	0.00	0.00	0.63
New Access	B	0.00	0.00	0.00
Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

PCU

Junction 5		A	B	C
Waveney Drive (W)	A	0	28	266
Colin Law Way	B	4	0	9
Waveney Drive (E)	C	123	12	0

Vehicles

Junction 5		A	B	C
Waveney Drive (W)	A	0	28	266
Colin Law Way	B	4	0	9
Waveney Drive (E)	C	123	12	0

HGVs

Junction 5		A	B	C
Waveney Drive (W)	A	0	0	0
Colin Law Way	B	0	0	0
Waveney Drive (E)	C	0	0	0

HGV%

Junction 5		A	B	C
Waveney Drive (W)	A	0.00	0.00	0.00
Colin Law Way	B	0.00	0.00	0.00
Waveney Drive (E)	C	0.00	0.00	0.00

Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development Scenario D/E	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	0900 - 0915	038

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1	A	B	C
PCU	Victoria Road (W)	0	0	236
	Crompton Road	1	0	1
	Victoria Road (E)	138	0	0
Vehicles	Victoria Road (W)	0	0	235
	Crompton Road	1	0	1
	Victoria Road (E)	137	0	0
HGV%	Victoria Road (W)	0	0	1
	Crompton Road	0	0	0
	Victoria Road (E)	1	0	0
HGV%	Victoria Road (W)	0.00	0.00	0.47
	Crompton Road	0.00	0.00	0.00
	Victoria Road (E)	0.80	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2	A	B	C
PCU	Victoria Road (W)	0	0	241
	Stanley Road	0	0	3
	Victoria Road (E)	137	1	0
Vehicles	Victoria Road (W)	0	0	239
	Stanley Road	0	0	3
	Victoria Road (E)	136	1	0
HGV%	Victoria Road (W)	0	0	1
	Stanley Road	0	0	0
	Victoria Road (E)	1	0	0
HGV%	Victoria Road (W)	0.00	0.00	0.46
	Stanley Road	0.00	0.00	0.00
	Victoria Road (E)	0.81	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3	A	B	C
PCU	Victoria Road (W)	0	1	242
	Nelson Wharf	0	0	1
	Victoria Road (E)	141	1	0
Vehicles	Victoria Road (W)	0	1	241
	Nelson Wharf	0	0	1
	Victoria Road (E)	140	1	0
HGV%	Victoria Road (W)	0	0	1
	Nelson Wharf	0	0	0
	Victoria Road (E)	1	0	0
HGV%	Victoria Road (W)	0.00	0.00	0.46
	Nelson Wharf	0.00	0.00	0.00
	Victoria Road (E)	0.79	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4	A	B	C
PCU	Victoria Road (W)	0	11	246
	School Road	10	0	2
	Victoria Road (E)	138	5	0
Vehicles	Victoria Road (W)	0	11	244
	School Road	10	0	2
	Victoria Road (E)	135	5	0
HGV%	Victoria Road (W)	0	0	1
	School Road	0	0	0
	Victoria Road (E)	2	0	0
HGV%	Victoria Road (W)	0.00	0.00	0.45
	School Road	0.00	0.00	0.00
	Victoria Road (E)	1.63	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

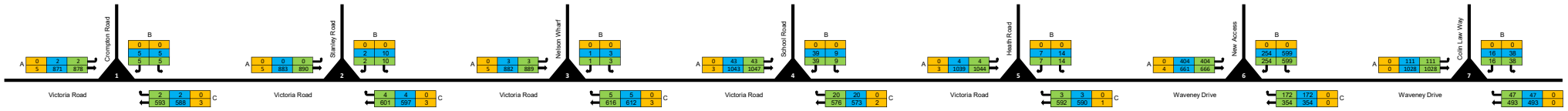
	Junction 5	A	B	C
PCU	Victoria Road (W)	0	1	243
	Heath Road	2	0	3
	Victoria Road (E)	139	1	0
Vehicles	Victoria Road (W)	0	1	241
	Heath Road	2	0	3
	Victoria Road (E)	138	1	0
HGV%	Victoria Road (W)	0	0	1
	Heath Road	0	0	0
	Victoria Road (E)	1	0	0
HGV%	Victoria Road (W)	0.00	0.00	0.46
	Heath Road	0.00	0.00	0.00
	Victoria Road (E)	0.80	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4	A	B	C
PCU	Waveney Drive (W)	0	101	151
	New Access	64	0	150
	Waveney Drive (E)	88	43	0
Vehicles	Waveney Drive (W)	0	101	148
	New Access	64	0	150
	Waveney Drive (E)	88	43	0
HGV%	Waveney Drive (W)	0	0	2
	New Access	0	0	0
	Waveney Drive (E)	0	0	0
HGV%	Waveney Drive (W)	0.00	0.00	1.49
	New Access	0.00	0.00	0.00
	Waveney Drive (E)	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5	A	B	C
PCU	Waveney Drive (W)	0	28	240
	Colin Law Way	4	0	9
	Waveney Drive (E)	123	12	0
Vehicles	Waveney Drive (W)	0	28	240
	Colin Law Way	4	0	9
	Waveney Drive (E)	123	12	0
HGV%	Waveney Drive (W)	0	0	0
	Colin Law Way	0	0	0
	Waveney Drive (E)	0	0	0
HGV%	Waveney Drive (W)	0.00	0.00	0.00
	Colin Law Way	0.00	0.00	0.00
	Waveney Drive (E)	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development Scenario D/E	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	0815 - 0915	039

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	2	878
	Crompton Road	B	5	0	5
	Victoria Road (E)	C	593	2	0
Vehicles	Victoria Road (W)	A	0	2	871
	Crompton Road	B	5	0	5
	Victoria Road (E)	C	588	2	0
HGVs	Victoria Road (W)	A	0	0	5
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	3	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.63
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.56	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	0	890
	Stanley Road	B	2	0	10
	Victoria Road (E)	C	601	4	0
Vehicles	Victoria Road (W)	A	0	0	883
	Stanley Road	B	2	0	10
	Victoria Road (E)	C	597	4	0
HGVs	Victoria Road (W)	A	0	0	5
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	3	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.62
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.55	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	3	889
	Nelson Wharf	B	1	0	3
	Victoria Road (E)	C	616	5	0
Vehicles	Victoria Road (W)	A	0	3	882
	Nelson Wharf	B	1	0	3
	Victoria Road (E)	C	612	5	0
HGVs	Victoria Road (W)	A	0	0	5
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	3	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.62
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.54	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	43	1047
	School Road	B	39	0	9
	Victoria Road (E)	C	576	20	0
Vehicles	Victoria Road (W)	A	0	43	1043
	School Road	B	39	0	9
	Victoria Road (E)	C	573	20	0
HGVs	Victoria Road (W)	A	0	0	3
	School Road	B	0	0	0
	Victoria Road (E)	C	2	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.32
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.38	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	4	1044
	Heath Road	B	7	0	14
	Victoria Road (E)	C	592	3	0
Vehicles	Victoria Road (W)	A	0	4	1039
	Heath Road	B	7	0	14
	Victoria Road (E)	C	590	3	0
HGVs	Victoria Road (W)	A	0	0	3
	Heath Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.32
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.19	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	404	666
	New Access	B	254	0	599
	Waveney Drive (E)	C	354	172	0
Vehicles	Waveney Drive (W)	A	0	404	661
	New Access	B	254	0	599
	Waveney Drive (E)	C	354	172	0
HGVs	Waveney Drive (W)	A	0	0	4
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.67
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	111	1028
	Colin Law Way	B	16	0	38
	Waveney Drive (E)	C	493	47	0
Vehicles	Waveney Drive (W)	A	0	111	1028
	Colin Law Way	B	16	0	38
	Waveney Drive (E)	C	493	47	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development Scenario D/E	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	1630 - 1645	040

Key

0	0	0	Direction
0	0	0	PCUs
0	0	0	Total Vehicles
0	0	0	HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	2	207
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	138	1	0
Vehicles	Victoria Road (W)	A	0	2	207
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	138	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	2	208
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	137	1	0
Vehicles	Victoria Road (W)	A	0	2	208
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	137	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	0	200
	Nelson Wharf	B	0	0	2
	Victoria Road (E)	C	141	1	0
Vehicles	Victoria Road (W)	A	0	0	200
	Nelson Wharf	B	0	0	2
	Victoria Road (E)	C	141	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	3	224
	School Road	B	5	0	4
	Victoria Road (E)	C	168	2	0
Vehicles	Victoria Road (W)	A	0	3	224
	School Road	B	5	0	4
	Victoria Road (E)	C	168	2	0
HGVs	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	3	239
	Heath Road	B	3	0	2
	Victoria Road (E)	C	165	5	0
Vehicles	Victoria Road (W)	A	0	3	239
	Heath Road	B	3	0	2
	Victoria Road (E)	C	165	5	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	128	114
	New Access	B	44	0	104
	Waveney Drive (E)	C	128	54	0
Vehicles	Waveney Drive (W)	A	0	128	114
	New Access	B	44	0	104
	Waveney Drive (E)	C	128	54	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	6	209
	Colin Law Way	B	9	0	22
	Waveney Drive (E)	C	152	2	0
Vehicles	Waveney Drive (W)	A	0	6	209
	Colin Law Way	B	9	0	22
	Waveney Drive (E)	C	152	2	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development Scenario D/E	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	1645 - 1700	041

Key

		Direction
0	0	PCUs
0	0	Total Vehicles
0	0	HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	2	218
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	130	1	0
Vehicles	Victoria Road (W)	A	0	2	218
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	129	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.85	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	2	209
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	129	1	0
Vehicles	Victoria Road (W)	A	0	2	209
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	128	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.86	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	0	217
	Nelson Wharf	B	0	0	2
	Victoria Road (E)	C	131	1	0
Vehicles	Victoria Road (W)	A	0	0	217
	Nelson Wharf	B	0	0	2
	Victoria Road (E)	C	130	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.85	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	3	224
	School Road	B	5	0	4
	Victoria Road (E)	C	158	2	0
Vehicles	Victoria Road (W)	A	0	3	224
	School Road	B	5	0	4
	Victoria Road (E)	C	155	2	0
HGVs	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	2	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	1.41	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	3	225
	Heath Road	B	3	0	2
	Victoria Road (E)	C	160	5	0
Vehicles	Victoria Road (W)	A	0	3	225
	Heath Road	B	3	0	2
	Victoria Road (E)	C	157	5	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	2	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	1.40	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	128	98
	New Access	B	44	0	104
	Waveney Drive (E)	C	119	54	0
Vehicles	Waveney Drive (W)	A	0	128	98
	New Access	B	44	0	104
	Waveney Drive (E)	C	119	54	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	6	194
	Colin Law Way	B	9	0	22
	Waveney Drive (E)	C	143	2	0
Vehicles	Waveney Drive (W)	A	0	6	194
	Colin Law Way	B	9	0	22
	Waveney Drive (E)	C	143	2	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development Scenario D/E	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	1700 - 1715	042

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	2	217
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	169	1	0
Vehicles	Victoria Road (W)	A	0	2	217
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	169	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	2	213
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	167	1	0
Vehicles	Victoria Road (W)	A	0	2	213
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	167	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	0	227
	Nelson Wharf	B	0	0	2
	Victoria Road (E)	C	165	1	0
Vehicles	Victoria Road (W)	A	0	0	227
	Nelson Wharf	B	0	0	2
	Victoria Road (E)	C	165	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	3	233
	School Road	B	5	0	4
	Victoria Road (E)	C	197	2	0
Vehicles	Victoria Road (W)	A	0	3	233
	School Road	B	5	0	4
	Victoria Road (E)	C	197	2	0
HGVs	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	3	232
	Heath Road	B	3	0	2
	Victoria Road (E)	C	204	5	0
Vehicles	Victoria Road (W)	A	0	3	232
	Heath Road	B	3	0	2
	Victoria Road (E)	C	204	5	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	128	106
	New Access	B	44	0	104
	Waveney Drive (E)	C	171	54	0
Vehicles	Waveney Drive (W)	A	0	128	106
	New Access	B	44	0	104
	Waveney Drive (E)	C	171	54	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	6	202
	Colin Law Way	B	9	0	22
	Waveney Drive (E)	C	195	2	0
Vehicles	Waveney Drive (W)	A	0	6	202
	Colin Law Way	B	9	0	22
	Waveney Drive (E)	C	195	2	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development Scenario D/E	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	1715 - 1730	043

Key

0	0	0	Direction
0	0	0	PCUs
0	0	0	Total Vehicles
0	0	0	HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	2	188
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	141	1	0
Vehicles	Victoria Road (W)	A	0	2	188
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	141	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	2	189
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	141	1	0
Vehicles	Victoria Road (W)	A	0	2	189
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	141	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	0	192
	Nelson Wharf	B	0	0	2
	Victoria Road (E)	C	141	1	0
Vehicles	Victoria Road (W)	A	0	0	192
	Nelson Wharf	B	0	0	2
	Victoria Road (E)	C	141	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	3	211
	School Road	B	5	0	4
	Victoria Road (E)	C	189	2	0
Vehicles	Victoria Road (W)	A	0	3	211
	School Road	B	5	0	4
	Victoria Road (E)	C	189	2	0
HGVs	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

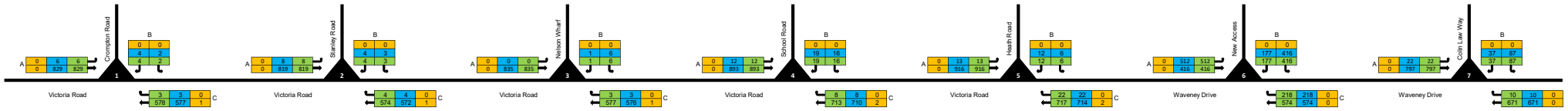
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	3	221
	Heath Road	B	3	0	2
	Victoria Road (E)	C	188	5	0
Vehicles	Victoria Road (W)	A	0	3	221
	Heath Road	B	3	0	2
	Victoria Road (E)	C	188	5	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	128	97
	New Access	B	44	0	104
	Waveney Drive (E)	C	156	54	0
Vehicles	Waveney Drive (W)	A	0	128	97
	New Access	B	44	0	104
	Waveney Drive (E)	C	156	54	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	6	193
	Colin Law Way	B	9	0	22
	Waveney Drive (E)	C	181	2	0
Vehicles	Waveney Drive (W)	A	0	6	193
	Colin Law Way	B	9	0	22
	Waveney Drive (E)	C	181	2	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development Scenario D/E	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	1630-1730	044

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	6	829
	Crompton Road	B	4	0	2
	Victoria Road (E)	C	578	3	0
Vehicles	Victoria Road (W)	A	0	6	829
	Crompton Road	B	4	0	2
	Victoria Road (E)	C	577	3	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.19	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	8	819
	Stanley Road	B	4	0	3
	Victoria Road (E)	C	574	4	0
Vehicles	Victoria Road (W)	A	0	8	819
	Stanley Road	B	4	0	3
	Victoria Road (E)	C	572	4	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.19	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	0	835
	Nelson Wharf	B	1	0	6
	Victoria Road (E)	C	577	3	0
Vehicles	Victoria Road (W)	A	0	0	835
	Nelson Wharf	B	1	0	6
	Victoria Road (E)	C	576	3	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.19	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	12	893
	School Road	B	19	0	16
	Victoria Road (E)	C	713	8	0
Vehicles	Victoria Road (W)	A	0	12	893
	School Road	B	19	0	16
	Victoria Road (E)	C	710	8	0
HGVs	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	2	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.31	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

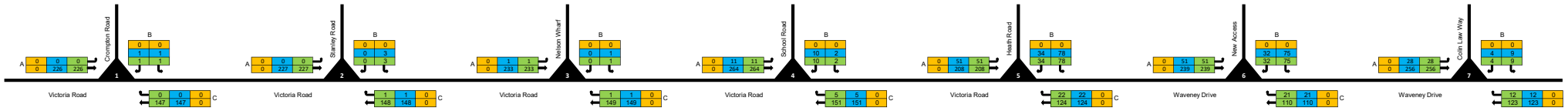
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	13	916
	Heath Road	B	12	0	6
	Victoria Road (E)	C	717	22	0
Vehicles	Victoria Road (W)	A	0	13	916
	Heath Road	B	12	0	6
	Victoria Road (E)	C	714	22	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	2	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.31	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	512	416
	New Access	B	177	0	416
	Waveney Drive (E)	C	574	218	0
Vehicles	Waveney Drive (W)	A	0	512	416
	New Access	B	177	0	416
	Waveney Drive (E)	C	574	218	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	22	797
	Colin Law Way	B	37	0	87
	Waveney Drive (E)	C	671	10	0
Vehicles	Waveney Drive (W)	A	0	22	797
	Colin Law Way	B	37	0	87
	Waveney Drive (E)	C	671	10	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development (J5/J6 Split)	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	0815 - 0830	045

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	0	226
	Crompton Road	B	1	0	1
	Victoria Road (E)	C	147	0	0
Vehicles	Victoria Road (W)	A	0	0	226
	Crompton Road	B	1	0	1
	Victoria Road (E)	C	147	0	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	0	227
	Stanley Road	B	0	0	3
	Victoria Road (E)	C	148	1	0
Vehicles	Victoria Road (W)	A	0	0	227
	Stanley Road	B	0	0	3
	Victoria Road (E)	C	148	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	1	233
	Nelson Wharf	B	0	0	1
	Victoria Road (E)	C	149	1	0
Vehicles	Victoria Road (W)	A	0	1	233
	Nelson Wharf	B	0	0	1
	Victoria Road (E)	C	149	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	11	264
	School Road	B	10	0	2
	Victoria Road (E)	C	151	5	0
Vehicles	Victoria Road (W)	A	0	11	264
	School Road	B	10	0	2
	Victoria Road (E)	C	151	5	0
HGVs	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

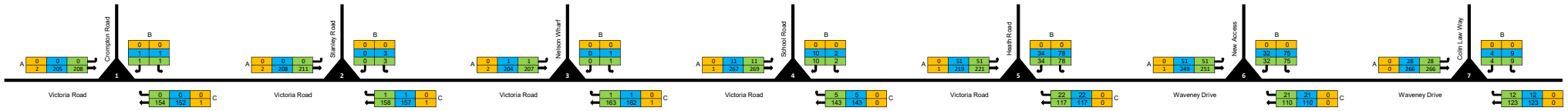
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	51.5	208
	Heath Road	B	34	0	78.3
	Victoria Road (E)	C	124	22.3	0
Vehicles	Victoria Road (W)	A	0	51	208
	Heath Road	B	34	0	78
	Victoria Road (E)	C	124	22	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	51	239
	New Access	B	32	0	75
	Waveney Drive (E)	C	110	21	0
Vehicles	Waveney Drive (W)	A	0	51	239
	New Access	B	32	0	75
	Waveney Drive (E)	C	110	21	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	28	256
	Colin Law Way	B	4	0	9
	Waveney Drive (E)	C	123	12	0
Vehicles	Waveney Drive (W)	A	0	28	256
	Colin Law Way	B	4	0	9
	Waveney Drive (E)	C	123	12	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development (J5/J6 Split)	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	0830 - 0845	046

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1	A	B	C
PCU	Victoria Road (W)	0	0	208
	Crompton Road	1	0	1
	Victoria Road (E)	154	0	0
Vehicles	Victoria Road (W)	0	0	205
	Crompton Road	1	0	1
	Victoria Road (E)	152	0	0
HGVs	Victoria Road (W)	0	0	2
	Crompton Road	0	0	0
	Victoria Road (E)	1	0	0
HGV%	Victoria Road (W)	0.00	0.00	1.07
	Crompton Road	0.00	0.00	0.00
	Victoria Road (E)	0.72	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2	A	B	C
PCU	Victoria Road (W)	0	0	211
	Stanley Road	0	0	3
	Victoria Road (E)	158	1	0
Vehicles	Victoria Road (W)	0	0	208
	Stanley Road	0	0	3
	Victoria Road (E)	157	1	0
HGVs	Victoria Road (W)	0	0	2
	Stanley Road	0	0	0
	Victoria Road (E)	1	0	0
HGV%	Victoria Road (W)	0.00	0.00	1.05
	Stanley Road	0.00	0.00	0.00
	Victoria Road (E)	0.70	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3	A	B	C
PCU	Victoria Road (W)	0	1	207
	Nelson Wharf	0	0	1
	Victoria Road (E)	163	1	0
Vehicles	Victoria Road (W)	0	1	204
	Nelson Wharf	0	0	1
	Victoria Road (E)	162	1	0
HGVs	Victoria Road (W)	0	0	2
	Nelson Wharf	0	0	0
	Victoria Road (E)	1	0	0
HGV%	Victoria Road (W)	0.00	0.00	1.08
	Nelson Wharf	0.00	0.00	0.00
	Victoria Road (E)	0.68	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4	A	B	C
PCU	Victoria Road (W)	0	11	269
	School Road	10	0	2
	Victoria Road (E)	143	5	0
Vehicles	Victoria Road (W)	0	11	267
	School Road	10	0	2
	Victoria Road (E)	143	5	0
HGVs	Victoria Road (W)	0	0	1
	School Road	0	0	0
	Victoria Road (E)	0	0	0
HGV%	Victoria Road (W)	0.00	0.00	0.41
	School Road	0.00	0.00	0.00
	Victoria Road (E)	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

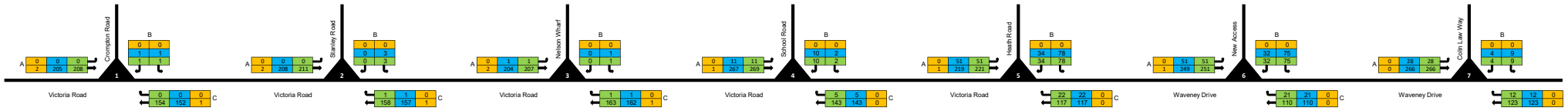
	Junction 5	A	B	C
PCU	Victoria Road (W)	0	51	221
	Heath Road	34	0	78
	Victoria Road (E)	117	22	0
Vehicles	Victoria Road (W)	0	51	219
	Heath Road	34	0	78
	Victoria Road (E)	117	22	0
HGVs	Victoria Road (W)	0	0	1
	Heath Road	0	0	0
	Victoria Road (E)	0	0	0
HGV%	Victoria Road (W)	0.00	0.00	0.50
	Heath Road	0.00	0.00	0.00
	Victoria Road (E)	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4	A	B	C
PCU	Waveney Drive (W)	0	51	251
	New Access	32	0	75
	Waveney Drive (E)	110	21	0
Vehicles	Waveney Drive (W)	0	51	249
	New Access	32	0	75
	Waveney Drive (E)	110	21	0
HGVs	Waveney Drive (W)	0	0	1
	New Access	0	0	0
	Waveney Drive (E)	0	0	0
HGV%	Waveney Drive (W)	0.00	0.00	0.44
	New Access	0.00	0.00	0.00
	Waveney Drive (E)	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5	A	B	C
PCU	Waveney Drive (W)	0	28	266
	Colin Law Way	4	0	9
	Waveney Drive (E)	123	12	0
Vehicles	Waveney Drive (W)	0	28	266
	Colin Law Way	4	0	9
	Waveney Drive (E)	123	12	0
HGVs	Waveney Drive (W)	0	0	0
	Colin Law Way	0	0	0
	Waveney Drive (E)	0	0	0
HGV%	Waveney Drive (W)	0.00	0.00	0.00
	Colin Law Way	0.00	0.00	0.00
	Waveney Drive (E)	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development (J5/J6 Split)	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	0845 - 0900	047

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	0	208
	Crompton Road	B	1	0	1
	Victoria Road (E)	C	154	0	0
Vehicles	Victoria Road (W)	A	0	0	205
	Crompton Road	B	1	0	1
	Victoria Road (E)	C	152	0	0
HGVs	Victoria Road (W)	A	0	0	2
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	1.07
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.72	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	0	211
	Stanley Road	B	0	0	3
	Victoria Road (E)	C	158	1	0
Vehicles	Victoria Road (W)	A	0	0	208
	Stanley Road	B	0	0	3
	Victoria Road (E)	C	157	1	0
HGVs	Victoria Road (W)	A	0	0	2
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	1.05
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.70	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	1	207
	Nelson Wharf	B	0	0	1
	Victoria Road (E)	C	163	1	0
Vehicles	Victoria Road (W)	A	0	1	204
	Nelson Wharf	B	0	0	1
	Victoria Road (E)	C	162	1	0
HGVs	Victoria Road (W)	A	0	0	2
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	1.08
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.68	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	11	269
	School Road	B	10	0	2
	Victoria Road (E)	C	143	5	0
Vehicles	Victoria Road (W)	A	0	11	267
	School Road	B	10	0	2
	Victoria Road (E)	C	143	5	0
HGVs	Victoria Road (W)	A	0	0	1
	School Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.41
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

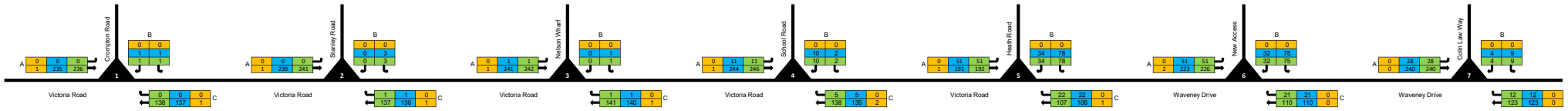
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	51	221
	Heath Road	B	34	0	78
	Victoria Road (E)	C	117	22	0
Vehicles	Victoria Road (W)	A	0	51	219
	Heath Road	B	34	0	78
	Victoria Road (E)	C	117	22	0
HGVs	Victoria Road (W)	A	0	0	1
	Heath Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.50
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	51	251
	New Access	B	32	0	75
	Waveney Drive (E)	C	110	21	0
Vehicles	Waveney Drive (W)	A	0	51	249
	New Access	B	32	0	75
	Waveney Drive (E)	C	110	21	0
HGVs	Waveney Drive (W)	A	0	0	1
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.44
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	28	266
	Colin Law Way	B	4	0	9
	Waveney Drive (E)	C	123	12	0
Vehicles	Waveney Drive (W)	A	0	28	266
	Colin Law Way	B	4	0	9
	Waveney Drive (E)	C	123	12	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development (J5/J6 Split)	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	0900 - 0915	048

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	0	236
	Crompton Road	B	1	0	1
	Victoria Road (E)	C	138	0	0
Vehicles	Victoria Road (W)	A	0	0	235
	Crompton Road	B	1	0	1
	Victoria Road (E)	C	137	0	0
HGVs	Victoria Road (W)	A	0	0	1
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.47
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.80	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	0	241
	Stanley Road	B	0	0	3
	Victoria Road (E)	C	137	1	0
Vehicles	Victoria Road (W)	A	0	0	239
	Stanley Road	B	0	0	3
	Victoria Road (E)	C	136	1	0
HGVs	Victoria Road (W)	A	0	0	1
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.46
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.81	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	1	242
	Nelson Wharf	B	0	0	1
	Victoria Road (E)	C	141	1	0
Vehicles	Victoria Road (W)	A	0	1	241
	Nelson Wharf	B	0	0	1
	Victoria Road (E)	C	140	1	0
HGVs	Victoria Road (W)	A	0	0	1
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.46
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.79	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	11	246
	School Road	B	10	0	2
	Victoria Road (E)	C	138	5	0
Vehicles	Victoria Road (W)	A	0	11	244
	School Road	B	10	0	2
	Victoria Road (E)	C	135	5	0
HGVs	Victoria Road (W)	A	0	0	1
	School Road	B	0	0	0
	Victoria Road (E)	C	2	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.45
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	1.63	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

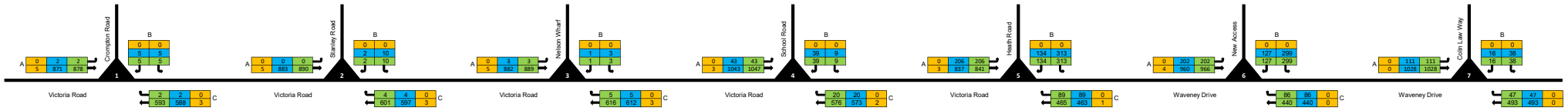
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	51	192
	Heath Road	B	34	0	78
	Victoria Road (E)	C	107	22	0
Vehicles	Victoria Road (W)	A	0	51	191
	Heath Road	B	34	0	78
	Victoria Road (E)	C	106	22	0
HGVs	Victoria Road (W)	A	0	0	1
	Heath Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.58
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	1.04	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	51	226
	New Access	B	32	0	75
	Waveney Drive (E)	C	110	21	0
Vehicles	Waveney Drive (W)	A	0	51	223
	New Access	B	32	0	75
	Waveney Drive (E)	C	110	21	0
HGVs	Waveney Drive (W)	A	0	0	2
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.99
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	28	240
	Colin Law Way	B	4	0	9
	Waveney Drive (E)	C	123	12	0
Vehicles	Waveney Drive (W)	A	0	28	240
	Colin Law Way	B	4	0	9
	Waveney Drive (E)	C	123	12	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development (J5/J6 Split)	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	0815 - 0915	049

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	2	878
	Crompton Road	B	5	0	5
	Victoria Road (E)	C	593	2	0
Vehicles	Victoria Road (W)	A	0	2	871
	Crompton Road	B	5	0	5
	Victoria Road (E)	C	588	2	0
HGVs	Victoria Road (W)	A	0	0	5
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	3	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.63
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.56	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	0	890
	Stanley Road	B	2	0	10
	Victoria Road (E)	C	601	4	0
Vehicles	Victoria Road (W)	A	0	0	883
	Stanley Road	B	2	0	10
	Victoria Road (E)	C	597	4	0
HGVs	Victoria Road (W)	A	0	0	5
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	3	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.62
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.55	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	3	889
	Nelson Wharf	B	1	0	3
	Victoria Road (E)	C	616	5	0
Vehicles	Victoria Road (W)	A	0	3	882
	Nelson Wharf	B	1	0	3
	Victoria Road (E)	C	612	5	0
HGVs	Victoria Road (W)	A	0	0	5
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	3	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.62
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.54	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	43	1047
	School Road	B	39	0	9
	Victoria Road (E)	C	576	20	0
Vehicles	Victoria Road (W)	A	0	43	1043
	School Road	B	39	0	9
	Victoria Road (E)	C	573	20	0
HGVs	Victoria Road (W)	A	0	0	3
	School Road	B	0	0	0
	Victoria Road (E)	C	2	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.32
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.38	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

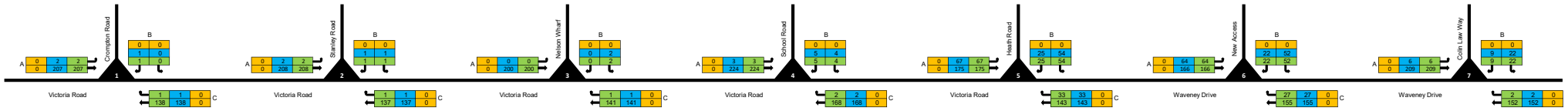
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	206	841
	Heath Road	B	134	0	313
	Victoria Road (E)	C	465	89	0
Vehicles	Victoria Road (W)	A	0	206	837
	Heath Road	B	134	0	313
	Victoria Road (E)	C	463	89	0
HGVs	Victoria Road (W)	A	0	0	3
	Heath Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.39
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.24	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	202	966
	New Access	B	127	0	299
	Waveney Drive (E)	C	440	86	0
Vehicles	Waveney Drive (W)	A	0	202	960
	New Access	B	127	0	299
	Waveney Drive (E)	C	440	86	0
HGVs	Waveney Drive (W)	A	0	0	4
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.46
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	111	1028
	Colin Law Way	B	16	0	38
	Waveney Drive (E)	C	493	47	0
Vehicles	Waveney Drive (W)	A	0	111	1028
	Colin Law Way	B	16	0	38
	Waveney Drive (E)	C	493	47	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development (J5/J6 Split)	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	1630 - 1645	050

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	2	207
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	138	1	0
Vehicles	Victoria Road (W)	A	0	2	207
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	138	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	2	208
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	137	1	0
Vehicles	Victoria Road (W)	A	0	2	208
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	137	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	0	200
	Nelson Wharf	B	0	0	2
	Victoria Road (E)	C	141	1	0
Vehicles	Victoria Road (W)	A	0	0	200
	Nelson Wharf	B	0	0	2
	Victoria Road (E)	C	141	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	3	224
	School Road	B	5	0	4
	Victoria Road (E)	C	168	2	0
Vehicles	Victoria Road (W)	A	0	3	224
	School Road	B	5	0	4
	Victoria Road (E)	C	168	2	0
HGVs	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

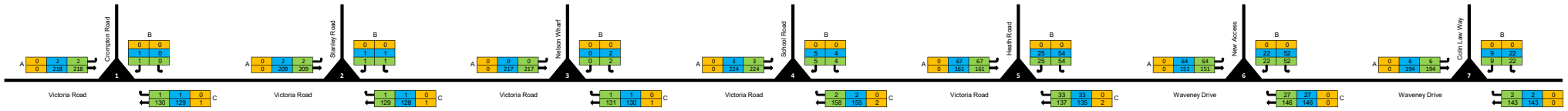
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	67	175
	Heath Road	B	25	0	54
	Victoria Road (E)	C	143	33	0
Vehicles	Victoria Road (W)	A	0	67	175
	Heath Road	B	25	0	54
	Victoria Road (E)	C	143	33	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	64	166
	New Access	B	22	0	52
	Waveney Drive (E)	C	155	27	0
Vehicles	Waveney Drive (W)	A	0	64	166
	New Access	B	22	0	52
	Waveney Drive (E)	C	155	27	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	6	209
	Colin Law Way	B	9	0	22
	Waveney Drive (E)	C	152	2	0
Vehicles	Waveney Drive (W)	A	0	6	209
	Colin Law Way	B	9	0	22
	Waveney Drive (E)	C	152	2	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development (J5/J6 Split)	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	1645 - 1700	051

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	2	218
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	130	1	0
Vehicles	Victoria Road (W)	A	0	2	218
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	129	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.85	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	2	209
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	129	1	0
Vehicles	Victoria Road (W)	A	0	2	209
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	128	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.86	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	0	217
	Nelson Wharf	B	0	0	2
	Victoria Road (E)	C	131	1	0
Vehicles	Victoria Road (W)	A	0	0	217
	Nelson Wharf	B	0	0	2
	Victoria Road (E)	C	130	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.85	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	3	224
	School Road	B	5	0	4
	Victoria Road (E)	C	158	2	0
Vehicles	Victoria Road (W)	A	0	3	224
	School Road	B	5	0	4
	Victoria Road (E)	C	155	2	0
HGVs	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	2	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	1.41	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

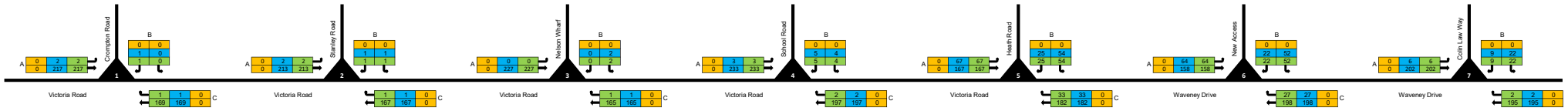
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	67	161
	Heath Road	B	25	0	54
	Victoria Road (E)	C	137	33	0
Vehicles	Victoria Road (W)	A	0	67	161
	Heath Road	B	25	0	54
	Victoria Road (E)	C	135	33	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	2	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	1.63	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	64	151
	New Access	B	22	0	52
	Waveney Drive (E)	C	146	27	0
Vehicles	Waveney Drive (W)	A	0	64	151
	New Access	B	22	0	52
	Waveney Drive (E)	C	146	27	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	6	194
	Colin Law Way	B	9	0	22
	Waveney Drive (E)	C	143	2	0
Vehicles	Waveney Drive (W)	A	0	6	194
	Colin Law Way	B	9	0	22
	Waveney Drive (E)	C	143	2	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development (J5/J6 Split)	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	1700 - 1715	052

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	2	217
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	169	1	0
Vehicles	Victoria Road (W)	A	0	2	217
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	169	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	2	213
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	167	1	0
Vehicles	Victoria Road (W)	A	0	2	213
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	167	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	0	227
	Nelson Wharf	B	0	0	2
	Victoria Road (E)	C	165	1	0
Vehicles	Victoria Road (W)	A	0	0	227
	Nelson Wharf	B	0	0	2
	Victoria Road (E)	C	165	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	3	233
	School Road	B	5	0	4
	Victoria Road (E)	C	197	2	0
Vehicles	Victoria Road (W)	A	0	3	233
	School Road	B	5	0	4
	Victoria Road (E)	C	197	2	0
HGVs	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

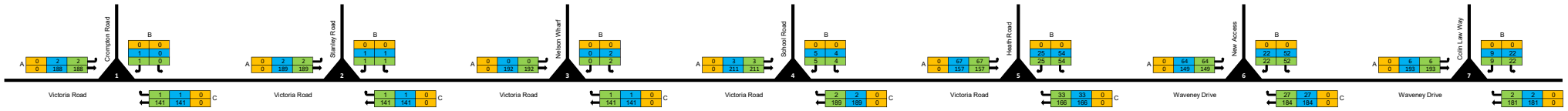
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	67	167
	Heath Road	B	25	0	54
	Victoria Road (E)	C	182	33	0
Vehicles	Victoria Road (W)	A	0	67	167
	Heath Road	B	25	0	54
	Victoria Road (E)	C	182	33	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	64	158
	New Access	B	22	0	52
	Waveney Drive (E)	C	198	27	0
Vehicles	Waveney Drive (W)	A	0	64	158
	New Access	B	22	0	52
	Waveney Drive (E)	C	198	27	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	6	202
	Colin Law Way	B	9	0	22
	Waveney Drive (E)	C	195	2	0
Vehicles	Waveney Drive (W)	A	0	6	202
	Colin Law Way	B	9	0	22
	Waveney Drive (E)	C	195	2	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development (J5/J6 Split)	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	1715 - 1730	053

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	2	188
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	141	1	0
Vehicles	Victoria Road (W)	A	0	2	188
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	141	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	2	189
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	141	1	0
Vehicles	Victoria Road (W)	A	0	2	189
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	141	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	0	192
	Nelson Wharf	B	0	0	2
	Victoria Road (E)	C	141	1	0
Vehicles	Victoria Road (W)	A	0	0	192
	Nelson Wharf	B	0	0	2
	Victoria Road (E)	C	141	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	3	211
	School Road	B	5	0	4
	Victoria Road (E)	C	189	2	0
Vehicles	Victoria Road (W)	A	0	3	211
	School Road	B	5	0	4
	Victoria Road (E)	C	189	2	0
HGVs	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

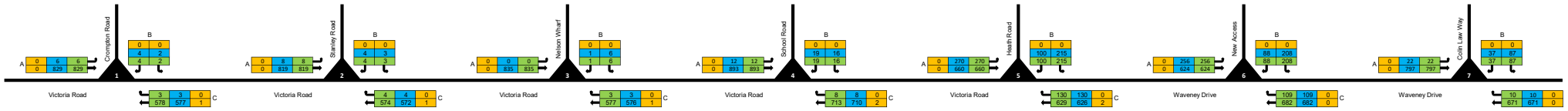
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	67	157
	Heath Road	B	25	0	54
	Victoria Road (E)	C	166	33	0
Vehicles	Victoria Road (W)	A	0	67	157
	Heath Road	B	25	0	54
	Victoria Road (E)	C	166	33	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	64	149
	New Access	B	22	0	52
	Waveney Drive (E)	C	184	27	0
Vehicles	Waveney Drive (W)	A	0	64	149
	New Access	B	22	0	52
	Waveney Drive (E)	C	184	27	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	6	193
	Colin Law Way	B	9	0	22
	Waveney Drive (E)	C	181	2	0
Vehicles	Waveney Drive (W)	A	0	6	193
	Colin Law Way	B	9	0	22
	Waveney Drive (E)	C	181	2	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development (J5/J6 Split)	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	1630 - 1730	054

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	6	829
	Crompton Road	B	4	0	2
	Victoria Road (E)	C	578	3	0
Vehicles	Victoria Road (W)	A	0	6	829
	Crompton Road	B	4	0	2
	Victoria Road (E)	C	577	3	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.19	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	8	819
	Stanley Road	B	4	0	3
	Victoria Road (E)	C	574	4	0
Vehicles	Victoria Road (W)	A	0	8	819
	Stanley Road	B	4	0	3
	Victoria Road (E)	C	572	4	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.19	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	0	835
	Nelson Wharf	B	1	0	6
	Victoria Road (E)	C	577	3	0
Vehicles	Victoria Road (W)	A	0	0	835
	Nelson Wharf	B	1	0	6
	Victoria Road (E)	C	576	3	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.19	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	12	893
	School Road	B	19	0	16
	Victoria Road (E)	C	713	8	0
Vehicles	Victoria Road (W)	A	0	12	893
	School Road	B	19	0	16
	Victoria Road (E)	C	710	8	0
HGVs	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	2	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.31	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

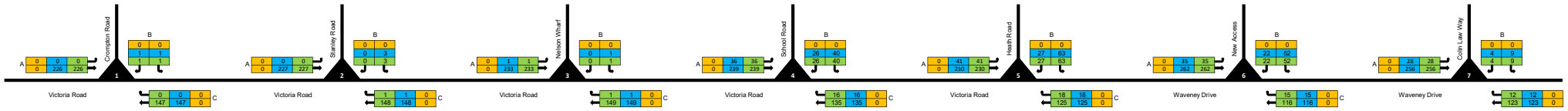
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	270	660
	Heath Road	B	100	0	215
	Victoria Road (E)	C	629	130	0
Vehicles	Victoria Road (W)	A	0	270	660
	Heath Road	B	100	0	215
	Victoria Road (E)	C	626	130	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	2	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.35	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	256	624
	New Access	B	88	0	208
	Waveney Drive (E)	C	682	109	0
Vehicles	Waveney Drive (W)	A	0	256	624
	New Access	B	88	0	208
	Waveney Drive (E)	C	682	109	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	22	797
	Colin Law Way	B	37	0	87
	Waveney Drive (E)	C	671	10	0
Vehicles	Waveney Drive (W)	A	0	22	797
	Colin Law Way	B	37	0	87
	Waveney Drive (E)	C	671	10	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development J5/J6 Sensitivity Testing	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	0815 - 0830	055

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	0	226
	Crompton Road	B	1	0	1
	Victoria Road (E)	C	147	0	0
Vehicles	Victoria Road (W)	A	0	0	226
	Crompton Road	B	1	0	1
	Victoria Road (E)	C	147	0	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	0	227
	Stanley Road	B	0	0	3
	Victoria Road (E)	C	148	1	0
Vehicles	Victoria Road (W)	A	0	0	227
	Stanley Road	B	0	0	3
	Victoria Road (E)	C	148	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	1	233
	Nelson Wharf	B	0	0	1
	Victoria Road (E)	C	149	1	0
Vehicles	Victoria Road (W)	A	0	1	233
	Nelson Wharf	B	0	0	1
	Victoria Road (E)	C	149	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	36	239
	School Road	B	26	0	40
	Victoria Road (E)	C	135	16	0
Vehicles	Victoria Road (W)	A	0	36	239
	School Road	B	26	0	40
	Victoria Road (E)	C	135	16	0
HGVs	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

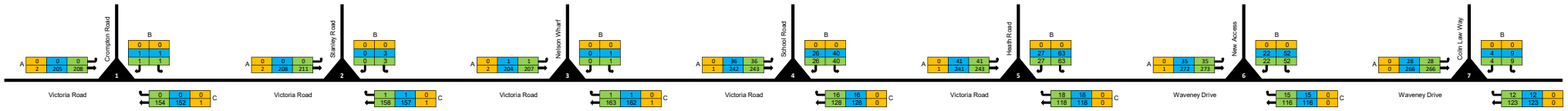
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	41	230
	Heath Road	B	27	0	63
	Victoria Road (E)	C	125	18	0
Vehicles	Victoria Road (W)	A	0	41	230
	Heath Road	B	27	0	63
	Victoria Road (E)	C	125	18	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	35	262
	New Access	B	22	0	52
	Waveney Drive (E)	C	116	15	0
Vehicles	Waveney Drive (W)	A	0	35	262
	New Access	B	22	0	52
	Waveney Drive (E)	C	116	15	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	28	256
	Colin Law Way	B	4	0	9
	Waveney Drive (E)	C	123	12	0
Vehicles	Waveney Drive (W)	A	0	28	256
	Colin Law Way	B	4	0	9
	Waveney Drive (E)	C	123	12	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development J5/J6 Sensitivity Testing	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	0830 - 0845	056

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	0	208
	Crompton Road	B	1	0	1
	Victoria Road (E)	C	154	0	0
Vehicles	Victoria Road (W)	A	0	0	205
	Crompton Road	B	1	0	1
	Victoria Road (E)	C	152	0	0
HGVs	Victoria Road (W)	A	0	0	2
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	1.07
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.72	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	0	211
	Stanley Road	B	0	0	3
	Victoria Road (E)	C	158	1	0
Vehicles	Victoria Road (W)	A	0	0	208
	Stanley Road	B	0	0	3
	Victoria Road (E)	C	157	1	0
HGVs	Victoria Road (W)	A	0	0	2
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	1.05
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.70	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	1	207
	Nelson Wharf	B	0	0	1
	Victoria Road (E)	C	163	1	0
Vehicles	Victoria Road (W)	A	0	1	204
	Nelson Wharf	B	0	0	1
	Victoria Road (E)	C	162	1	0
HGVs	Victoria Road (W)	A	0	0	2
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	1.08
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.68	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	36	243
	School Road	B	26	0	40
	Victoria Road (E)	C	128	16	0
Vehicles	Victoria Road (W)	A	0	36	242
	School Road	B	26	0	40
	Victoria Road (E)	C	128	16	0
HGVs	Victoria Road (W)	A	0	0	1
	School Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.45
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

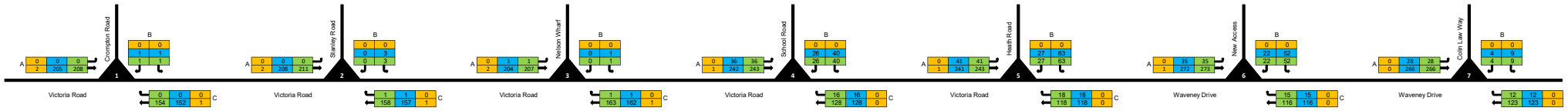
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	41	243
	Heath Road	B	27	0	63
	Victoria Road (E)	C	118	18	0
Vehicles	Victoria Road (W)	A	0	41	241
	Heath Road	B	27	0	63
	Victoria Road (E)	C	118	18	0
HGVs	Victoria Road (W)	A	0	0	1
	Heath Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.46
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	35	273
	New Access	B	22	0	52
	Waveney Drive (E)	C	116	15	0
Vehicles	Waveney Drive (W)	A	0	35	272
	New Access	B	22	0	52
	Waveney Drive (E)	C	116	15	0
HGVs	Waveney Drive (W)	A	0	0	1
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.40
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	28	266
	Colin Law Way	B	4	0	9
	Waveney Drive (E)	C	123	12	0
Vehicles	Waveney Drive (W)	A	0	28	266
	Colin Law Way	B	4	0	9
	Waveney Drive (E)	C	123	12	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development J5/J6 Sensitivity Testing	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	0845 - 0900	057

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	0	208
	Crompton Road	B	1	0	1
	Victoria Road (E)	C	154	0	0
Vehicles	Victoria Road (W)	A	0	0	205
	Crompton Road	B	1	0	1
	Victoria Road (E)	C	152	0	0
HGVs	Victoria Road (W)	A	0	0	2
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	1.07
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.72	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	0	211
	Stanley Road	B	0	0	3
	Victoria Road (E)	C	158	1	0
Vehicles	Victoria Road (W)	A	0	0	208
	Stanley Road	B	0	0	3
	Victoria Road (E)	C	157	1	0
HGVs	Victoria Road (W)	A	0	0	2
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	1.05
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.70	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	1	207
	Nelson Wharf	B	0	0	1
	Victoria Road (E)	C	163	1	0
Vehicles	Victoria Road (W)	A	0	1	204
	Nelson Wharf	B	0	0	1
	Victoria Road (E)	C	162	1	0
HGVs	Victoria Road (W)	A	0	0	2
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	1.08
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.68	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	36	243
	School Road	B	26	0	40
	Victoria Road (E)	C	128	16	0
Vehicles	Victoria Road (W)	A	0	36	242
	School Road	B	26	0	40
	Victoria Road (E)	C	128	16	0
HGVs	Victoria Road (W)	A	0	0	1
	School Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.45
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

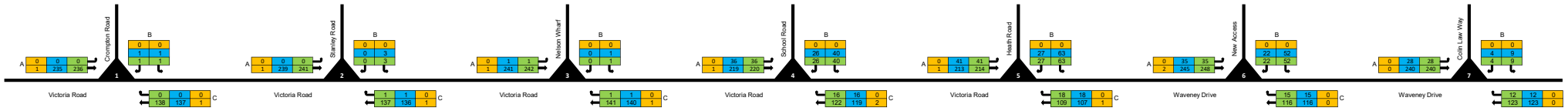
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	41	243
	Heath Road	B	27	0	63
	Victoria Road (E)	C	118	18	0
Vehicles	Victoria Road (W)	A	0	41	241
	Heath Road	B	27	0	63
	Victoria Road (E)	C	118	18	0
HGVs	Victoria Road (W)	A	0	0	1
	Heath Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.46
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	35	273
	New Access	B	22	0	52
	Waveney Drive (E)	C	116	15	0
Vehicles	Waveney Drive (W)	A	0	35	272
	New Access	B	22	0	52
	Waveney Drive (E)	C	116	15	0
HGVs	Waveney Drive (W)	A	0	0	1
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.40
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	28	266
	Colin Law Way	B	4	0	9
	Waveney Drive (E)	C	123	12	0
Vehicles	Waveney Drive (W)	A	0	28	266
	Colin Law Way	B	4	0	9
	Waveney Drive (E)	C	123	12	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development J5/J6 Sensitivity Testing	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	0900 - 0915	058

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	0	236
	Crompton Road	B	1	0	1
	Victoria Road (E)	C	138	0	0
Vehicles	Victoria Road (W)	A	0	0	235
	Crompton Road	B	1	0	1
	Victoria Road (E)	C	137	0	0
HGVs	Victoria Road (W)	A	0	0	1
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.47
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.80	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	0	241
	Stanley Road	B	0	0	3
	Victoria Road (E)	C	137	1	0
Vehicles	Victoria Road (W)	A	0	0	239
	Stanley Road	B	0	0	3
	Victoria Road (E)	C	136	1	0
HGVs	Victoria Road (W)	A	0	0	1
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.46
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.81	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	1	242
	Nelson Wharf	B	0	0	1
	Victoria Road (E)	C	141	1	0
Vehicles	Victoria Road (W)	A	0	1	241
	Nelson Wharf	B	0	0	1
	Victoria Road (E)	C	140	1	0
HGVs	Victoria Road (W)	A	0	0	1
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.46
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.79	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	36	220
	School Road	B	26	0	40
	Victoria Road (E)	C	122	16	0
Vehicles	Victoria Road (W)	A	0	36	219
	School Road	B	26	0	40
	Victoria Road (E)	C	119	16	0
HGVs	Victoria Road (W)	A	0	0	1
	School Road	B	0	0	0
	Victoria Road (E)	C	2	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.50
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	1.85	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

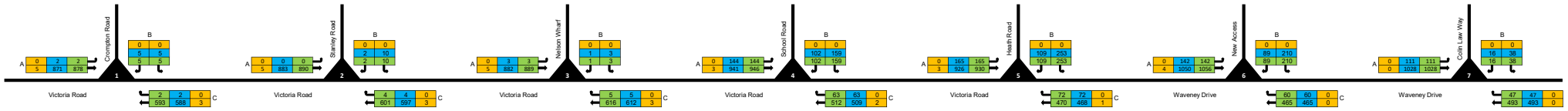
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	41	214
	Heath Road	B	27	0	63
	Victoria Road (E)	C	109	18	0
Vehicles	Victoria Road (W)	A	0	41	213
	Heath Road	B	27	0	63
	Victoria Road (E)	C	107	18	0
HGVs	Victoria Road (W)	A	0	0	1
	Heath Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.52
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	1.03	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	35	248
	New Access	B	22	0	52
	Waveney Drive (E)	C	116	15	0
Vehicles	Waveney Drive (W)	A	0	35	245
	New Access	B	22	0	52
	Waveney Drive (E)	C	116	15	0
HGVs	Waveney Drive (W)	A	0	0	2
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.90
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	28	240
	Colin Law Way	B	4	0	9
	Waveney Drive (E)	C	123	12	0
Vehicles	Waveney Drive (W)	A	0	28	240
	Colin Law Way	B	4	0	9
	Waveney Drive (E)	C	123	12	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development J5/J6 Sensitivity Testing	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	0815 - 0915	059

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	2	878
	Crompton Road	B	5	0	5
	Victoria Road (E)	C	593	2	0
Vehicles	Victoria Road (W)	A	0	2	871
	Crompton Road	B	5	0	5
	Victoria Road (E)	C	588	2	0
HGVs	Victoria Road (W)	A	0	0	5
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	3	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.63
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.56	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	0	890
	Stanley Road	B	2	0	10
	Victoria Road (E)	C	601	4	0
Vehicles	Victoria Road (W)	A	0	0	883
	Stanley Road	B	2	0	10
	Victoria Road (E)	C	597	4	0
HGVs	Victoria Road (W)	A	0	0	5
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	3	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.62
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.55	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	3	889
	Nelson Wharf	B	1	0	3
	Victoria Road (E)	C	616	5	0
Vehicles	Victoria Road (W)	A	0	3	882
	Nelson Wharf	B	1	0	3
	Victoria Road (E)	C	612	5	0
HGVs	Victoria Road (W)	A	0	0	5
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	3	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.62
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.54	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	144	946
	School Road	B	102	0	159
	Victoria Road (E)	C	512	63	0
Vehicles	Victoria Road (W)	A	0	144	941
	School Road	B	102	0	159
	Victoria Road (E)	C	509	63	0
HGVs	Victoria Road (W)	A	0	0	3
	School Road	B	0	0	0
	Victoria Road (E)	C	2	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.35
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.43	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

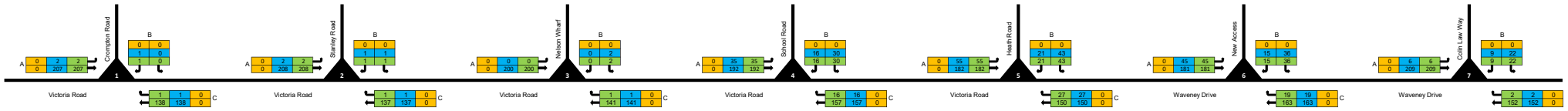
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	165	930
	Heath Road	B	109	0	253
	Victoria Road (E)	C	470	72	0
Vehicles	Victoria Road (W)	A	0	165	926
	Heath Road	B	109	0	253
	Victoria Road (E)	C	468	72	0
HGVs	Victoria Road (W)	A	0	0	3
	Heath Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.36
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.23	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	142	1056
	New Access	B	89	0	210
	Waveney Drive (E)	C	465	60	0
Vehicles	Waveney Drive (W)	A	0	142	1050
	New Access	B	89	0	210
	Waveney Drive (E)	C	465	60	0
HGVs	Waveney Drive (W)	A	0	0	4
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.42
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	111	1028
	Colin Law Way	B	16	0	38
	Waveney Drive (E)	C	493	47	0
Vehicles	Waveney Drive (W)	A	0	111	1028
	Colin Law Way	B	16	0	38
	Waveney Drive (E)	C	493	47	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development J5/J6 Sensitivity Testing	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	1630 - 1645	060

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	2	207
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	138	1	0
Vehicles	Victoria Road (W)	A	0	2	207
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	138	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	2	208
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	137	1	0
Vehicles	Victoria Road (W)	A	0	2	208
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	137	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	0	200
	Nelson Wharf	B	0	0	2
	Victoria Road (E)	C	141	1	0
Vehicles	Victoria Road (W)	A	0	0	200
	Nelson Wharf	B	0	0	2
	Victoria Road (E)	C	141	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	35	192
	School Road	B	16	0	30
	Victoria Road (E)	C	157	16	0
Vehicles	Victoria Road (W)	A	0	35	192
	School Road	B	16	0	30
	Victoria Road (E)	C	157	16	0
HGVs	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

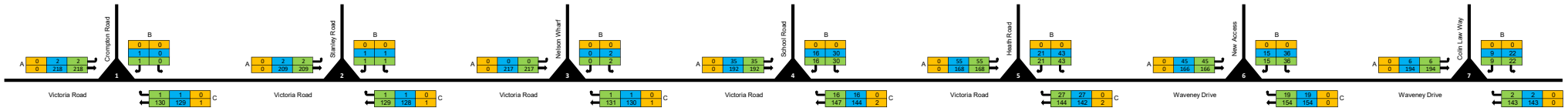
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	55	182
	Heath Road	B	21	0	43
	Victoria Road (E)	C	150	27	0
Vehicles	Victoria Road (W)	A	0	55	182
	Heath Road	B	21	0	43
	Victoria Road (E)	C	150	27	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	45	181
	New Access	B	15	0	36
	Waveney Drive (E)	C	163	19	0
Vehicles	Waveney Drive (W)	A	0	45	181
	New Access	B	15	0	36
	Waveney Drive (E)	C	163	19	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	6	209
	Colin Law Way	B	9	0	22
	Waveney Drive (E)	C	152	2	0
Vehicles	Waveney Drive (W)	A	0	6	209
	Colin Law Way	B	9	0	22
	Waveney Drive (E)	C	152	2	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development J5/J6 Sensitivity Testing	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	1645 - 1700	061

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	2	218
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	130	1	0
Vehicles	Victoria Road (W)	A	0	2	218
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	129	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.85	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	2	209
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	129	1	0
Vehicles	Victoria Road (W)	A	0	2	209
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	128	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.86	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	0	217
	Nelson Wharf	B	0	0	2
	Victoria Road (E)	C	131	1	0
Vehicles	Victoria Road (W)	A	0	0	217
	Nelson Wharf	B	0	0	2
	Victoria Road (E)	C	130	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.85	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	35	192
	School Road	B	16	0	30
	Victoria Road (E)	C	147	16	0
Vehicles	Victoria Road (W)	A	0	35	192
	School Road	B	16	0	30
	Victoria Road (E)	C	144	16	0
HGVs	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	2	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	1.52	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

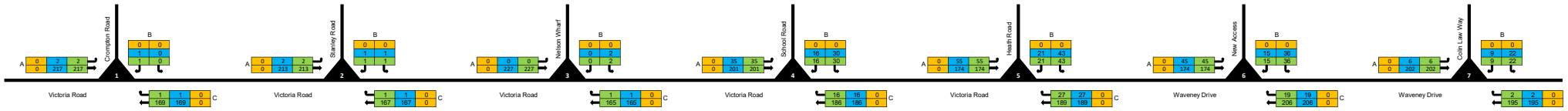
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	55	168
	Heath Road	B	21	0	43
	Victoria Road (E)	C	144	27	0
Vehicles	Victoria Road (W)	A	0	55	168
	Heath Road	B	21	0	43
	Victoria Road (E)	C	142	27	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	2	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	1.55	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	45	166
	New Access	B	15	0	36
	Waveney Drive (E)	C	154	19	0
Vehicles	Waveney Drive (W)	A	0	45	166
	New Access	B	15	0	36
	Waveney Drive (E)	C	154	19	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	6	194
	Colin Law Way	B	9	0	22
	Waveney Drive (E)	C	143	2	0
Vehicles	Waveney Drive (W)	A	0	6	194
	Colin Law Way	B	9	0	22
	Waveney Drive (E)	C	143	2	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development J5/J6 Sensitivity Testing	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	1700 - 1715	062

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	2	217
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	169	1	0
Vehicles	Victoria Road (W)	A	0	2	217
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	169	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	2	213
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	167	1	0
Vehicles	Victoria Road (W)	A	0	2	213
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	167	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	0	227
	Nelson Wharf	B	0	0	2
	Victoria Road (E)	C	165	1	0
Vehicles	Victoria Road (W)	A	0	0	227
	Nelson Wharf	B	0	0	2
	Victoria Road (E)	C	165	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	35	201
	School Road	B	16	0	30
	Victoria Road (E)	C	186	16	0
Vehicles	Victoria Road (W)	A	0	35	201
	School Road	B	16	0	30
	Victoria Road (E)	C	186	16	0
HGVs	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

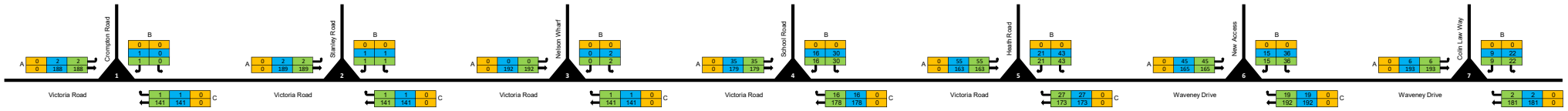
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	55	174
	Heath Road	B	21	0	43
	Victoria Road (E)	C	189	27	0
Vehicles	Victoria Road (W)	A	0	55	174
	Heath Road	B	21	0	43
	Victoria Road (E)	C	189	27	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	45	174
	New Access	B	15	0	36
	Waveney Drive (E)	C	206	19	0
Vehicles	Waveney Drive (W)	A	0	45	174
	New Access	B	15	0	36
	Waveney Drive (E)	C	206	19	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	6	202
	Colin Law Way	B	9	0	22
	Waveney Drive (E)	C	195	2	0
Vehicles	Waveney Drive (W)	A	0	6	202
	Colin Law Way	B	9	0	22
	Waveney Drive (E)	C	195	2	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development J5/J6 Sensitivity Testing	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	1715 - 1730	063

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	2	188
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	141	1	0
Vehicles	Victoria Road (W)	A	0	2	188
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	141	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	2	189
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	141	1	0
Vehicles	Victoria Road (W)	A	0	2	189
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	141	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	0	192
	Nelson Wharf	B	0	0	2
	Victoria Road (E)	C	141	1	0
Vehicles	Victoria Road (W)	A	0	0	192
	Nelson Wharf	B	0	0	2
	Victoria Road (E)	C	141	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	35	179
	School Road	B	16	0	30
	Victoria Road (E)	C	178	16	0
Vehicles	Victoria Road (W)	A	0	35	179
	School Road	B	16	0	30
	Victoria Road (E)	C	178	16	0
HGVs	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

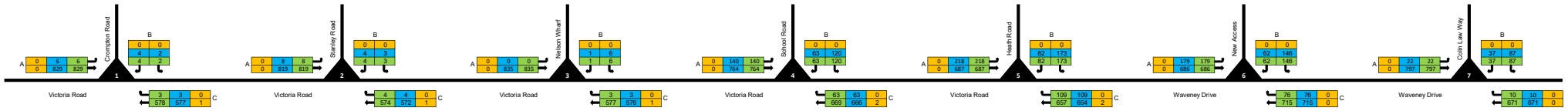
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	55	163
	Heath Road	B	21	0	43
	Victoria Road (E)	C	173	27	0
Vehicles	Victoria Road (W)	A	0	55	163
	Heath Road	B	21	0	43
	Victoria Road (E)	C	173	27	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	45	165
	New Access	B	15	0	36
	Waveney Drive (E)	C	192	19	0
Vehicles	Waveney Drive (W)	A	0	45	165
	New Access	B	15	0	36
	Waveney Drive (E)	C	192	19	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	6	193
	Colin Law Way	B	9	0	22
	Waveney Drive (E)	C	181	2	0
Vehicles	Waveney Drive (W)	A	0	6	193
	Colin Law Way	B	9	0	22
	Waveney Drive (E)	C	181	2	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development J5/J6 Sensitivity Testing	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	1630 - 1730	065

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	6	829
	Crompton Road	B	4	0	2
	Victoria Road (E)	C	578	3	0
Vehicles	Victoria Road (W)	A	0	6	829
	Crompton Road	B	4	0	2
	Victoria Road (E)	C	577	3	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.19	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	8	819
	Stanley Road	B	4	0	3
	Victoria Road (E)	C	574	4	0
Vehicles	Victoria Road (W)	A	0	8	819
	Stanley Road	B	4	0	3
	Victoria Road (E)	C	572	4	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.19	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	0	835
	Nelson Wharf	B	1	0	6
	Victoria Road (E)	C	577	3	0
Vehicles	Victoria Road (W)	A	0	0	835
	Nelson Wharf	B	1	0	6
	Victoria Road (E)	C	576	3	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.19	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	140	764
	School Road	B	63	0	120
	Victoria Road (E)	C	669	63	0
Vehicles	Victoria Road (W)	A	0	140	764
	School Road	B	63	0	120
	Victoria Road (E)	C	666	63	0
HGVs	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	2	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.33	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

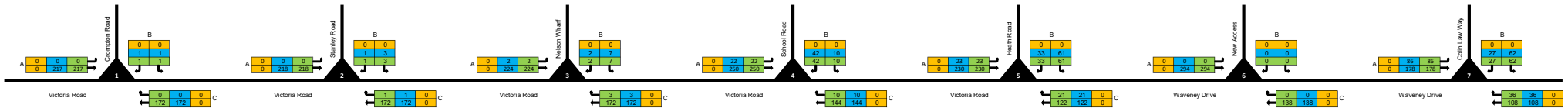
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	218	687
	Heath Road	B	82	0	173
	Victoria Road (E)	C	657	109	0
Vehicles	Victoria Road (W)	A	0	218	687
	Heath Road	B	82	0	173
	Victoria Road (E)	C	654	109	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	2	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.34	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	179	686
	New Access	B	62	0	146
	Waveney Drive (E)	C	715	76	0
Vehicles	Waveney Drive (W)	A	0	179	686
	New Access	B	62	0	146
	Waveney Drive (E)	C	715	76	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	22	797
	Colin Law Way	B	37	0	87
	Waveney Drive (E)	C	671	10	0
Vehicles	Waveney Drive (W)	A	0	22	797
	Colin Law Way	B	37	0	87
	Waveney Drive (E)	C	671	10	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development J3/J4/J5 Sensitivity Testing	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	0815 - 0830	066

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

Junction 1		A	B	C
PCU	Victoria Road (W)	0	0	217
	Crompton Road	1	0	1
	Victoria Road (E)	172	0	0
Vehicles	Victoria Road (W)	0	0	217
	Crompton Road	1	0	1
	Victoria Road (E)	172	0	0
HGVs	Victoria Road (W)	0	0	0
	Crompton Road	0	0	0
	Victoria Road (E)	0	0	0
HGV%	Victoria Road (W)	0.00	0.00	0.00
	Crompton Road	0.00	0.00	0.00
	Victoria Road (E)	0.00	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

Junction 2		A	B	C
PCU	Victoria Road (W)	0	0	218
	Stanley Road	1	0	3
	Victoria Road (E)	172	1	0
Vehicles	Victoria Road (W)	0	0	218
	Stanley Road	1	0	3
	Victoria Road (E)	172	1	0
HGVs	Victoria Road (W)	0	0	0
	Stanley Road	0	0	0
	Victoria Road (E)	0	0	0
HGV%	Victoria Road (W)	0.00	0.00	0.00
	Stanley Road	0.00	0.00	0.00
	Victoria Road (E)	0.00	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

Junction 3		A	B	C
PCU	Victoria Road (W)	0	2	224
	Nelson Wharf	2	0	7
	Victoria Road (E)	172	3	0
Vehicles	Victoria Road (W)	0	2	224
	Nelson Wharf	2	0	7
	Victoria Road (E)	172	3	0
HGVs	Victoria Road (W)	0	0	0
	Nelson Wharf	0	0	0
	Victoria Road (E)	0	0	0
HGV%	Victoria Road (W)	0.00	0.00	0.00
	Nelson Wharf	0.00	0.00	0.00
	Victoria Road (E)	0.00	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

Junction 4		A	B	C
PCU	Victoria Road (W)	0	22	250
	School Road	42	0	10
	Victoria Road (E)	144	10	0
Vehicles	Victoria Road (W)	0	22	250
	School Road	42	0	10
	Victoria Road (E)	144	10	0
HGVs	Victoria Road (W)	0	0	0
	School Road	0	0	0
	Victoria Road (E)	0	0	0
HGV%	Victoria Road (W)	0.00	0.00	0.00
	School Road	0.00	0.00	0.00
	Victoria Road (E)	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

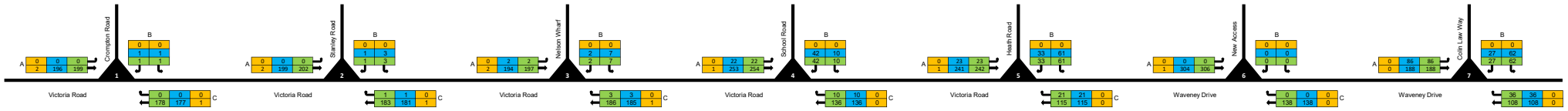
Junction 5		A	B	C
PCU	Victoria Road (W)	0	23	230
	Heath Road	33	0	61
	Victoria Road (E)	122	21	0
Vehicles	Victoria Road (W)	0	23	230
	Heath Road	33	0	61
	Victoria Road (E)	122	21	0
HGVs	Victoria Road (W)	0	0	0
	Heath Road	0	0	0
	Victoria Road (E)	0	0	0
HGV%	Victoria Road (W)	0.00	0.00	0.00
	Heath Road	0.00	0.00	0.00
	Victoria Road (E)	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

Junction 4		A	B	C
PCU	Waveney Drive (W)	0	0	294
	New Access	0	0	0
	Waveney Drive (E)	138	0	0
Vehicles	Waveney Drive (W)	0	0	294
	New Access	0	0	0
	Waveney Drive (E)	138	0	0
HGVs	Waveney Drive (W)	0	0	0
	New Access	0	0	0
	Waveney Drive (E)	0	0	0
HGV%	Waveney Drive (W)	0.00	0.00	0.00
	New Access	0.00	0.00	0.00
	Waveney Drive (E)	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

Junction 5		A	B	C
PCU	Waveney Drive (W)	0	86	178
	Colin Law Way	27	0	62
	Waveney Drive (E)	108	36	0
Vehicles	Waveney Drive (W)	0	86	178
	Colin Law Way	27	0	62
	Waveney Drive (E)	108	36	0
HGVs	Waveney Drive (W)	0	0	0
	Colin Law Way	0	0	0
	Waveney Drive (E)	0	0	0
HGV%	Waveney Drive (W)	0.00	0.00	0.00
	Colin Law Way	0.00	0.00	0.00
	Waveney Drive (E)	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development J3/J4/J5 Sensitivity Testing	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	0830 - 0845	067

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	0	199
	Crompton Road	B	1	0	1
	Victoria Road (E)	C	178	0	0
Vehicles	Victoria Road (W)	A	0	0	196
	Crompton Road	B	1	0	1
	Victoria Road (E)	C	177	0	0
HGVs	Victoria Road (W)	A	0	0	2
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	1.12
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.62	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	0	202
	Stanley Road	B	1	0	3
	Victoria Road (E)	C	183	1	0
Vehicles	Victoria Road (W)	A	0	0	199
	Stanley Road	B	1	0	3
	Victoria Road (E)	C	181	1	0
HGVs	Victoria Road (W)	A	0	0	2
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	1.10
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.61	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	2	197
	Nelson Wharf	B	2	0	7
	Victoria Road (E)	C	186	3	0
Vehicles	Victoria Road (W)	A	0	2	194
	Nelson Wharf	B	2	0	7
	Victoria Road (E)	C	185	3	0
HGVs	Victoria Road (W)	A	0	0	2
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	1.13
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.59	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	22	254
	School Road	B	42	0	10
	Victoria Road (E)	C	136	10	0
Vehicles	Victoria Road (W)	A	0	22	253
	School Road	B	42	0	10
	Victoria Road (E)	C	136	10	0
HGVs	Victoria Road (W)	A	0	0	1
	School Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.43
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

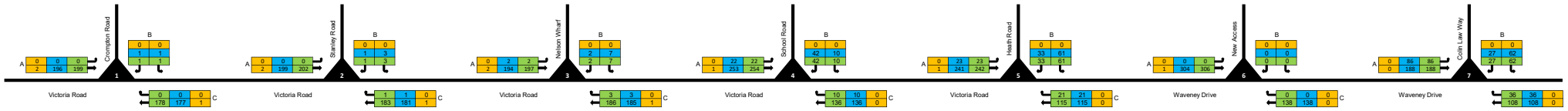
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	23	242
	Heath Road	B	33	0	61
	Victoria Road (E)	C	115	21	0
Vehicles	Victoria Road (W)	A	0	23	241
	Heath Road	B	33	0	61
	Victoria Road (E)	C	115	21	0
HGVs	Victoria Road (W)	A	0	0	1
	Heath Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.46
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	0	306
	New Access	B	0	0	0
	Waveney Drive (E)	C	138	0	0
Vehicles	Waveney Drive (W)	A	0	0	304
	New Access	B	0	0	0
	Waveney Drive (E)	C	138	0	0
HGVs	Waveney Drive (W)	A	0	0	1
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.36
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	86	188
	Colin Law Way	B	27	0	62
	Waveney Drive (E)	C	108	36	0
Vehicles	Waveney Drive (W)	A	0	86	188
	Colin Law Way	B	27	0	62
	Waveney Drive (E)	C	108	36	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development J3/J4/J5 Sensitivity Testing	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	0845 - 0900	068

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	0	199
	Crompton Road	B	1	0	1
	Victoria Road (E)	C	178	0	0
Vehicles	Victoria Road (W)	A	0	0	196
	Crompton Road	B	1	0	1
	Victoria Road (E)	C	177	0	0
HGVs	Victoria Road (W)	A	0	0	2
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	1.12
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.62	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	0	202
	Stanley Road	B	1	0	3
	Victoria Road (E)	C	183	1	0
Vehicles	Victoria Road (W)	A	0	0	199
	Stanley Road	B	1	0	3
	Victoria Road (E)	C	181	1	0
HGVs	Victoria Road (W)	A	0	0	2
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	1.10
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.61	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	2	197
	Nelson Wharf	B	2	0	7
	Victoria Road (E)	C	186	3	0
Vehicles	Victoria Road (W)	A	0	2	194
	Nelson Wharf	B	2	0	7
	Victoria Road (E)	C	185	3	0
HGVs	Victoria Road (W)	A	0	0	2
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	1.13
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.59	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	22	254
	School Road	B	42	0	10
	Victoria Road (E)	C	136	10	0
Vehicles	Victoria Road (W)	A	0	22	253
	School Road	B	42	0	10
	Victoria Road (E)	C	136	10	0
HGVs	Victoria Road (W)	A	0	0	1
	School Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.43
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

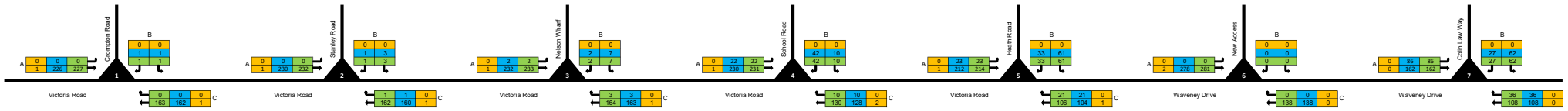
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	23	242
	Heath Road	B	33	0	61
	Victoria Road (E)	C	115	21	0
Vehicles	Victoria Road (W)	A	0	23	241
	Heath Road	B	33	0	61
	Victoria Road (E)	C	115	21	0
HGVs	Victoria Road (W)	A	0	0	1
	Heath Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.46
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	0	306
	New Access	B	0	0	0
	Waveney Drive (E)	C	138	0	0
Vehicles	Waveney Drive (W)	A	0	0	304
	New Access	B	0	0	0
	Waveney Drive (E)	C	138	0	0
HGVs	Waveney Drive (W)	A	0	0	1
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.36
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	86	188
	Colin Law Way	B	27	0	62
	Waveney Drive (E)	C	108	36	0
Vehicles	Waveney Drive (W)	A	0	86	188
	Colin Law Way	B	27	0	62
	Waveney Drive (E)	C	108	36	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development J3/J4/J5 Sensitivity Testing	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	0900 - 0915	069

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1	A	B	C
PCU	Victoria Road (W)	0	0	227
	Crompton Road	1	0	1
	Victoria Road (E)	163	0	0
Vehicles	Victoria Road (W)	0	0	226
	Crompton Road	1	0	1
	Victoria Road (E)	162	0	0
HGVs	Victoria Road (W)	0	0	1
	Crompton Road	0	0	0
	Victoria Road (E)	1	0	0
HGV%	Victoria Road (W)	0.00	0.00	0.49
	Crompton Road	0.00	0.00	0.00
	Victoria Road (E)	0.68	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2	A	B	C
PCU	Victoria Road (W)	0	0	232
	Stanley Road	1	0	3
	Victoria Road (E)	162	1	0
Vehicles	Victoria Road (W)	0	0	230
	Stanley Road	1	0	3
	Victoria Road (E)	160	1	0
HGVs	Victoria Road (W)	0	0	1
	Stanley Road	0	0	0
	Victoria Road (E)	1	0	0
HGV%	Victoria Road (W)	0.00	0.00	0.48
	Stanley Road	0.00	0.00	0.00
	Victoria Road (E)	0.69	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3	A	B	C
PCU	Victoria Road (W)	0	2	233
	Nelson Wharf	2	0	7
	Victoria Road (E)	164	3	0
Vehicles	Victoria Road (W)	0	2	232
	Nelson Wharf	2	0	7
	Victoria Road (E)	163	3	0
HGVs	Victoria Road (W)	0	0	1
	Nelson Wharf	0	0	0
	Victoria Road (E)	1	0	0
HGV%	Victoria Road (W)	0.00	0.00	0.47
	Nelson Wharf	0.00	0.00	0.00
	Victoria Road (E)	0.67	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4	A	B	C
PCU	Victoria Road (W)	0	22	231
	School Road	42	0	10
	Victoria Road (E)	130	10	0
Vehicles	Victoria Road (W)	0	22	230
	School Road	42	0	10
	Victoria Road (E)	128	10	0
HGVs	Victoria Road (W)	0	0	1
	School Road	0	0	0
	Victoria Road (E)	2	0	0
HGV%	Victoria Road (W)	0.00	0.00	0.48
	School Road	0.00	0.00	0.00
	Victoria Road (E)	1.72	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

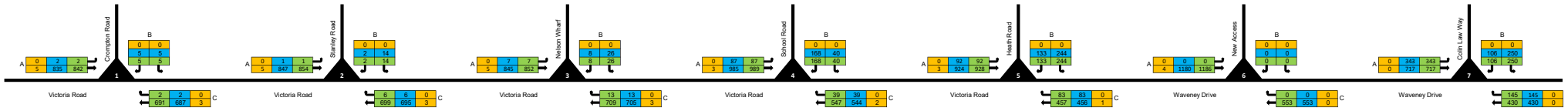
	Junction 5	A	B	C
PCU	Victoria Road (W)	0	23	214
	Heath Road	33	0	61
	Victoria Road (E)	106	21	0
Vehicles	Victoria Road (W)	0	23	212
	Heath Road	33	0	61
	Victoria Road (E)	104	21	0
HGVs	Victoria Road (W)	0	0	1
	Heath Road	0	0	0
	Victoria Road (E)	1	0	0
HGV%	Victoria Road (W)	0.00	0.00	0.52
	Heath Road	0.00	0.00	0.00
	Victoria Road (E)	1.06	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4	A	B	C
PCU	Waveney Drive (W)	0	0	281
	New Access	0	0	0
	Waveney Drive (E)	138	0	0
Vehicles	Waveney Drive (W)	0	0	278
	New Access	0	0	0
	Waveney Drive (E)	138	0	0
HGVs	Waveney Drive (W)	0	0	2
	New Access	0	0	0
	Waveney Drive (E)	0	0	0
HGV%	Waveney Drive (W)	0.00	0.00	0.79
	New Access	0.00	0.00	0.00
	Waveney Drive (E)	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5	A	B	C
PCU	Waveney Drive (W)	0	86	162
	Colin Law Way	27	0	62
	Waveney Drive (E)	108	36	0
Vehicles	Waveney Drive (W)	0	86	162
	Colin Law Way	27	0	62
	Waveney Drive (E)	108	36	0
HGVs	Waveney Drive (W)	0	0	0
	Colin Law Way	0	0	0
	Waveney Drive (E)	0	0	0
HGV%	Waveney Drive (W)	0.00	0.00	0.00
	Colin Law Way	0.00	0.00	0.00
	Waveney Drive (E)	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development J3/J4/J5 Sensitivity Testing	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	0815 - 0915	070

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	2	842
	Crompton Road	B	5	0	5
	Victoria Road (E)	C	691	2	0
Vehicles	Victoria Road (W)	A	0	2	835
	Crompton Road	B	5	0	5
	Victoria Road (E)	C	687	2	0
HGVs	Victoria Road (W)	A	0	0	5
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	3	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.66
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.48	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	1	854
	Stanley Road	B	2	0	14
	Victoria Road (E)	C	699	6	0
Vehicles	Victoria Road (W)	A	0	1	847
	Stanley Road	B	2	0	14
	Victoria Road (E)	C	695	6	0
HGVs	Victoria Road (W)	A	0	0	5
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	3	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.65
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.47	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	7	852
	Nelson Wharf	B	8	0	26
	Victoria Road (E)	C	709	13	0
Vehicles	Victoria Road (W)	A	0	7	845
	Nelson Wharf	B	8	0	26
	Victoria Road (E)	C	705	13	0
HGVs	Victoria Road (W)	A	0	0	5
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	3	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.65
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.47	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	87	989
	School Road	B	168	0	40
	Victoria Road (E)	C	547	39	0
Vehicles	Victoria Road (W)	A	0	87	985
	School Road	B	168	0	40
	Victoria Road (E)	C	544	39	0
HGVs	Victoria Road (W)	A	0	0	3
	School Road	B	0	0	0
	Victoria Road (E)	C	2	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.33
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.40	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

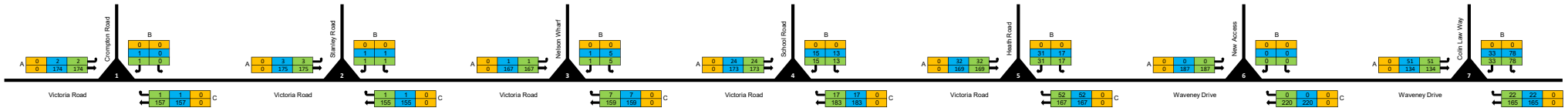
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	92	928
	Heath Road	B	133	0	244
	Victoria Road (E)	C	457	83	0
Vehicles	Victoria Road (W)	A	0	92	924
	Heath Road	B	133	0	244
	Victoria Road (E)	C	456	83	0
HGVs	Victoria Road (W)	A	0	0	3
	Heath Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.36
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.24	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	0	1186
	New Access	B	0	0	0
	Waveney Drive (E)	C	553	0	0
Vehicles	Waveney Drive (W)	A	0	0	1180
	New Access	B	0	0	0
	Waveney Drive (E)	C	553	0	0
HGVs	Waveney Drive (W)	A	0	0	4
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.37
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	343	717
	Colin Law Way	B	106	0	250
	Waveney Drive (E)	C	430	145	0
Vehicles	Waveney Drive (W)	A	0	343	717
	Colin Law Way	B	106	0	250
	Waveney Drive (E)	C	430	145	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development J3/J4/J5 Sensitivity Testing	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	1630 - 1645	071

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	2	174
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	157	1	0
Vehicles	Victoria Road (W)	A	0	2	174
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	157	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	3	175
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	155	1	0
Vehicles	Victoria Road (W)	A	0	3	175
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	155	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	1	167
	Nelson Wharf	B	1	0	5
	Victoria Road (E)	C	159	7	0
Vehicles	Victoria Road (W)	A	0	1	167
	Nelson Wharf	B	1	0	5
	Victoria Road (E)	C	159	7	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	24	173
	School Road	B	15	0	13
	Victoria Road (E)	C	183	17	0
Vehicles	Victoria Road (W)	A	0	24	173
	School Road	B	15	0	13
	Victoria Road (E)	C	183	17	0
HGVs	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

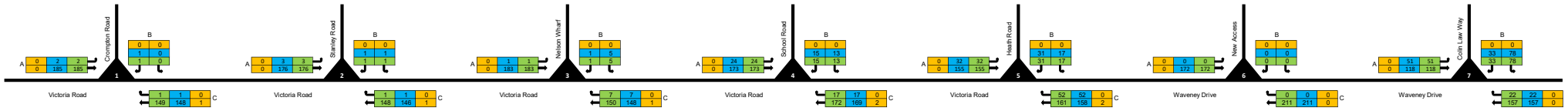
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	32	169
	Heath Road	B	31	0	17
	Victoria Road (E)	C	167	52	0
Vehicles	Victoria Road (W)	A	0	32	169
	Heath Road	B	31	0	17
	Victoria Road (E)	C	167	52	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	0	187
	New Access	B	0	0	0
	Waveney Drive (E)	C	220	0	0
Vehicles	Waveney Drive (W)	A	0	0	187
	New Access	B	0	0	0
	Waveney Drive (E)	C	220	0	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	51	134
	Colin Law Way	B	33	0	78
	Waveney Drive (E)	C	165	22	0
Vehicles	Waveney Drive (W)	A	0	51	134
	Colin Law Way	B	33	0	78
	Waveney Drive (E)	C	165	22	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development J3/J4/J5 Sensitivity Testing	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	1645 - 1700	072

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	2	185
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	149	1	0
Vehicles	Victoria Road (W)	A	0	2	185
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	148	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.74	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	3	176
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	148	1	0
Vehicles	Victoria Road (W)	A	0	3	176
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	146	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.75	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	1	183
	Nelson Wharf	B	1	0	5
	Victoria Road (E)	C	150	7	0
Vehicles	Victoria Road (W)	A	0	1	183
	Nelson Wharf	B	1	0	5
	Victoria Road (E)	C	148	7	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.74	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	24	173
	School Road	B	15	0	13
	Victoria Road (E)	C	172	17	0
Vehicles	Victoria Road (W)	A	0	24	173
	School Road	B	15	0	13
	Victoria Road (E)	C	169	17	0
HGVs	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	2	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	1.30	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

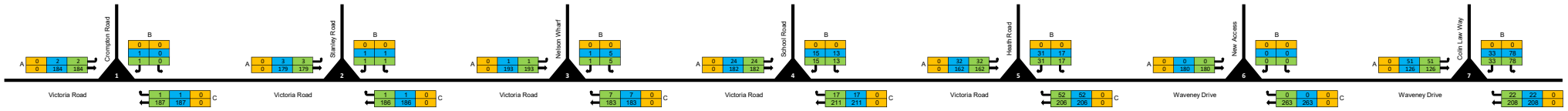
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	32	155
	Heath Road	B	31	0	17
	Victoria Road (E)	C	161	52	0
Vehicles	Victoria Road (W)	A	0	32	155
	Heath Road	B	31	0	17
	Victoria Road (E)	C	158	52	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	2	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	1.39	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	0	172
	New Access	B	0	0	0
	Waveney Drive (E)	C	211	0	0
Vehicles	Waveney Drive (W)	A	0	0	172
	New Access	B	0	0	0
	Waveney Drive (E)	C	211	0	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	51	118
	Colin Law Way	B	33	0	78
	Waveney Drive (E)	C	157	22	0
Vehicles	Waveney Drive (W)	A	0	51	118
	Colin Law Way	B	33	0	78
	Waveney Drive (E)	C	157	22	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development J3/J4/J5 Sensitivity Testing	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	1700 - 1715	073

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	2	184
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	187	1	0
Vehicles	Victoria Road (W)	A	0	2	184
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	187	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	3	179
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	186	1	0
Vehicles	Victoria Road (W)	A	0	3	179
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	186	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	1	193
	Nelson Wharf	B	1	0	5
	Victoria Road (E)	C	183	7	0
Vehicles	Victoria Road (W)	A	0	1	193
	Nelson Wharf	B	1	0	5
	Victoria Road (E)	C	183	7	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	24	182
	School Road	B	15	0	13
	Victoria Road (E)	C	211	17	0
Vehicles	Victoria Road (W)	A	0	24	182
	School Road	B	15	0	13
	Victoria Road (E)	C	211	17	0
HGVs	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

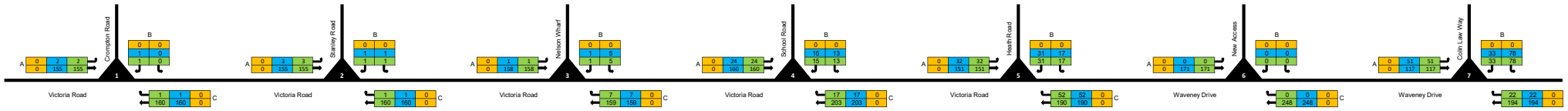
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	32	162
	Heath Road	B	31	0	17
	Victoria Road (E)	C	206	52	0
Vehicles	Victoria Road (W)	A	0	32	162
	Heath Road	B	31	0	17
	Victoria Road (E)	C	206	52	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	0	180
	New Access	B	0	0	0
	Waveney Drive (E)	C	263	0	0
Vehicles	Waveney Drive (W)	A	0	0	180
	New Access	B	0	0	0
	Waveney Drive (E)	C	263	0	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	51	126
	Colin Law Way	B	33	0	78
	Waveney Drive (E)	C	208	22	0
Vehicles	Waveney Drive (W)	A	0	51	126
	Colin Law Way	B	33	0	78
	Waveney Drive (E)	C	208	22	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development J3/J4/J5 Sensitivity Testing	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	1715 - 1730	074

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	2	155
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	160	1	0
Vehicles	Victoria Road (W)	A	0	2	155
	Crompton Road	B	1	0	0
	Victoria Road (E)	C	160	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	3	155
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	160	1	0
Vehicles	Victoria Road (W)	A	0	3	155
	Stanley Road	B	1	0	1
	Victoria Road (E)	C	160	1	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	1	158
	Nelson Wharf	B	1	0	5
	Victoria Road (E)	C	159	7	0
Vehicles	Victoria Road (W)	A	0	1	158
	Nelson Wharf	B	1	0	5
	Victoria Road (E)	C	159	7	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	24	160
	School Road	B	15	0	13
	Victoria Road (E)	C	203	17	0
Vehicles	Victoria Road (W)	A	0	24	160
	School Road	B	15	0	13
	Victoria Road (E)	C	203	17	0
HGVs	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

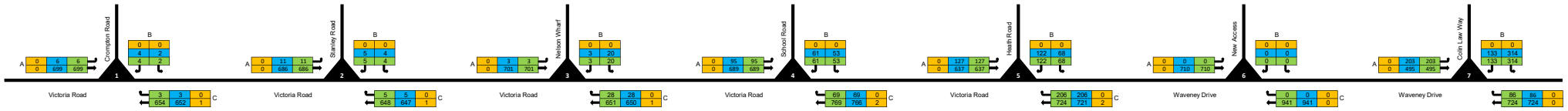
	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	32	151
	Heath Road	B	31	0	17
	Victoria Road (E)	C	190	52	0
Vehicles	Victoria Road (W)	A	0	32	151
	Heath Road	B	31	0	17
	Victoria Road (E)	C	190	52	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	0	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.00	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	0	171
	New Access	B	0	0	0
	Waveney Drive (E)	C	248	0	0
Vehicles	Waveney Drive (W)	A	0	0	171
	New Access	B	0	0	0
	Waveney Drive (E)	C	248	0	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	51	117
	Colin Law Way	B	33	0	78
	Waveney Drive (E)	C	194	22	0
Vehicles	Waveney Drive (W)	A	0	51	117
	Colin Law Way	B	33	0	78
	Waveney Drive (E)	C	194	22	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00



Project	Title	Originator
Kirkley Waterfront, Lowestoft	Base + Development J3/J4/J5 Sensitivity Testing	wsp
Client	**Time Period**	**Diagram**
East Suffolk Council / Suffolk County Council	1630 - 1730	075

Key

Direction
PCUs
Total Vehicles
HGVs

Junction 1 - Victoria Road (W) / Crompton Road / Victoria Road (E)

	Junction 1		A	B	C
PCU	Victoria Road (W)	A	0	6	699
	Crompton Road	B	4	0	2
	Victoria Road (E)	C	654	3	0
Vehicles	Victoria Road (W)	A	0	6	699
	Crompton Road	B	4	0	2
	Victoria Road (E)	C	652	3	0
HGVs	Victoria Road (W)	A	0	0	0
	Crompton Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Crompton Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.17	0.00	0.00

Junction 2 - Victoria Road (W) / Stanley Road / Victoria Road (E)

	Junction 2		A	B	C
PCU	Victoria Road (W)	A	0	11	686
	Stanley Road	B	5	0	4
	Victoria Road (E)	C	648	5	0
Vehicles	Victoria Road (W)	A	0	11	686
	Stanley Road	B	5	0	4
	Victoria Road (E)	C	647	5	0
HGVs	Victoria Road (W)	A	0	0	0
	Stanley Road	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Stanley Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.17	0.00	0.00

Junction 3 - Victoria Road (W) / Nelson Wharf / Victoria Road (E)

	Junction 3		A	B	C
PCU	Victoria Road (W)	A	0	3	701
	Nelson Wharf	B	3	0	20
	Victoria Road (E)	C	651	28	0
Vehicles	Victoria Road (W)	A	0	3	701
	Nelson Wharf	B	3	0	20
	Victoria Road (E)	C	650	28	0
HGVs	Victoria Road (W)	A	0	0	0
	Nelson Wharf	B	0	0	0
	Victoria Road (E)	C	1	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Nelson Wharf	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.17	0.00	0.00

Junction 4 - Victoria Road (W) / School Road / Victoria Road (E)

	Junction 4		A	B	C
PCU	Victoria Road (W)	A	0	95	689
	School Road	B	61	0	53
	Victoria Road (E)	C	769	69	0
Vehicles	Victoria Road (W)	A	0	95	689
	School Road	B	61	0	53
	Victoria Road (E)	C	766	69	0
HGVs	Victoria Road (W)	A	0	0	0
	School Road	B	0	0	0
	Victoria Road (E)	C	2	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	School Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.29	0.00	0.00

Junction 5 - Victoria Road (W) / Heath Road / Victoria Road (E)

	Junction 5		A	B	C
PCU	Victoria Road (W)	A	0	127	637
	Heath Road	B	122	0	68
	Victoria Road (E)	C	724	206	0
Vehicles	Victoria Road (W)	A	0	127	637
	Heath Road	B	122	0	68
	Victoria Road (E)	C	721	206	0
HGVs	Victoria Road (W)	A	0	0	0
	Heath Road	B	0	0	0
	Victoria Road (E)	C	2	0	0
HGV%	Victoria Road (W)	A	0.00	0.00	0.00
	Heath Road	B	0.00	0.00	0.00
	Victoria Road (E)	C	0.30	0.00	0.00

Junction 6 - Waveney Drive (W) / New Access / Waveney Drive (E)

	Junction 4		A	B	C
PCU	Waveney Drive (W)	A	0	0	710
	New Access	B	0	0	0
	Waveney Drive (E)	C	941	0	0
Vehicles	Waveney Drive (W)	A	0	0	710
	New Access	B	0	0	0
	Waveney Drive (E)	C	941	0	0
HGVs	Waveney Drive (W)	A	0	0	0
	New Access	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	New Access	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Junction 7 - Waveney Drive (W) / Colin Law Way / Waveney Drive (E)

	Junction 5		A	B	C
PCU	Waveney Drive (W)	A	0	203	495
	Colin Law Way	B	133	0	314
	Waveney Drive (E)	C	724	86	0
Vehicles	Waveney Drive (W)	A	0	203	495
	Colin Law Way	B	133	0	314
	Waveney Drive (E)	C	724	86	0
HGVs	Waveney Drive (W)	A	0	0	0
	Colin Law Way	B	0	0	0
	Waveney Drive (E)	C	0	0	0
HGV%	Waveney Drive (W)	A	0.00	0.00	0.00
	Colin Law Way	B	0.00	0.00	0.00
	Waveney Drive (E)	C	0.00	0.00	0.00

Appendix C – Modelling Outputs

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: J1_Victoria Road_Crompton Road.j10
Path: C:\Users\UKACP002\Desktop\Kirkley\Models\Base
Report generation date: 14/01/2025 13:55:26

»B1531 - Crompton Rd - 2024_Scen_A, AM
»B1531 - Crompton Rd - 2024_Scen_A, PM
»B1531 - Crompton Rd - 2034_Scen_B, AM
»B1531 - Crompton Rd - 2034_Scen_B, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	B1531 - Crompton Rd - 2024_Scen_A									
Stream B-C	D1	0.0	6.32	0.02	A	D2	0.0	5.86	0.01	A
Stream B-A		0.0	9.50	0.02	A		0.0	9.69	0.02	A
Stream C-AB		0.0	4.91	0.02	A		0.0	4.57	0.02	A
	B1531 - Crompton Rd - 2034_Scen_B									
Stream B-C	D3	0.0	6.40	0.02	A	D4	0.0	5.94	0.01	A
Stream B-A		0.0	9.80	0.02	A		0.0	10.02	0.02	B
Stream C-AB		0.0	4.90	0.02	A		0.0	4.52	0.02	A

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

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

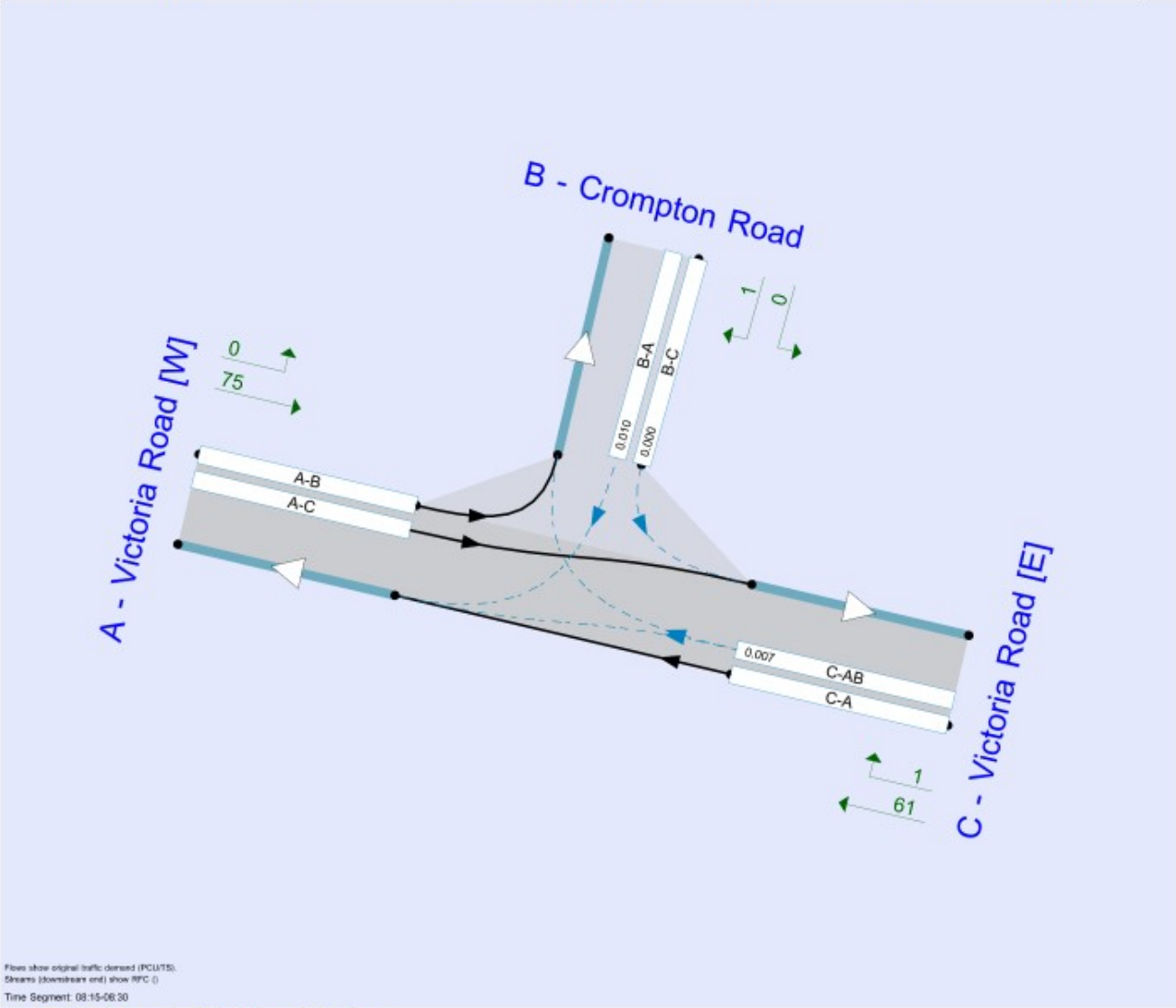
File summary

File Description

Title	Kirkley Waterfront Junction Modelling
Location	52.47149550887895, 1.7148632338390581
Site number	1
Date	07/10/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INSM07919
Description	Crompton Road Victoria Road Junction

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	perTimeSegment	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75	✓					0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024_Scen_A	AM	DIRECT	08:15	09:15	60	15	✓
D2	2024_Scen_A	PM	DIRECT	16:30	17:30	60	15	✓
D3	2034_Scen_B	AM	DIRECT	08:15	09:15	60	15	✓
D4	2034_Scen_B	PM	DIRECT	16:30	17:30	60	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	B1531 - Crompton Rd	✓	100.000	100.000

B1531 - Crompton Rd - 2024_Scen_A, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Crompton Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Crompton Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Victoria Road [E] - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1531 / Crompton Rd	T-Junction	Two-way	Two-way	Two-way		0.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.19	A

Arms

Arms

Arm	Name	Description	Arm type
A	Victoria Road [W]	Victoria Road [W]	Major
B	Crompton Road		Minor
C	Victoria Road [E]	Victoria Road [E]	Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Victoria Road [E]	5.95			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	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 - Crompton Road	One lane plus flare	9.00	2.70	2.70	2.70	2.70	✓	1.00	18	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	124.841	0.091	0.231	0.145	0.330
B-C	174.440	0.107	0.270	-	-
C-B	179.685	0.279	0.279	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024_Scen_A	AM	DIRECT	08:15	09:15	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Road [W]		DIRECT	✓	100.000
B - Crompton Road		DIRECT	✓	100.000
C - Victoria Road [E]		DIRECT	✓	100.000

Origin-Destination Data

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	0.00	75.40
	B - Crompton Road	1.00	0.00	0.00
	C - Victoria Road [E]	61.00	1.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	3.00	58.90
	B - Crompton Road	2.00	0.00	3.00
	C - Victoria Road [E]	74.10	0.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	1.00	56.50
	B - Crompton Road	0.00	0.00	0.00
	C - Victoria Road [E]	66.50	2.00	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	2.00	85.50
	B - Crompton Road	1.00	0.00	1.00
	C - Victoria Road [E]	50.30	3.00	0.00

Vehicle Mix

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

08:15 - 08:30

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Crompton Road	0	0	0
	C - Victoria Road [E]	0	0	0

08:30 - 08:45

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	2
	B - Crompton Road	0	0	0
	C - Victoria Road [E]	1	0	0

08:45 - 09:00

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	3
	B - Crompton Road	0	0	0
	C - Victoria Road [E]	2	0	0

09:00 - 09:15

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	1
	B - Crompton Road	0	0	0
	C - Victoria Road [E]	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.02	6.32	0.0	~1	A	1.00	4.00
B-A	0.02	9.50	0.0	~1	A	1.00	4.00
C-AB	0.02	4.91	0.0	~1	A	2.12	8.50
C-A						62.35	249.40
A-B						1.50	6.00
A-C						69.08	276.30

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	153.66	0.000	0.00	0.0	0.0	0.000	A
B-A	1.00	1.00	98.24	0.010	0.99	0.0	0.0	9.253	A
C-AB	1.44	1.44	198.14	0.007	1.44	0.0	0.0	4.575	A
C-A	60.56	60.56			60.56				
A-B	0.00	0.00			0.00				
A-C	75.40	75.40			75.40				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.00	3.00	145.42	0.021	2.98	0.0	0.0	6.318	A
B-A	2.00	2.00	108.49	0.018	1.99	0.0	0.0	8.450	A
C-AB	0.00	0.00	162.41	0.000	0.01	0.0	0.0	0.000	A
C-A	74.10	74.10			74.10				
A-B	3.00	3.00			3.00				
A-C	58.90	58.90			58.90				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	146.21	0.000	0.02	0.0	0.0	0.000	A
B-A	0.00	0.00	112.14	0.000	0.02	0.0	0.0	0.000	A
C-AB	2.95	2.95	205.96	0.014	2.94	0.0	0.0	4.447	A
C-A	65.55	65.55			65.55				
A-B	1.00	1.00			1.00				
A-C	56.50	56.50			56.50				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.00	1.00	157.57	0.006	0.99	0.0	0.0	5.747	A
B-A	1.00	1.00	95.66	0.010	0.99	0.0	0.0	9.504	A
C-AB	4.10	4.10	188.21	0.022	4.09	0.0	0.0	4.912	A
C-A	49.20	49.20			49.20				
A-B	2.00	2.00			2.00				
A-C	85.50	85.50			85.50				

Queue Variation Results for each time segment

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	~1	~1	~1	~1			N/A	N/A
B-A	0.01	~1	~1	~1	~1			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	~1	~1	~1	~1			N/A	N/A
B-A	0.02	~1	~1	~1	~1			N/A	N/A
C-AB	0.00	~1	~1	~1	~1			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	~1	~1	~1	~1			N/A	N/A
B-A	0.00	~1	~1	~1	~1			N/A	N/A
C-AB	0.02	~1	~1	~1	~1			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	~1	~1	~1	~1			N/A	N/A
B-A	0.01	~1	~1	~1	~1			N/A	N/A
C-AB	0.03	~1	~1	~1	~1			N/A	N/A

B1531 - Crompton Rd - 2024_Scen_A, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Crompton Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Crompton Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Victoria Road [E] - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1531 / Crompton Rd	T-Junction	Two-way	Two-way	Two-way		0.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.24	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024_Scen_A	PM	DIRECT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Road [W]		DIRECT	✓	100.000
B - Crompton Road		DIRECT	✓	100.000
C - Victoria Road [E]		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	2.00	57.40
	B - Crompton Road	1.00	0.00	1.00
	C - Victoria Road [E]	68.20	2.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	6.00	68.20
	B - Crompton Road	2.00	0.00	1.00
	C - Victoria Road [E]	61.70	1.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	4.00	66.00
	B - Crompton Road	2.00	0.00	0.00
	C - Victoria Road [E]	96.40	1.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	2.00	41.20
	B - Crompton Road	2.00	0.00	1.00
	C - Victoria Road [E]	68.20	3.00	0.00

Vehicle Mix

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

16:30 - 16:45

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Crompton Road	0	0	0
	C - Victoria Road [E]	0	0	0

16:45 - 17:00

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Crompton Road	0	0	0
	C - Victoria Road [E]	2	0	0

17:00 - 17:15

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Crompton Road	0	0	0
	C - Victoria Road [E]	0	0	0

17:15 - 17:30

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Crompton Road	0	0	0
	C - Victoria Road [E]	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.01	5.86	0.0	~1	A	0.75	3.00
B-A	0.02	9.69	0.0	~1	A	1.75	7.00
C-AB	0.02	4.57	0.0	~1	A	2.66	10.65
C-A						72.71	290.85
A-B						3.50	14.00
A-C						58.20	232.80

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.00	1.00	165.51	0.006	0.99	0.0	0.0	5.470	A
B-A	1.00	1.00	99.85	0.010	0.99	0.0	0.0	9.102	A
C-AB	2.99	2.99	206.59	0.014	2.97	0.0	0.0	4.420	A
C-A	67.21	67.21			67.21				
A-B	2.00	2.00			2.00				
A-C	57.40	57.40			57.40				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.00	1.00	154.57	0.006	1.00	0.0	0.0	5.859	A
B-A	2.00	2.00	99.25	0.020	1.99	0.0	0.0	9.252	A
C-AB	1.45	1.45	198.88	0.007	1.46	0.0	0.0	4.566	A
C-A	61.25	61.25			61.25				
A-B	6.00	6.00			6.00				
A-C	68.20	68.20			68.20				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	155.34	0.000	0.01	0.0	0.0	0.000	A
B-A	2.00	2.00	94.90	0.021	2.00	0.0	0.0	9.687	A
C-AB	1.77	1.77	222.24	0.008	1.77	0.0	0.0	4.091	A
C-A	95.63	95.63			95.63				
A-B	4.00	4.00			4.00				
A-C	66.00	66.00			66.00				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.00	1.00	162.30	0.006	0.99	0.0	0.0	5.579	A
B-A	2.00	2.00	104.25	0.019	2.00	0.0	0.0	8.802	A
C-AB	4.44	4.44	210.43	0.021	4.42	0.0	0.0	4.368	A
C-A	66.76	66.76			66.76				
A-B	2.00	2.00			2.00				
A-C	41.20	41.20			41.20				

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	~1	~1	~1	~1			N/A	N/A
B-A	0.01	~1	~1	~1	~1			N/A	N/A
C-AB	0.02	~1	~1	~1	~1			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	~1	~1	~1	~1			N/A	N/A
B-A	0.02	~1	~1	~1	~1			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	~1	~1	~1	~1			N/A	N/A
B-A	0.02	~1	~1	~1	~1			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	~1	~1	~1	~1			N/A	N/A
B-A	0.02	~1	~1	~1	~1			N/A	N/A
C-AB	0.03	~1	~1	~1	~1			N/A	N/A

B1531 - Crompton Rd - 2034_Scen_B, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Crompton Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Crompton Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Victoria Road [E] - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1531 / Crompton Rd	T-Junction	Two-way	Two-way	Two-way		0.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.20	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2034_Scen_B	AM	DIRECT	08:15	09:15	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Road [W]		DIRECT	✓	100.000
B - Crompton Road		DIRECT	✓	100.000
C - Victoria Road [E]		DIRECT	✓	100.000

Origin-Destination Data

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	0.00	82.83
	B - Crompton Road	1.10	0.00	0.00
	C - Victoria Road [E]	67.01	1.10	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	3.30	64.71
	B - Crompton Road	2.20	0.00	3.30
	C - Victoria Road [E]	81.41	0.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	1.10	62.07
	B - Crompton Road	0.00	0.00	0.00
	C - Victoria Road [E]	73.06	2.20	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	2.20	93.93
	B - Crompton Road	1.10	0.00	1.10
	C - Victoria Road [E]	55.26	3.30	0.00

Vehicle Mix

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

08:15 - 08:30

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Crompton Road	0	0	0
	C - Victoria Road [E]	0	0	0

08:30 - 08:45

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	2
	B - Crompton Road	0	0	0
	C - Victoria Road [E]	1	0	0

08:45 - 09:00

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	3
	B - Crompton Road	0	0	0
	C - Victoria Road [E]	2	0	0

09:00 - 09:15

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	1
	B - Crompton Road	0	0	0
	C - Victoria Road [E]	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.02	6.40	0.0	~1	A	1.10	4.39
B-A	0.02	9.80	0.0	~1	A	1.10	4.39
C-AB	0.02	4.90	0.0	~1	A	2.42	9.69
C-A						68.41	273.64
A-B						1.65	6.59
A-C						75.89	303.54

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	151.61	0.000	0.00	0.0	0.0	0.000	A
B-A	1.10	1.10	95.62	0.011	1.09	0.0	0.0	9.519	A
C-AB	1.65	1.65	200.27	0.008	1.64	0.0	0.0	4.531	A
C-A	66.46	66.46			66.46				
A-B	0.00	0.00			0.00				
A-C	82.83	82.83			82.83				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.30	3.30	143.87	0.023	3.27	0.0	0.0	6.401	A
B-A	2.20	2.20	105.86	0.021	2.19	0.0	0.0	8.681	A
C-AB	0.00	0.00	160.71	0.000	0.01	0.0	0.0	0.000	A
C-A	81.41	81.41			81.41				
A-B	3.30	3.30			3.30				
A-C	64.71	64.71			64.71				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	144.72	0.000	0.02	0.0	0.0	0.000	A
B-A	0.00	0.00	109.89	0.000	0.02	0.0	0.0	0.000	A
C-AB	3.38	3.38	208.80	0.016	3.36	0.0	0.0	4.396	A
C-A	71.87	71.87			71.87				
A-B	1.10	1.10			1.10				
A-C	62.07	62.07			62.07				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.10	1.10	155.12	0.007	1.09	0.0	0.0	5.842	A
B-A	1.10	1.10	92.91	0.012	1.09	0.0	0.0	9.800	A
C-AB	4.66	4.66	189.35	0.025	4.65	0.0	0.0	4.898	A
C-A	53.90	53.90			53.90				
A-B	2.20	2.20			2.20				
A-C	93.93	93.93			93.93				

Queue Variation Results for each time segment

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	~1	~1	~1	~1			N/A	N/A
B-A	0.01	~1	~1	~1	~1			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	~1	~1	~1	~1			N/A	N/A
B-A	0.02	~1	~1	~1	~1			N/A	N/A
C-AB	0.00	~1	~1	~1	~1			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	~1	~1	~1	~1			N/A	N/A
B-A	0.00	~1	~1	~1	~1			N/A	N/A
C-AB	0.02	~1	~1	~1	~1			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	~1	~1	~1	~1			N/A	N/A
B-A	0.01	~1	~1	~1	~1			N/A	N/A
C-AB	0.03	~1	~1	~1	~1			N/A	N/A

B1531 - Crompton Rd - 2034_Scen_B, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Crompton Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Crompton Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Victoria Road [E] - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1531 / Crompton Rd	T-Junction	Two-way	Two-way	Two-way		0.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.25	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2034_Scen_B	PM	DIRECT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Road [W]		DIRECT	✓	100.000
B - Crompton Road		DIRECT	✓	100.000
C - Victoria Road [E]		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	2.19	62.96
	B - Crompton Road	1.10	0.00	1.10
	C - Victoria Road [E]	74.81	2.19	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	6.58	74.81
	B - Crompton Road	2.19	0.00	1.10
	C - Victoria Road [E]	67.68	1.10	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	4.39	72.40
	B - Crompton Road	2.19	0.00	0.00
	C - Victoria Road [E]	105.74	1.10	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	2.19	45.19
	B - Crompton Road	2.19	0.00	1.10
	C - Victoria Road [E]	74.81	3.29	0.00

Vehicle Mix

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

16:30 - 16:45

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Crompton Road	0	0	0
	C - Victoria Road [E]	0	0	0

16:45 - 17:00

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Crompton Road	0	0	0
	C - Victoria Road [E]	2	0	0

17:00 - 17:15

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Crompton Road	0	0	0
	C - Victoria Road [E]	0	0	0

17:15 - 17:30

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Crompton Road	0	0	0
	C - Victoria Road [E]	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.01	5.94	0.0	~1	A	0.82	3.29
B-A	0.02	10.02	0.0	~1	B	1.92	7.68
C-AB	0.02	4.52	0.0	~1	A	3.05	12.20
C-A						79.63	318.52
A-B						3.84	15.36
A-C						63.84	255.36

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.10	1.10	163.87	0.007	1.09	0.0	0.0	5.528	A
B-A	1.10	1.10	97.54	0.011	1.09	0.0	0.0	9.329	A
C-AB	3.41	3.41	209.46	0.016	3.39	0.0	0.0	4.367	A
C-A	73.59	73.59			73.59				
A-B	2.19	2.19			2.19				
A-C	62.96	62.96			62.96				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.10	1.10	152.64	0.007	1.10	0.0	0.0	5.938	A
B-A	2.19	2.19	96.77	0.023	2.18	0.0	0.0	9.513	A
C-AB	1.66	1.66	201.05	0.008	1.67	0.0	0.0	4.521	A
C-A	67.12	67.12			67.12				
A-B	6.58	6.58			6.58				
A-C	74.81	74.81			74.81				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	153.47	0.000	0.01	0.0	0.0	0.000	A
B-A	2.19	2.19	92.00	0.024	2.19	0.0	0.0	10.021	B
C-AB	2.06	2.06	226.81	0.009	2.06	0.0	0.0	4.014	A
C-A	104.78	104.78			104.78				
A-B	4.39	4.39			4.39				
A-C	72.40	72.40			72.40				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.10	1.10	161.11	0.007	1.09	0.0	0.0	5.624	A
B-A	2.19	2.19	102.25	0.021	2.20	0.0	0.0	8.996	A
C-AB	5.07	5.07	213.60	0.024	5.05	0.0	0.0	4.315	A
C-A	73.03	73.03			73.03				
A-B	2.19	2.19			2.19				
A-C	45.19	45.19			45.19				

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	~1	~1	~1	~1			N/A	N/A
B-A	0.01	~1	~1	~1	~1			N/A	N/A
C-AB	0.02	~1	~1	~1	~1			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	~1	~1	~1	~1			N/A	N/A
B-A	0.02	~1	~1	~1	~1			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	~1	~1	~1	~1			N/A	N/A
B-A	0.02	~1	~1	~1	~1			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	~1	~1	~1	~1			N/A	N/A
B-A	0.02	~1	~1	~1	~1			N/A	N/A
C-AB	0.03	~1	~1	~1	~1			N/A	N/A

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: J2_Victoria Road_Stanley Road.j10
Path: C:\Users\UKACP002\Desktop\Kirkley\Models\Base
Report generation date: 14/01/2025 14:16:34

»B1513 - Stanley Rd - 2024_Scen_A, AM
»B1513 - Stanley Rd - 2024_Scen_A, PM
»B1513 - Stanley Rd - 2034_Scen_B, AM
»B1513 - Stanley Rd - 2034_Scen_B, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	B1513 - Stanley Rd - 2024_Scen_A									
Stream B-C	D1	0.0	6.54	0.03	A	D2	0.0	6.48	0.04	A
Stream B-A		0.0	8.47	0.01	A		0.0	9.00	0.05	A
Stream C-AB		0.0	4.90	0.04	A		0.0	4.53	0.02	A
	B1513 - Stanley Rd - 2034_Scen_B									
Stream B-C	D3	0.0	6.66	0.03	A	D4	0.0	6.59	0.05	A
Stream B-A		0.0	8.72	0.01	A		0.1	9.25	0.05	A
Stream C-AB		0.1	4.89	0.04	A		0.0	4.48	0.02	A

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

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

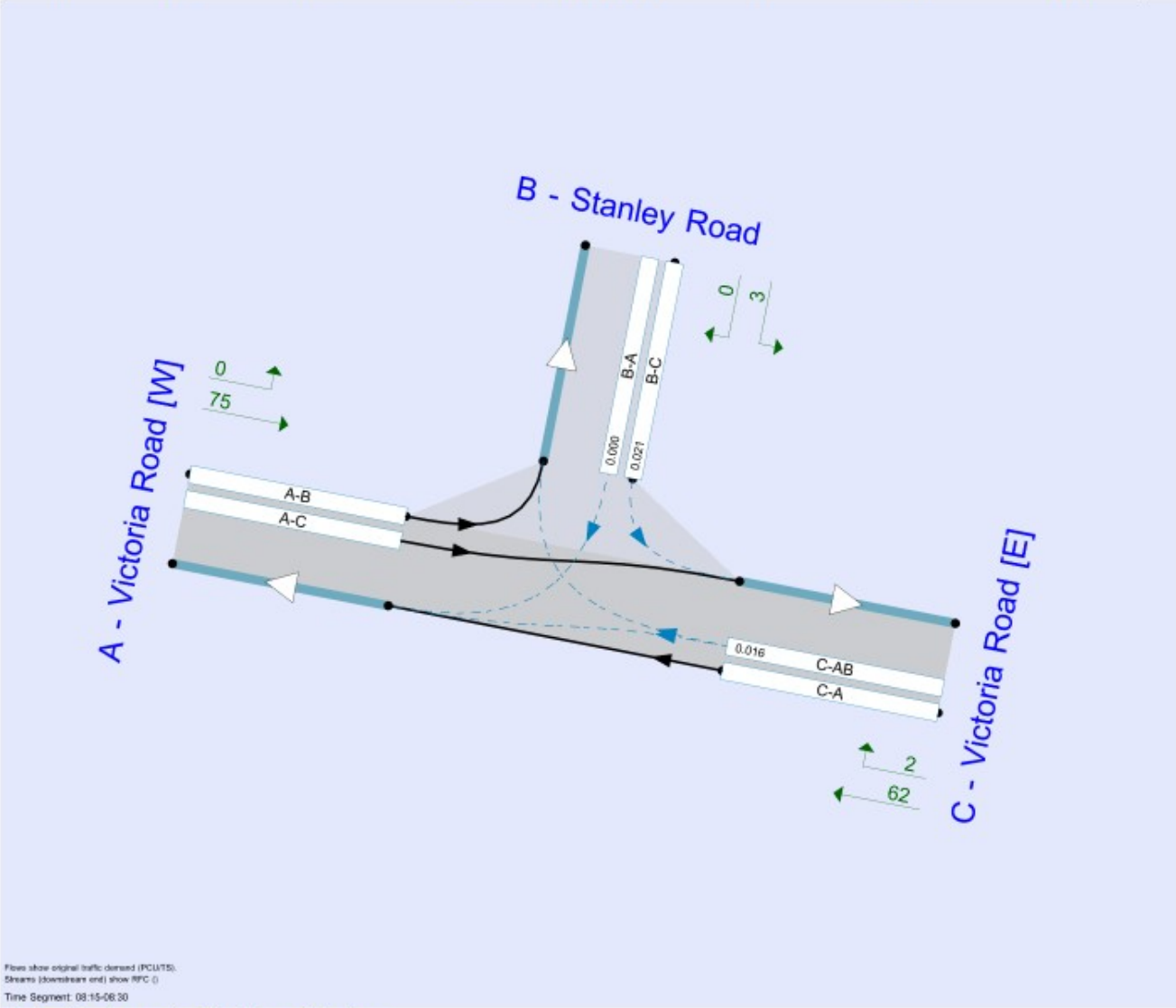
File summary

File Description

Title	Kirkley Waterfront Junction Modelling
Location	52.4713684089346 6, 1.7158313379195678
Site number	2
Date	07/10/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INSM07919
Description	Stanley Road/Victoria Road Junction

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	perTimeSegment	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024_Scen_A	AM	DIRECT	08:15	09:15	60	15	✓
D2	2024_Scen_A	PM	DIRECT	16:30	17:30	60	15	✓
D3	2034_Scen_B	AM	DIRECT	08:15	09:15	60	15	✓
D4	2034_Scen_B	PM	DIRECT	16:30	17:30	60	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	B1513 - Stanley Rd	✓	100.000	100.000

B1513 - Stanley Rd - 2024_Scen_A, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Stanley Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Stanley Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / Stanley Road	T-Junction	Two-way	Two-way	Two-way		0.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.29	A

Arms

Arms

Arm	Name	Description	Arm type
A	Victoria Road [W]	Victoria Road [W]	Major
B	Stanley Road		Minor
C	Victoria Road [E]	Victoria Road [E]	Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Victoria Road [E]	6.05			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	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 - Stanley Road	One lane plus flare	9.20	3.00	2.80	2.80	2.80	✓	1.00	20	19

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	138.084	0.100	0.252	0.159	0.360
B-C	163.350	0.101	0.254	-	-
C-B	179.685	0.278	0.278	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024_Scen_A	AM	DIRECT	08:15	09:15	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Road [W]		DIRECT	✓	100.000
B - Stanley Road		DIRECT	✓	100.000
C - Victoria Road [E]		DIRECT	✓	100.000

Origin-Destination Data

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	0.00	75.40
	B - Stanley Road	0.00	0.00	3.00
	C - Victoria Road [E]	62.00	2.20	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	0.00	59.90
	B - Stanley Road	1.00	0.00	4.00
	C - Victoria Road [E]	73.10	1.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	0.00	58.50
	B - Stanley Road	0.00	0.00	1.00
	C - Victoria Road [E]	70.50	5.00	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	1.00	87.90
	B - Stanley Road	1.00	0.00	3.00
	C - Victoria Road [E]	49.30	2.00	0.00

Vehicle Mix

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

08:15 - 08:30

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Stanley Road	0	0	0
	C - Victoria Road [E]	0	0	0

08:30 - 08:45

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	2
	B - Stanley Road	0	0	0
	C - Victoria Road [E]	1	0	0

08:45 - 09:00

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	3
	B - Stanley Road	0	0	0
	C - Victoria Road [E]	1	0	0

09:00 - 09:15

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	1
	B - Stanley Road	0	0	0
	C - Victoria Road [E]	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.03	6.54	0.0	A	2.75	11.00
B-A	0.01	8.47	0.0	A	0.50	2.00
C-AB	0.04	4.90	0.0	A	3.76	15.03
C-A					62.52	250.07
A-B					0.25	1.00
A-C					70.43	281.70

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.00	3.00	144.18	0.021	2.98	0.0	0.0	6.374	A
B-A	0.00	0.00	108.45	0.000	0.00	0.0	0.0	0.000	A
C-AB	3.20	3.20	198.86	0.016	3.18	0.0	0.0	4.599	A
C-A	61.00	61.00			61.00				
A-B	0.00	0.00			0.00				
A-C	75.40	75.40			75.40				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4.00	4.00	147.79	0.027	3.99	0.0	0.0	6.258	A
B-A	1.00	1.00	111.03	0.009	0.99	0.0	0.0	8.179	A
C-AB	1.54	1.54	209.66	0.007	1.55	0.0	0.0	4.332	A
C-A	72.56	72.56			72.56				
A-B	0.00	0.00			0.00				
A-C	59.90	59.90			59.90				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.00	1.00	148.47	0.007	1.02	0.0	0.0	6.103	A
B-A	0.00	0.00	110.36	0.000	0.01	0.0	0.0	0.000	A
C-AB	7.56	7.56	208.33	0.036	7.52	0.0	0.0	4.503	A
C-A	67.94	67.94			67.94				
A-B	0.00	0.00			0.00				
A-C	58.50	58.50			58.50				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.00	3.00	140.57	0.021	2.99	0.0	0.0	6.541	A
B-A	1.00	1.00	107.27	0.009	0.99	0.0	0.0	8.468	A
C-AB	2.73	2.73	187.31	0.015	2.76	0.0	0.0	4.900	A
C-A	48.57	48.57			48.57				
A-B	1.00	1.00			1.00				
A-C	87.90	87.90			87.90				

B1513 - Stanley Rd - 2024_Scen_A, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Stanley Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Stanley Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / Stanley Road	T-Junction	Two-way	Two-way	Two-way		0.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.28	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024_Scen_A	PM	DIRECT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Road [W]		DIRECT	✓	100.000
B - Stanley Road		DIRECT	✓	100.000
C - Victoria Road [E]		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	1.00	60.40
	B - Stanley Road	2.00	0.00	0.00
	C - Victoria Road [E]	67.20	3.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	3.00	62.20
	B - Stanley Road	2.00	0.00	1.00
	C - Victoria Road [E]	60.70	1.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	5.00	64.00
	B - Stanley Road	5.00	0.00	6.00
	C - Victoria Road [E]	95.40	0.20	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	1.00	42.60
	B - Stanley Road	0.00	0.00	0.00
	C - Victoria Road [E]	68.20	0.00	0.00

Vehicle Mix

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

16:30 - 16:45

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Stanley Road	0	0	0
	C - Victoria Road [E]	0	0	0

16:45 - 17:00

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Stanley Road	0	0	0
	C - Victoria Road [E]	2	0	0

17:00 - 17:15

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Stanley Road	0	0	0
	C - Victoria Road [E]	0	0	0

17:15 - 17:30

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Stanley Road	0	0	0
	C - Victoria Road [E]	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.04	6.48	0.0	A	1.75	7.00
B-A	0.05	9.00	0.0	A	2.25	9.00
C-AB	0.02	4.53	0.0	A	1.56	6.25
C-A					72.36	289.45
A-B					2.50	10.00
A-C					57.30	229.20

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	160.35	0.000	0.00	0.0	0.0	0.000	A
B-A	2.00	2.00	101.89	0.020	1.98	0.0	0.0	9.004	A
C-AB	4.46	4.46	205.54	0.022	4.43	0.0	0.0	4.475	A
C-A	65.74	65.74			65.74				
A-B	1.00	1.00			1.00				
A-C	60.40	60.40			60.40				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.00	1.00	159.64	0.006	0.99	0.0	0.0	5.672	A
B-A	2.00	2.00	102.89	0.019	2.00	0.0	0.0	8.919	A
C-AB	1.44	1.44	200.48	0.007	1.46	0.0	0.0	4.529	A
C-A	60.26	60.26			60.26				
A-B	3.00	3.00			3.00				
A-C	62.20	62.20			62.20				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6.00	6.00	144.83	0.041	5.96	0.0	0.0	6.479	A
B-A	5.00	5.00	106.24	0.047	4.97	0.0	0.0	8.885	A
C-AB	0.35	0.35	221.89	0.002	0.36	0.0	0.0	4.080	A
C-A	95.25	95.25			95.25				
A-B	5.00	5.00			5.00				
A-C	64.00	64.00			64.00				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	167.54	0.000	0.04	0.0	0.0	0.000	A
B-A	0.00	0.00	106.65	0.000	0.05	0.0	0.0	0.000	A
C-AB	0.00	0.00	167.57	0.000	0.00	0.0	0.0	0.000	A
C-A	68.20	68.20			68.20				
A-B	1.00	1.00			1.00				
A-C	42.60	42.60			42.60				

B1513 - Stanley Rd - 2034_Scen_B, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Stanley Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Stanley Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / Stanley Road	T-Junction	Two-way	Two-way	Two-way		0.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.30	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2034_Scen_B	AM	DIRECT	08:15	09:15	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Road [W]		DIRECT	✓	100.000
B - Stanley Road		DIRECT	✓	100.000
C - Victoria Road [E]		DIRECT	✓	100.000

Origin-Destination Data

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	0.00	82.83
	B - Stanley Road	0.00	0.00	3.30
	C - Victoria Road [E]	68.11	2.42	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	0.00	65.81
	B - Stanley Road	1.10	0.00	4.39
	C - Victoria Road [E]	80.31	1.10	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	0.00	64.27
	B - Stanley Road	0.00	0.00	1.10
	C - Victoria Road [E]	77.45	5.49	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	1.10	96.57
	B - Stanley Road	1.10	0.00	3.30
	C - Victoria Road [E]	54.16	2.20	0.00

Vehicle Mix

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

08:15 - 08:30

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Stanley Road	0	0	0
	C - Victoria Road [E]	0	0	0

08:30 - 08:45

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	2
	B - Stanley Road	0	0	0
	C - Victoria Road [E]	1	0	0

08:45 - 09:00

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	3
	B - Stanley Road	0	0	0
	C - Victoria Road [E]	1	0	0

09:00 - 09:15

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	1
	B - Stanley Road	0	0	0
	C - Victoria Road [E]	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.03	6.66	0.0	A	3.02	12.08
B-A	0.01	8.72	0.0	A	0.55	2.20
C-AB	0.04	4.89	0.1	A	4.30	17.20
C-A					68.51	274.04
A-B					0.27	1.10
A-C					77.37	309.48

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.30	3.30	142.29	0.023	3.27	0.0	0.0	6.474	A
B-A	0.00	0.00	105.53	0.000	0.00	0.0	0.0	0.000	A
C-AB	3.66	3.66	201.07	0.018	3.63	0.0	0.0	4.558	A
C-A	66.88	66.88			66.88				
A-B	0.00	0.00			0.00				
A-C	82.83	82.83			82.83				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4.39	4.39	146.25	0.030	4.39	0.0	0.0	6.343	A
B-A	1.10	1.10	108.36	0.010	1.09	0.0	0.0	8.390	A
C-AB	1.77	1.77	212.91	0.008	1.78	0.0	0.0	4.271	A
C-A	79.63	79.63			79.63				
A-B	0.00	0.00			0.00				
A-C	65.81	65.81			65.81				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.10	1.10	147.01	0.007	1.12	0.0	0.0	6.169	A
B-A	0.00	0.00	107.62	0.000	0.01	0.0	0.0	0.000	A
C-AB	8.67	8.67	211.43	0.041	8.62	0.0	0.1	4.461	A
C-A	74.27	74.27			74.27				
A-B	0.00	0.00			0.00				
A-C	64.27	64.27			64.27				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.30	3.30	138.32	0.024	3.28	0.0	0.0	6.664	A
B-A	1.10	1.10	104.23	0.011	1.09	0.0	0.0	8.724	A
C-AB	3.10	3.10	188.36	0.016	3.14	0.1	0.0	4.887	A
C-A	53.26	53.26			53.26				
A-B	1.10	1.10			1.10				
A-C	96.57	96.57			96.57				

B1513 - Stanley Rd - 2034_Scen_B, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Stanley Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Stanley Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / Stanley Road	T-Junction	Two-way	Two-way	Two-way		0.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.29	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2034_Scen_B	PM	DIRECT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Road [W]		DIRECT	✓	100.000
B - Stanley Road		DIRECT	✓	100.000
C - Victoria Road [E]		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	1.10	66.25
	B - Stanley Road	2.19	0.00	0.00
	C - Victoria Road [E]	73.71	3.29	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	3.29	68.23
	B - Stanley Road	2.19	0.00	1.10
	C - Victoria Road [E]	66.58	1.10	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	5.48	70.20
	B - Stanley Road	5.48	0.00	6.58
	C - Victoria Road [E]	104.64	0.22	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	1.10	46.73
	B - Stanley Road	0.00	0.00	0.00
	C - Victoria Road [E]	74.81	0.00	0.00

Vehicle Mix

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

16:30 - 16:45

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Stanley Road	0	0	0
	C - Victoria Road [E]	0	0	0

16:45 - 17:00

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Stanley Road	0	0	0
	C - Victoria Road [E]	2	0	0

17:00 - 17:15

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Stanley Road	0	0	0
	C - Victoria Road [E]	0	0	0

17:15 - 17:30

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Stanley Road	0	0	0
	C - Victoria Road [E]	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.05	6.59	0.0	A	1.92	7.68
B-A	0.05	9.25	0.1	A	2.47	9.87
C-AB	0.02	4.48	0.0	A	1.79	7.15
C-A					79.30	317.20
A-B					2.74	10.97
A-C					62.85	251.41

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	158.63	0.000	0.00	0.0	0.0	0.000	A
B-A	2.19	2.19	99.49	0.022	2.17	0.0	0.0	9.246	A
C-AB	5.09	5.09	208.31	0.024	5.06	0.0	0.0	4.428	A
C-A	71.91	71.91			71.91				
A-B	1.10	1.10			1.10				
A-C	66.25	66.25			66.25				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.10	1.10	157.85	0.007	1.09	0.0	0.0	5.740	A
B-A	2.19	2.19	100.58	0.022	2.19	0.0	0.0	9.148	A
C-AB	1.64	1.64	202.76	0.008	1.66	0.0	0.0	4.481	A
C-A	66.04	66.04			66.04				
A-B	3.29	3.29			3.29				
A-C	68.23	68.23			68.23				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6.58	6.58	142.99	0.046	6.54	0.0	0.0	6.594	A
B-A	5.48	5.48	103.15	0.053	5.45	0.0	0.1	9.209	A
C-AB	0.41	0.41	226.41	0.002	0.42	0.0	0.0	3.999	A
C-A	104.45	104.45			104.45				
A-B	5.48	5.48			5.48				
A-C	70.20	70.20			70.20				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	165.76	0.000	0.05	0.0	0.0	0.000	A
B-A	0.00	0.00	104.81	0.000	0.06	0.1	0.0	0.000	A
C-AB	0.00	0.00	166.40	0.000	0.00	0.0	0.0	0.000	A
C-A	74.81	74.81			74.81				
A-B	1.10	1.10			1.10				
A-C	46.73	46.73			46.73				

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: J3_Victoria Road_Nelson Wharf.j10
Path: C:\Users\UKACP002\Desktop\Kirkley\Models\Base
Report generation date: 14/01/2025 14:25:20

»B1513 - Nelson Wharf - 2024_Scen_A, AM
»B1513 - Nelson Wharf - 2024_Scen_A, PM
»B1513 - Nelson Wharf - 2034_Scen_B, AM
»B1513 - Nelson Wharf - 2034_Scen_B, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	B1513 - Nelson Wharf - 2024_Scen_A									
Stream B-AC	D1	0.0	7.58	0.04	A	D2	0.1	7.78	0.05	A
Stream C-AB		0.0	4.85	0.02	A		0.0	4.55	0.03	A
	B1513 - Nelson Wharf - 2034_Scen_B									
Stream B-AC	D3	0.0	7.76	0.04	A	D4	0.1	7.99	0.06	A
Stream C-AB		0.0	4.83	0.03	A		0.0	4.51	0.04	A

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

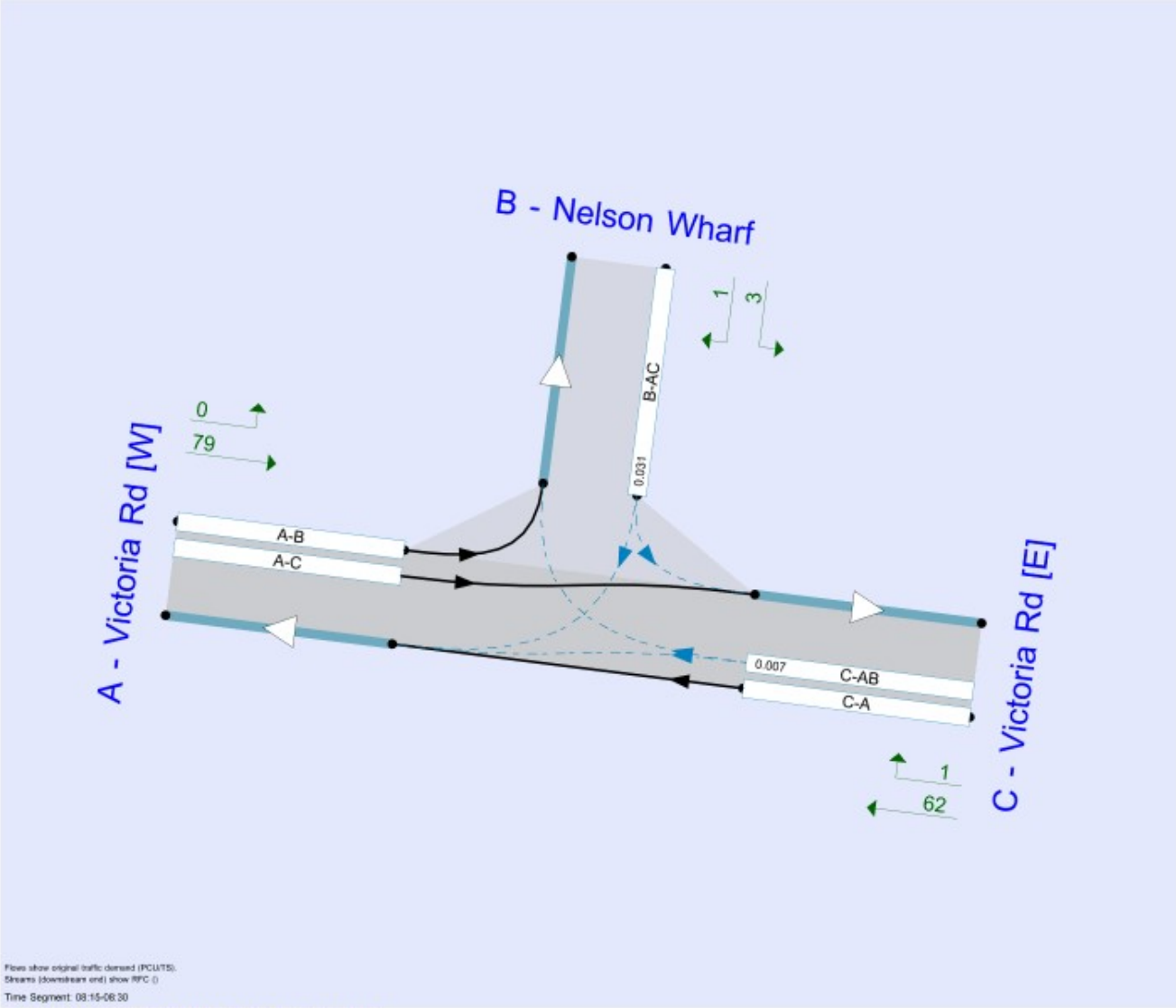
File summary

File Description

Title	Kirkley waterfront Junction Modelling
Location	52.47103929821731, 1.7183702024702663
Site number	3
Date	07/10/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INRT08021
Description	Victoria Rd -Nelson Warf Jn

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	perTimeSegment	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024_Scen_A	AM	DIRECT	08:15	09:15	60	15	✓
D2	2024_Scen_A	PM	DIRECT	16:30	17:30	60	15	✓
D3	2034_Scen_B	AM	DIRECT	08:15	09:15	60	15	✓
D4	2034_Scen_B	PM	DIRECT	16:30	17:30	60	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	B1513 - Nelson Wharf	✓	100.000	100.000

B1513 - Nelson Wharf - 2024_Scen_A, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / Nelson Wharf	T-Junction	Two-way	Two-way	Two-way		0.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.27	A

Arms

Arms

Arm	Name	Description	Arm type
A	Victoria Rd [W]	Victoria Rd [W]	Major
B	Nelson Wharf	Nelson Wharf	Minor
C	Victoria Rd [E]	Victoria Rd [E]	Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Victoria Rd [E]	6.75			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Nelson Wharf	One lane	3.02	16	29

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	124.476	0.088	0.222	0.140	0.317
B-C	160.854	0.095	0.241	-	-
C-B	179.685	0.269	0.269	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024_Scen_A	AM	DIRECT	08:15	09:15	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Rd [W]		DIRECT	✓	100.000
B - Nelson Wharf		DIRECT	✓	100.000
C - Victoria Rd [E]		DIRECT	✓	100.000

Origin-Destination Data

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	0.00	78.60
	B - Nelson Wharf	1.00	0.00	3.00
	C - Victoria Rd [E]	62.00	1.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	2.00	63.90
	B - Nelson Wharf	0.00	0.00	1.00
	C - Victoria Rd [E]	75.10	3.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	0.00	54.10
	B - Nelson Wharf	1.00	0.00	4.00
	C - Victoria Rd [E]	74.50	2.00	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	2.00	87.90
	B - Nelson Wharf	1.00	0.00	2.00
	C - Victoria Rd [E]	51.50	2.00	0.00

Vehicle Mix

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

08:15 - 08:30

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Nelson Wharf	0	0	0
	C - Victoria Rd [E]	0	0	0

08:30 - 08:45

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	2
	B - Nelson Wharf	0	0	0
	C - Victoria Rd [E]	1	0	0

08:45 - 09:00

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	4
	B - Nelson Wharf	0	0	0
	C - Victoria Rd [E]	1	0	0

09:00 - 09:15

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	1
	B - Nelson Wharf	0	0	0
	C - Victoria Rd [E]	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.04	7.58	0.0	A	3.25	13.00
C-AB	0.02	4.85	0.0	A	2.99	11.97
C-A					64.78	259.13
A-B					1.00	4.00
A-C					71.13	284.50

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4.00	4.00	127.64	0.031	3.97	0.0	0.0	7.275	A
C-AB	1.45	1.45	198.67	0.007	1.45	0.0	0.0	4.563	A
C-A	61.55	61.55			61.55				
A-B	0.00	0.00			0.00				
A-C	78.60	78.60			78.60				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	1.00	1.00	144.76	0.007	1.03	0.0	0.0	6.262	A
C-AB	4.67	4.67	210.01	0.022	4.65	0.0	0.0	4.398	A
C-A	73.43	73.43			73.43				
A-B	2.00	2.00			2.00				
A-C	63.90	63.90			63.90				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5.00	5.00	135.45	0.037	4.97	0.0	0.0	6.895	A
C-AB	3.09	3.09	212.28	0.015	3.10	0.0	0.0	4.324	A
C-A	73.41	73.41			73.41				
A-B	0.00	0.00			0.00				
A-C	54.10	54.10			54.10				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	3.00	3.00	121.77	0.025	3.01	0.0	0.0	7.581	A
C-AB	2.75	2.75	189.18	0.015	2.75	0.0	0.0	4.852	A
C-A	50.75	50.75			50.75				
A-B	2.00	2.00			2.00				
A-C	87.90	87.90			87.90				

B1513 - Nelson Wharf - 2024_Scen_A, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / Nelson Wharf	T-Junction	Two-way	Two-way	Two-way		0.39	A

Junction Network

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024_Scen_A	PM	DIRECT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Rd [W]		DIRECT	✓	100.000
B - Nelson Wharf		DIRECT	✓	100.000
C - Victoria Rd [E]		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	0.00	53.20
	B - Nelson Wharf	0.00	0.00	8.00
	C - Victoria Rd [E]	69.40	4.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	0.00	67.40
	B - Nelson Wharf	0.00	0.00	1.00
	C - Victoria Rd [E]	61.70	2.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	1.00	74.40
	B - Nelson Wharf	2.00	0.00	4.00
	C - Victoria Rd [E]	91.60	4.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	0.00	45.40
	B - Nelson Wharf	0.00	0.00	3.00
	C - Victoria Rd [E]	68.00	1.00	0.00

Vehicle Mix

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

16:30 - 16:45

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Nelson Wharf	0	0	0
	C - Victoria Rd [E]	0	0	0

16:45 - 17:00

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Nelson Wharf	0	0	0
	C - Victoria Rd [E]	2	0	0

17:00 - 17:15

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Nelson Wharf	0	0	0
	C - Victoria Rd [E]	0	0	0

17:15 - 17:30

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Nelson Wharf	0	0	0
	C - Victoria Rd [E]	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.05	7.78	0.1	A	4.50	18.00
C-AB	0.03	4.55	0.0	A	4.32	17.27
C-A					71.11	284.43
A-B					0.25	1.00
A-C					60.10	240.40

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8.00	8.00	148.05	0.054	7.94	0.0	0.1	6.420	A
C-AB	5.98	5.98	209.25	0.029	5.95	0.0	0.0	4.427	A
C-A	67.42	67.42			67.42				
A-B	0.00	0.00			0.00				
A-C	53.20	53.20			53.20				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	1.00	1.00	144.64	0.007	1.05	0.1	0.0	6.269	A
C-AB	2.90	2.90	201.09	0.014	2.92	0.0	0.0	4.550	A
C-A	60.80	60.80			60.80				
A-B	0.00	0.00			0.00				
A-C	67.40	67.40			67.40				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6.00	6.00	121.65	0.049	5.96	0.0	0.1	7.779	A
C-AB	6.89	6.89	218.54	0.032	6.87	0.0	0.0	4.258	A
C-A	88.71	88.71			88.71				
A-B	1.00	1.00			1.00				
A-C	74.40	74.40			74.40				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	3.00	3.00	149.57	0.020	3.03	0.1	0.0	6.144	A
C-AB	1.49	1.49	210.16	0.007	1.52	0.0	0.0	4.314	A
C-A	67.51	67.51			67.51				
A-B	0.00	0.00			0.00				
A-C	45.40	45.40			45.40				

B1513 - Nelson Wharf - 2034_Scen_B, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / Nelson Wharf	T-Junction	Two-way	Two-way	Two-way		0.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.28	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2034_Scen_B	AM	DIRECT	08:15	09:15	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Rd [W]		DIRECT	✓	100.000
B - Nelson Wharf		DIRECT	✓	100.000
C - Victoria Rd [E]		DIRECT	✓	100.000

Origin-Destination Data

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	0.00	86.35
	B - Nelson Wharf	1.10	0.00	3.30
	C - Victoria Rd [E]	68.11	1.10	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	2.20	70.20
	B - Nelson Wharf	0.00	0.00	1.10
	C - Victoria Rd [E]	82.50	3.30	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	0.00	59.43
	B - Nelson Wharf	1.10	0.00	4.39
	C - Victoria Rd [E]	81.85	2.20	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	2.20	96.57
	B - Nelson Wharf	1.10	0.00	2.20
	C - Victoria Rd [E]	56.58	2.20	0.00

Vehicle Mix

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

08:15 - 08:30

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Nelson Wharf	0	0	0
	C - Victoria Rd [E]	0	0	0

08:30 - 08:45

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	2
	B - Nelson Wharf	0	0	0
	C - Victoria Rd [E]	1	0	0

08:45 - 09:00

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	4
	B - Nelson Wharf	0	0	0
	C - Victoria Rd [E]	1	0	0

09:00 - 09:15

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	1
	B - Nelson Wharf	0	0	0
	C - Victoria Rd [E]	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.04	7.76	0.0	A	3.57	14.28
C-AB	0.03	4.83	0.0	A	3.43	13.72
C-A					71.03	284.11
A-B					1.10	4.39
A-C					78.14	312.55

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4.39	4.39	125.40	0.035	4.36	0.0	0.0	7.433	A
C-AB	1.66	1.66	200.86	0.008	1.65	0.0	0.0	4.517	A
C-A	67.55	67.55			67.55				
A-B	0.00	0.00			0.00				
A-C	86.35	86.35			86.35				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	1.10	1.10	143.19	0.008	1.13	0.0	0.0	6.335	A
C-AB	5.38	5.38	213.32	0.025	5.36	0.0	0.0	4.344	A
C-A	80.42	80.42			80.42				
A-B	2.20	2.20			2.20				
A-C	70.20	70.20			70.20				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5.49	5.49	133.77	0.041	5.46	0.0	0.0	7.012	A
C-AB	3.55	3.55	215.76	0.016	3.56	0.0	0.0	4.264	A
C-A	80.49	80.49			80.49				
A-B	0.00	0.00			0.00				
A-C	59.43	59.43			59.43				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	3.30	3.30	119.27	0.028	3.31	0.0	0.0	7.763	A
C-AB	3.13	3.13	190.42	0.016	3.13	0.0	0.0	4.830	A
C-A	55.64	55.64			55.64				
A-B	2.20	2.20			2.20				
A-C	96.57	96.57			96.57				

B1513 - Nelson Wharf - 2034_Scen_B, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / Nelson Wharf	T-Junction	Two-way	Two-way	Two-way		0.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.40	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2034_Scen_B	PM	DIRECT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Rd [W]		DIRECT	✓	100.000
B - Nelson Wharf		DIRECT	✓	100.000
C - Victoria Rd [E]		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	0.00	58.36
	B - Nelson Wharf	0.00	0.00	8.78
	C - Victoria Rd [E]	76.12	4.39	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	0.00	73.93
	B - Nelson Wharf	0.00	0.00	1.10
	C - Victoria Rd [E]	67.68	2.19	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	1.10	81.61
	B - Nelson Wharf	2.19	0.00	4.39
	C - Victoria Rd [E]	100.48	4.39	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	0.00	49.80
	B - Nelson Wharf	0.00	0.00	3.29
	C - Victoria Rd [E]	74.59	1.10	0.00

Vehicle Mix

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

16:30 - 16:45

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Nelson Wharf	0	0	0
	C - Victoria Rd [E]	0	0	0

16:45 - 17:00

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Nelson Wharf	0	0	0
	C - Victoria Rd [E]	2	0	0

17:00 - 17:15

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Nelson Wharf	0	0	0
	C - Victoria Rd [E]	0	0	0

17:15 - 17:30

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Nelson Wharf	0	0	0
	C - Victoria Rd [E]	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.06	7.99	0.1	A	4.94	19.74
C-AB	0.04	4.51	0.0	A	4.96	19.85
C-A					77.77	311.09
A-B					0.27	1.10
A-C					65.92	263.69

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8.78	8.78	146.81	0.060	8.71	0.0	0.1	6.514	A
C-AB	6.84	6.84	212.35	0.032	6.80	0.0	0.0	4.378	A
C-A	73.67	73.67			73.67				
A-B	0.00	0.00			0.00				
A-C	58.36	58.36			58.36				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	1.10	1.10	143.06	0.008	1.15	0.1	0.0	6.346	A
C-AB	3.30	3.30	203.43	0.016	3.32	0.0	0.0	4.507	A
C-A	66.57	66.57			66.57				
A-B	0.00	0.00			0.00				
A-C	73.93	73.93			73.93				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6.58	6.58	119.13	0.055	6.53	0.0	0.1	7.989	A
C-AB	8.00	8.00	222.74	0.036	7.97	0.0	0.0	4.197	A
C-A	96.86	96.86			96.86				
A-B	1.10	1.10			1.10				
A-C	81.61	81.61			81.61				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	3.29	3.29	148.49	0.022	3.33	0.1	0.0	6.200	A
C-AB	1.70	1.70	213.31	0.008	1.74	0.0	0.0	4.254	A
C-A	73.98	73.98			73.98				
A-B	0.00	0.00			0.00				
A-C	49.80	49.80			49.80				

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: J4_Victoria Road_School Road.j10
Path: C:\Users\UKACP002\Desktop\Kirkley\Models\Base
Report generation date: 14/01/2025 14:40:48

»B1513 - School Rd - 2024_Scen_A, AM
»B1513 - School Rd - 2024_Scen_A, PM
»B1513 - School Rd - 2034_Scen_B, AM
»B1513 - School Rd - 2034_Scen_B, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	B1513 - School Rd - 2024_Scen_A									
Stream B-C	D1	0.0	6.06	0.02	A	D2	0.1	6.68	0.10	A
Stream B-A		0.1	10.20	0.07	B		0.1	10.47	0.13	B
Stream C-AB		0.0	5.40	0.03	A		0.1	5.26	0.06	A
	B1513 - School Rd - 2034_Scen_B									
Stream B-C	D3	0.0	6.20	0.02	A	D4	0.1	6.86	0.11	A
Stream B-A		0.1	10.73	0.08	B		0.2	11.05	0.15	B
Stream C-AB		0.0	5.53	0.03	A		0.1	5.36	0.07	A

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

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

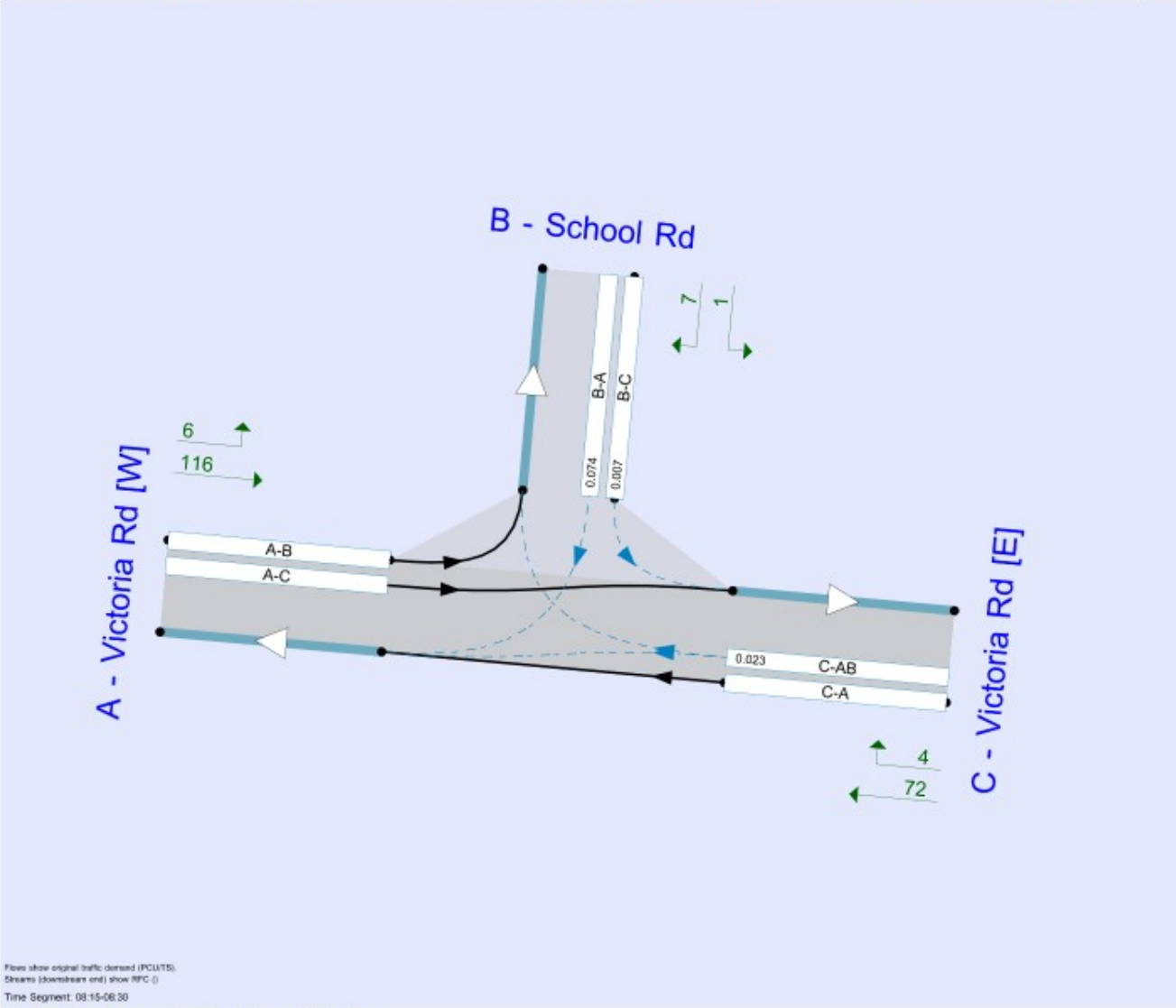
File summary

File Description

Title	Kirkley Waterfront Junction Modelling
Location	52.470702, 1.720605
Site number	4
Date	07/10/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INAM03795
Description	Victoria Road / School Road

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	perTimeSegment	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75	✓					0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024_Scen_A	AM	DIRECT	08:15	09:15	60	15	✓
D2	2024_Scen_A	PM	DIRECT	16:30	17:30	60	15	✓
D3	2034_Scen_B	AM	DIRECT	08:15	09:15	60	15	✓
D4	2034_Scen_B	PM	DIRECT	16:30	17:30	60	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	B1513 - School Rd	✓	100.000	100.000

B1513 - School Rd - 2024_Scen_A, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - School Rd - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - School Rd - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / School Road	T-Junction	Two-way	Two-way	Two-way		0.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.40	A

Arms

Arms

Arm	Name	Description	Arm type
A	Victoria Rd [W]	Victoria Rd [W]	Major
B	School Rd		Minor
C	Victoria Rd [E]	Victoria Rd [E]	Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Victoria Rd [E]	9.50		✓	3.58	250.0	✓	2.00

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 - School Rd	One lane plus flare	9.40	3.70	3.20	3.20	3.10	✓	1.00	30	24

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	132.810	0.088	0.222	0.140	0.317
B-C	182.208	0.088	0.222	-	-
C-B	206.672	0.272	0.272	-	-

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

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024_Scen_A	AM	DIRECT	08:15	09:15	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Rd [W]		DIRECT	✓	100.000
B - School Rd		DIRECT	✓	100.000
C - Victoria Rd [E]		DIRECT	✓	100.000

Origin-Destination Data

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	6.00	116.40
	B - School Rd	7.00	0.00	1.00
	C - Victoria Rd [E]	72.00	4.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	11.00	119.70
	B - School Rd	7.00	0.00	3.20
	C - Victoria Rd [E]	66.60	2.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	10.00	119.30
	B - School Rd	3.00	0.00	0.00
	C - Victoria Rd [E]	65.00	5.00	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	5.00	98.90
	B - School Rd	4.00	0.00	0.00
	C - Victoria Rd [E]	55.60	3.00	0.00

Vehicle Mix

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

08:15 - 08:30

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

08:30 - 08:45

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	1
	B - School Rd	0	0	0
	C - Victoria Rd [E]	3	0	0

08:45 - 09:00

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	11	1
	B - School Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

09:00 - 09:15

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	1
	B - School Rd	0	0	0
	C - Victoria Rd [E]	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.02	6.06	0.0	~1	A	1.05	4.20
B-A	0.07	10.20	0.1	~1	B	5.25	21.00
C-AB	0.03	5.40	0.0	~1	A	3.50	14.00
C-A						64.80	259.20
A-B						8.00	32.00
A-C						113.58	454.30

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.00	1.00	152.89	0.007	0.99	0.0	0.0	5.924	A
B-A	7.00	7.00	95.08	0.074	6.92	0.0	0.1	10.199	B
C-AB	4.00	4.00	173.48	0.023	3.98	0.0	0.0	5.310	A
C-A	72.00	72.00			72.00				
A-B	6.00	6.00			6.00				
A-C	116.40	116.40			116.40				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.20	3.20	151.72	0.021	3.19	0.0	0.0	6.059	A
B-A	7.00	7.00	95.29	0.073	7.00	0.1	0.1	10.193	B
C-AB	2.00	2.00	171.19	0.012	2.01	0.0	0.0	5.319	A
C-A	66.60	66.60			66.60				
A-B	11.00	11.00			11.00				
A-C	119.70	119.70			119.70				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	153.56	0.000	0.02	0.0	0.0	0.000	A
B-A	3.00	3.00	94.74	0.032	3.05	0.1	0.0	9.821	A
C-AB	5.00	5.00	171.62	0.029	4.98	0.0	0.0	5.401	A
C-A	65.00	65.00			65.00				
A-B	10.00	10.00			10.00				
A-C	119.30	119.30			119.30				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	158.21	0.000	0.00	0.0	0.0	0.000	A
B-A	4.00	4.00	101.66	0.039	3.99	0.0	0.0	9.215	A
C-AB	3.00	3.00	178.48	0.017	3.01	0.0	0.0	5.129	A
C-A	55.60	55.60			55.60				
A-B	5.00	5.00			5.00				
A-C	98.90	98.90			98.90				

Queue Variation Results for each time segment

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	~1	~1	~1	~1			N/A	N/A
B-A	0.08	~1	~1	~1	~1			N/A	N/A
C-AB	0.02	~1	~1	~1	~1			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	~1	~1	~1	~1			N/A	N/A
B-A	0.08	~1	~1	~1	~1			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	~1	~1	~1	~1			N/A	N/A
B-A	0.03	~1	~1	~1	~1			N/A	N/A
C-AB	0.03	~1	~1	~1	~1			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	~1	~1	~1	~1			N/A	N/A
B-A	0.04	~1	~1	~1	~1			N/A	N/A
C-AB	0.02	~1	~1	~1	~1			N/A	N/A

B1513 - School Rd - 2024_Scen_A, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - School Rd - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - School Rd - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / School Road	T-Junction	Two-way	Two-way	Two-way		0.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.87	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024_Scen_A	PM	DIRECT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Rd [W]		DIRECT	✓	100.000
B - School Rd		DIRECT	✓	100.000
C - Victoria Rd [E]		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	6.00	74.20
	B - School Rd	13.00	0.00	14.60
	C - Victoria Rd [E]	99.20	4.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	11.20	76.20
	B - School Rd	7.00	0.00	3.00
	C - Victoria Rd [E]	89.20	2.40	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	9.00	83.20
	B - School Rd	6.20	0.00	6.00
	C - Victoria Rd [E]	125.40	11.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	4.00	63.00
	B - School Rd	13.00	0.00	10.00
	C - Victoria Rd [E]	115.20	3.00	0.00

Vehicle Mix

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

16:30 - 16:45

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

16:45 - 17:00

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	9	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	2	0	0

17:00 - 17:15

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

17:15 - 17:30

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.10	6.68	0.1	~1	A	8.40	33.60
B-A	0.13	10.47	0.1	~1	B	9.80	39.20
C-AB	0.06	5.26	0.1	~1	A	5.11	20.43
C-A						107.24	428.97
A-B						7.55	30.20
A-C						74.15	296.60

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14.60	14.60	149.19	0.098	14.49	0.0	0.1	6.675	A
B-A	13.00	13.00	107.99	0.120	12.86	0.0	0.1	9.448	A
C-AB	4.00	4.00	184.94	0.022	3.98	0.0	0.0	4.973	A
C-A	99.20	99.20			99.20				
A-B	6.00	6.00			6.00				
A-C	74.20	74.20			74.20				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.00	3.00	161.36	0.019	3.09	0.1	0.0	5.691	A
B-A	7.00	7.00	101.65	0.069	7.06	0.1	0.1	9.520	A
C-AB	2.40	2.40	182.96	0.013	2.41	0.0	0.0	4.986	A
C-A	89.20	89.20			89.20				
A-B	11.20	11.20			11.20				
A-C	76.20	76.20			76.20				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6.00	6.00	162.95	0.037	5.98	0.0	0.0	5.733	A
B-A	6.20	6.20	92.14	0.067	6.20	0.1	0.1	10.474	B
C-AB	11.03	11.03	182.10	0.061	10.98	0.0	0.1	5.258	A
C-A	125.37	125.37			125.37				
A-B	9.00	9.00			9.00				
A-C	83.20	83.20			83.20				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10.00	10.00	162.13	0.062	9.97	0.0	0.1	5.915	A
B-A	13.00	13.00	101.34	0.128	12.93	0.1	0.1	10.172	B
C-AB	3.00	3.00	188.51	0.016	3.05	0.1	0.0	4.855	A
C-A	115.20	115.20			115.20				
A-B	4.00	4.00			4.00				
A-C	63.00	63.00			63.00				

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	~1	~1	~1	~1			N/A	N/A
B-A	0.14	~1	~1	~1	~1			N/A	N/A
C-AB	0.02	~1	~1	~1	~1			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	~1	~1	~1	~1			N/A	N/A
B-A	0.07	~1	~1	~1	~1			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	~1	~1	~1	~1			N/A	N/A
B-A	0.07	~1	~1	~1	~1			N/A	N/A
C-AB	0.06	~1	~1	~1	~1			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	~1	~1	~1	~1			N/A	N/A
B-A	0.15	~1	~1	~1	~1			N/A	N/A
C-AB	0.02	~1	~1	~1	~1			N/A	N/A

B1513 - School Rd - 2034_Scen_B, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - School Rd - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - School Rd - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / School Road	T-Junction	Two-way	Two-way	Two-way		0.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.42	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2034_Scen_B	AM	DIRECT	08:15	09:15	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Rd [W]		DIRECT	✓	100.000
B - School Rd		DIRECT	✓	100.000
C - Victoria Rd [E]		DIRECT	✓	100.000

Origin-Destination Data

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	6.59	127.88
	B - School Rd	7.69	0.00	1.10
	C - Victoria Rd [E]	79.10	4.39	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	12.08	131.50
	B - School Rd	7.69	0.00	3.52
	C - Victoria Rd [E]	73.17	2.20	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	10.99	131.06
	B - School Rd	3.30	0.00	0.00
	C - Victoria Rd [E]	71.41	5.49	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	5.49	108.65
	B - School Rd	4.39	0.00	0.00
	C - Victoria Rd [E]	61.08	3.30	0.00

Vehicle Mix

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

08:15 - 08:30

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

08:30 - 08:45

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	1
	B - School Rd	0	0	0
	C - Victoria Rd [E]	3	0	0

08:45 - 09:00

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	11	1
	B - School Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

09:00 - 09:15

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	1
	B - School Rd	0	0	0
	C - Victoria Rd [E]	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.02	6.20	0.0	~1	A	1.15	4.61
B-A	0.08	10.73	0.1	~1	B	5.77	23.07
C-AB	0.03	5.53	0.0	~1	A	3.85	15.38
C-A						71.19	284.75
A-B						8.79	35.16
A-C						124.77	499.09

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.10	1.10	149.91	0.007	1.09	0.0	0.0	6.047	A
B-A	7.69	7.69	91.36	0.084	7.60	0.0	0.1	10.735	B
C-AB	4.40	4.40	170.21	0.026	4.37	0.0	0.0	5.427	A
C-A	79.10	79.10			79.10				
A-B	6.59	6.59			6.59				
A-C	127.88	127.88			127.88				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.52	3.52	148.62	0.024	3.50	0.0	0.0	6.201	A
B-A	7.69	7.69	91.59	0.084	7.69	0.1	0.1	10.727	B
C-AB	2.20	2.20	167.70	0.013	2.21	0.0	0.0	5.440	A
C-A	73.17	73.17			73.17				
A-B	12.08	12.08			12.08				
A-C	131.50	131.50			131.50				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	150.70	0.000	0.02	0.0	0.0	0.000	A
B-A	3.30	3.30	90.99	0.036	3.35	0.1	0.0	10.274	B
C-AB	5.50	5.50	168.18	0.033	5.48	0.0	0.0	5.531	A
C-A	71.41	71.41			71.41				
A-B	10.99	10.99			10.99				
A-C	131.06	131.06			131.06				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	155.81	0.000	0.00	0.0	0.0	0.000	A
B-A	4.39	4.39	98.59	0.045	4.39	0.0	0.0	9.554	A
C-AB	3.30	3.30	175.70	0.019	3.31	0.0	0.0	5.220	A
C-A	61.08	61.08			61.08				
A-B	5.49	5.49			5.49				
A-C	108.65	108.65			108.65				

Queue Variation Results for each time segment

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	~1	~1	~1	~1			N/A	N/A
B-A	0.09	~1	~1	~1	~1			N/A	N/A
C-AB	0.03	~1	~1	~1	~1			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	~1	~1	~1	~1			N/A	N/A
B-A	0.09	~1	~1	~1	~1			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	~1	~1	~1	~1			N/A	N/A
B-A	0.04	~1	~1	~1	~1			N/A	N/A
C-AB	0.03	~1	~1	~1	~1			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	~1	~1	~1	~1			N/A	N/A
B-A	0.05	~1	~1	~1	~1			N/A	N/A
C-AB	0.02	~1	~1	~1	~1			N/A	N/A

B1513 - School Rd - 2034_Scen_B, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - School Rd - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - School Rd - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / School Road	T-Junction	Two-way	Two-way	Two-way		0.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.91	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2034_Scen_B	PM	DIRECT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Rd [W]		DIRECT	✓	100.000
B - School Rd		DIRECT	✓	100.000
C - Victoria Rd [E]		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	6.58	81.39
	B - School Rd	14.26	0.00	16.01
	C - Victoria Rd [E]	108.81	4.39	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	12.29	83.58
	B - School Rd	7.68	0.00	3.29
	C - Victoria Rd [E]	97.84	2.63	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	9.87	91.26
	B - School Rd	6.80	0.00	6.58
	C - Victoria Rd [E]	137.55	12.07	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	4.39	69.10
	B - School Rd	14.26	0.00	10.97
	C - Victoria Rd [E]	126.36	3.29	0.00

Vehicle Mix

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

16:30 - 16:45

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

16:45 - 17:00

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	9	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	2	0	0

17:00 - 17:15

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

17:15 - 17:30

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.11	6.86	0.1	~1	A	9.21	36.86
B-A	0.15	11.05	0.2	~1	B	10.75	43.00
C-AB	0.07	5.36	0.1	~1	A	5.61	22.42
C-A						117.63	470.53
A-B						8.28	33.13
A-C						81.34	325.34

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16.01	16.01	146.98	0.109	15.89	0.0	0.1	6.860	A
B-A	14.26	14.26	104.60	0.136	14.10	0.0	0.2	9.929	A
C-AB	4.39	4.39	182.85	0.024	4.36	0.0	0.0	5.042	A
C-A	108.81	108.81			108.81				
A-B	6.58	6.58			6.58				
A-C	81.39	81.39			81.39				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.29	3.29	159.26	0.021	3.39	0.1	0.0	5.777	A
B-A	7.68	7.68	98.63	0.078	7.75	0.2	0.1	9.912	A
C-AB	2.63	2.63	180.66	0.015	2.64	0.0	0.0	5.055	A
C-A	97.84	97.84			97.84				
A-B	12.29	12.29			12.29				
A-C	83.58	83.58			83.58				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6.58	6.58	160.64	0.041	6.56	0.0	0.0	5.841	A
B-A	6.80	6.80	88.25	0.077	6.80	0.1	0.1	11.051	B
C-AB	12.11	12.11	179.83	0.067	12.05	0.0	0.1	5.363	A
C-A	137.51	137.51			137.51				
A-B	9.87	9.87			9.87				
A-C	91.26	91.26			91.26				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10.97	10.97	159.95	0.069	10.94	0.0	0.1	6.038	A
B-A	14.26	14.26	98.27	0.145	14.18	0.1	0.2	10.691	B
C-AB	3.29	3.29	186.76	0.018	3.35	0.1	0.0	4.909	A
C-A	126.36	126.36			126.36				
A-B	4.39	4.39			4.39				
A-C	69.10	69.10			69.10				

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.12	~1	~1	~1	~1			N/A	N/A
B-A	0.16	~1	~1	~1	~1			N/A	N/A
C-AB	0.02	~1	~1	~1	~1			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	~1	~1	~1	~1			N/A	N/A
B-A	0.09	~1	~1	~1	~1			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	~1	~1	~1	~1			N/A	N/A
B-A	0.08	~1	~1	~1	~1			N/A	N/A
C-AB	0.07	~1	~1	~1	~1			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	~1	~1	~1	~1			N/A	N/A
B-A	0.17	~1	~1	~1	~1			N/A	N/A
C-AB	0.02	~1	~1	~1	~1			N/A	N/A

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: J5_Victoria Road_Heath Road.j10
Path: C:\Users\UKACP002\Desktop\Kirkley\Models\Base
Report generation date: 14/01/2025 14:56:00

»B1513 - Heath Road - 2024_Scen_A, AM
»B1513 - Heath Road - 2024_Scen_A, PM
»B1513 - Heath Road - 2034_Scen_B, AM
»B1513 - Heath Road - 2034_Scen_B, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	B1513 - Heath Road - 2024_Scen_A									
Stream B-C	D1	0.0	7.40	0.03	A	D2	0.0	6.08	0.02	A
Stream B-A		0.0	9.95	0.02	A		0.0	10.05	0.03	B
Stream C-AB		0.1	5.45	0.04	A		0.1	4.19	0.04	A
	B1513 - Heath Road - 2034_Scen_B									
Stream B-C	D3	0.0	7.56	0.03	A	D4	0.0	6.17	0.02	A
Stream B-A		0.0	10.29	0.03	B		0.0	10.54	0.04	B
Stream C-AB		0.1	5.40	0.04	A		0.1	4.11	0.05	A

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

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

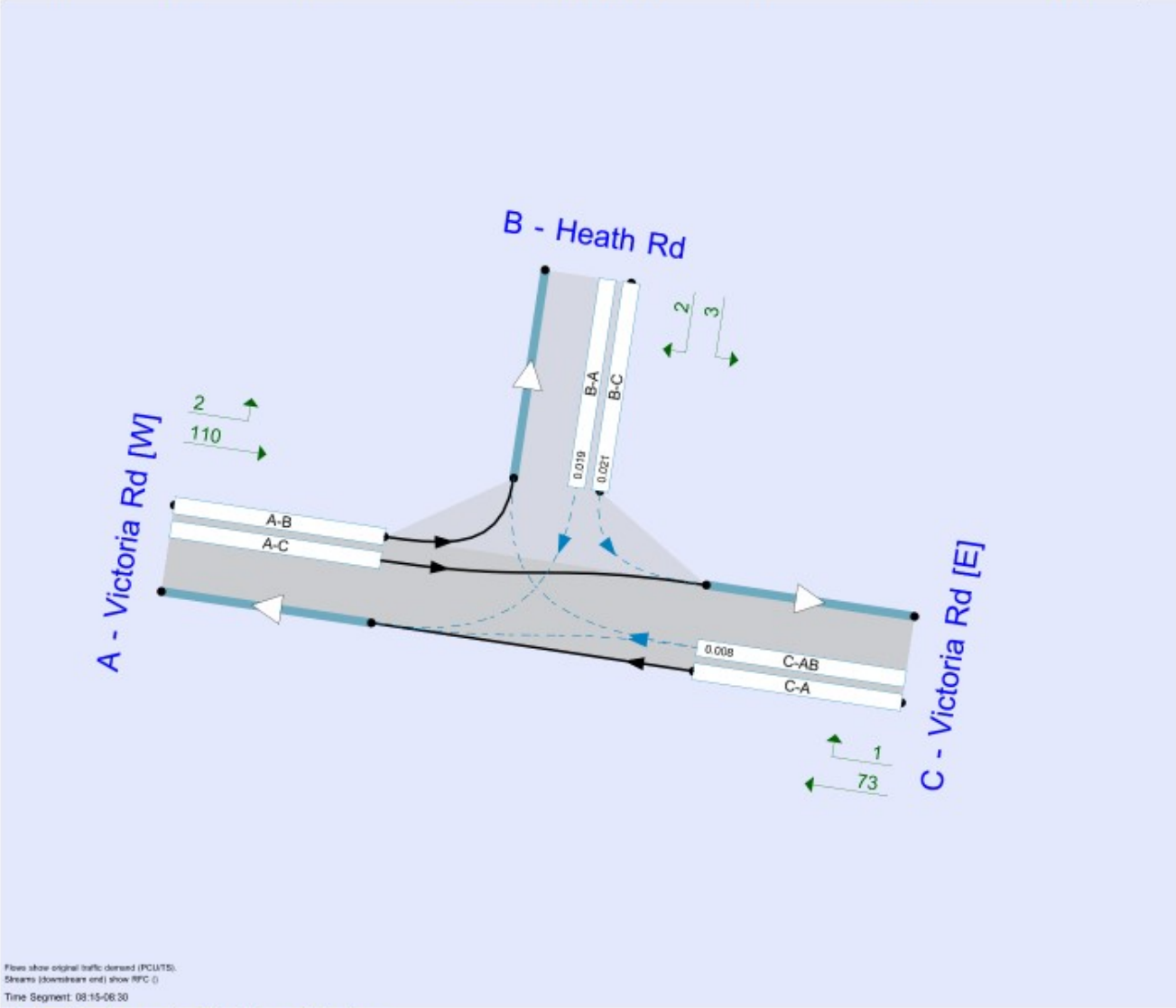
File summary

File Description

Title	Kirkley Waterfront Junction Modelling
Location	52°28'13.3"N 1°43'24.5"E
Site number	5
Date	07/10/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INRT08021
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	perTimeSegment	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024_Scen_A	AM	DIRECT	08:15	09:15	60	15	✓
D2	2024_Scen_A	PM	DIRECT	16:30	17:30	60	15	✓
D3	2034_Scen_B	AM	DIRECT	08:15	09:15	60	15	✓
D4	2034_Scen_B	PM	DIRECT	16:30	17:30	60	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	B1513 - Heath Road	✓	100.000	100.000

B1513 - Heath Road - 2024_Scen_A, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Heath Rd - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Heath Rd - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / Heath Road	T-Junction	Two-way	Two-way	Two-way		0.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.29	A

Arms

Arms

Arm	Name	Description	Arm type
A	Victoria Rd [W]	Victoria Rd [W]	Major
B	Heath Rd		Minor
C	Victoria Rd [E]	Victoria Rd [E]	Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Victoria Rd [E]	7.10			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	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 - Heath Rd	One lane plus flare	10.00	3.90	3.20	3.20	3.20	✓	1.00	18	20

Minor Arm Geometry Notes

Arm	Notes
B - Heath Rd	Width at 15m and 20m is 1.2m due to 2m parking bay provided omn minor arm. But provided as 2.2m due to software limitation.

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	148.086	0.102	0.258	0.163	0.369
B-C	170.335	0.100	0.253	-	-
C-B	179.685	0.265	0.265	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024_Scen_A	AM	DIRECT	08:15	09:15	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Rd [W]		DIRECT	✓	100.000
B - Heath Rd		DIRECT	✓	100.000
C - Victoria Rd [E]		DIRECT	✓	100.000

Origin-Destination Data

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	2.00	110.40
	B - Heath Rd	2.00	0.00	3.00
	C - Victoria Rd [E]	73.00	1.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	2.50	121.20
	B - Heath Rd	0.00	0.00	2.00
	C - Victoria Rd [E]	70.60	1.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	4.00	120.90
	B - Heath Rd	1.00	0.00	2.00
	C - Victoria Rd [E]	67.00	4.50	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	2.00	95.10
	B - Heath Rd	2.70	0.00	4.50
	C - Victoria Rd [E]	55.90	3.00	0.00

Vehicle Mix

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

08:15 - 08:30

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

08:30 - 08:45

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	50	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	3	0	0

08:45 - 09:00

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	1
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	0	25	0

09:00 - 09:15

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	1
	B - Heath Rd	33	0	25
	C - Victoria Rd [E]	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.03	7.40	0.0	A	2.88	11.50
B-A	0.02	9.95	0.0	A	1.43	5.70
C-AB	0.04	5.45	0.1	A	3.58	14.33
C-A					65.42	261.67
A-B					2.63	10.50
A-C					111.90	447.60

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.00	3.00	141.59	0.021	2.98	0.0	0.0	6.493	A
B-A	2.00	2.00	107.11	0.019	1.98	0.0	0.0	8.560	A
C-AB	1.58	1.58	198.57	0.008	1.57	0.0	0.0	4.568	A
C-A	72.42	72.42			72.42				
A-B	2.00	2.00			2.00				
A-C	110.40	110.40			110.40				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2.00	2.00	139.48	0.014	2.01	0.0	0.0	6.549	A
B-A	0.00	0.00	104.65	0.000	0.02	0.0	0.0	0.000	A
C-AB	1.57	1.57	194.44	0.008	1.57	0.0	0.0	4.690	A
C-A	70.03	70.03			70.03				
A-B	2.50	2.50			2.50				
A-C	121.20	121.20			121.20				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2.00	2.00	139.07	0.014	2.00	0.0	0.0	6.565	A
B-A	1.00	1.00	103.87	0.010	0.99	0.0	0.0	8.748	A
C-AB	6.92	6.92	191.75	0.036	6.87	0.0	0.1	5.452	A
C-A	64.58	64.58			64.58				
A-B	4.00	4.00			4.00				
A-C	120.90	120.90			120.90				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4.50	4.50	145.24	0.031	4.48	0.0	0.0	7.404	A
B-A	2.70	2.70	113.08	0.024	2.68	0.0	0.0	9.950	A
C-AB	4.26	4.26	190.73	0.022	4.28	0.1	0.0	5.273	A
C-A	54.64	54.64			54.64				
A-B	2.00	2.00			2.00				
A-C	95.10	95.10			95.10				

B1513 - Heath Road - 2024_Scen_A, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Heath Rd - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Heath Rd - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / Heath Road	T-Junction	Two-way	Two-way	Two-way		0.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.28	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024_Scen_A	PM	DIRECT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Rd [W]		DIRECT	✓	100.000
B - Heath Rd		DIRECT	✓	100.000
C - Victoria Rd [E]		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	0.00	86.60
	B - Heath Rd	1.00	0.00	1.00
	C - Victoria Rd [E]	96.40	1.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	1.00	76.20
	B - Heath Rd	2.00	0.00	0.00
	C - Victoria Rd [E]	90.40	1.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	3.00	80.40
	B - Heath Rd	3.00	0.00	1.00
	C - Victoria Rd [E]	131.60	5.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	4.00	71.60
	B - Heath Rd	2.20	0.00	3.00
	C - Victoria Rd [E]	116.00	5.20	0.00

Vehicle Mix

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

16:30 - 16:45

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

16:45 - 17:00

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	2	0	0

17:00 - 17:15

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

17:15 - 17:30

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.02	6.08	0.0	A	1.25	5.00
B-A	0.03	10.05	0.0	B	2.05	8.20
C-AB	0.04	4.19	0.1	A	6.18	24.73
C-A					105.47	421.87
A-B					2.00	8.00
A-C					78.70	314.80

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.00	1.00	166.10	0.006	0.99	0.0	0.0	5.450	A
B-A	1.00	1.00	97.77	0.010	0.99	0.0	0.0	9.298	A
C-AB	1.78	1.78	219.55	0.008	1.77	0.0	0.0	4.132	A
C-A	95.62	95.62			95.62				
A-B	0.00	0.00			0.00				
A-C	86.60	86.60			86.60				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	168.51	0.000	0.01	0.0	0.0	0.000	A
B-A	2.00	2.00	100.94	0.020	1.99	0.0	0.0	9.094	A
C-AB	1.71	1.71	217.63	0.008	1.71	0.0	0.0	4.186	A
C-A	89.69	89.69			89.69				
A-B	1.00	1.00			1.00				
A-C	76.20	76.20			76.20				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.00	1.00	166.57	0.006	0.99	0.0	0.0	5.435	A
B-A	3.00	3.00	92.50	0.032	2.99	0.0	0.0	10.053	B
C-AB	10.91	10.91	243.09	0.045	10.85	0.0	0.1	3.880	A
C-A	125.69	125.69			125.69				
A-B	3.00	3.00			3.00				
A-C	80.40	80.40			80.40				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.00	3.00	151.07	0.020	2.99	0.0	0.0	6.077	A
B-A	2.20	2.20	108.37	0.020	2.21	0.0	0.0	8.480	A
C-AB	10.32	10.32	234.51	0.044	10.32	0.1	0.1	4.016	A
C-A	110.88	110.88			110.88				
A-B	4.00	4.00			4.00				
A-C	71.60	71.60			71.60				

B1513 - Heath Road - 2034_Scen_B, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Heath Rd - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Heath Rd - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / Heath Road	T-Junction	Two-way	Two-way	Two-way		0.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.30	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2034_Scen_B	AM	DIRECT	08:15	09:15	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Rd [W]		DIRECT	✓	100.000
B - Heath Rd		DIRECT	✓	100.000
C - Victoria Rd [E]		DIRECT	✓	100.000

Origin-Destination Data

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	2.20	121.29
	B - Heath Rd	2.20	0.00	3.30
	C - Victoria Rd [E]	80.20	1.10	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	2.75	133.15
	B - Heath Rd	0.00	0.00	2.20
	C - Victoria Rd [E]	77.56	1.10	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	4.39	132.82
	B - Heath Rd	1.10	0.00	2.20
	C - Victoria Rd [E]	73.61	4.94	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	2.20	104.48
	B - Heath Rd	2.97	0.00	4.94
	C - Victoria Rd [E]	61.41	3.30	0.00

Vehicle Mix

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

08:15 - 08:30

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

08:30 - 08:45

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	50	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	3	0	0

08:45 - 09:00

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	1
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	0	25	0

09:00 - 09:15

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	1
	B - Heath Rd	33	0	25
	C - Victoria Rd [E]	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.03	7.56	0.0	A	3.16	12.63
B-A	0.03	10.29	0.0	B	1.57	6.26
C-AB	0.04	5.40	0.1	A	4.12	16.49
C-A					71.68	286.72
A-B					2.88	11.54
A-C					122.93	491.73

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.30	3.30	138.75	0.024	3.27	0.0	0.0	6.643	A
B-A	2.20	2.20	103.07	0.021	2.18	0.0	0.0	8.918	A
C-AB	1.83	1.83	200.95	0.009	1.82	0.0	0.0	4.519	A
C-A	79.47	79.47			79.47				
A-B	2.20	2.20			2.20				
A-C	121.29	121.29			121.29				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2.20	2.20	136.43	0.016	2.20	0.0	0.0	6.707	A
B-A	0.00	0.00	100.37	0.000	0.02	0.0	0.0	0.000	A
C-AB	1.82	1.82	196.46	0.009	1.82	0.0	0.0	4.648	A
C-A	76.84	76.84			76.84				
A-B	2.75	2.75			2.75				
A-C	133.15	133.15			133.15				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2.20	2.20	135.98	0.016	2.20	0.0	0.0	6.729	A
B-A	1.10	1.10	99.51	0.011	1.09	0.0	0.0	9.143	A
C-AB	7.98	7.98	193.47	0.041	7.93	0.0	0.1	5.402	A
C-A	70.57	70.57			70.57				
A-B	4.39	4.39			4.39				
A-C	132.82	132.82			132.82				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4.94	4.94	142.75	0.035	4.92	0.0	0.0	7.560	A
B-A	2.97	2.97	109.63	0.027	2.94	0.0	0.0	10.294	B
C-AB	4.86	4.86	192.17	0.025	4.89	0.1	0.0	5.231	A
C-A	59.84	59.84			59.84				
A-B	2.20	2.20			2.20				
A-C	104.48	104.48			104.48				

B1513 - Heath Road - 2034_Scen_B, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Heath Rd - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Heath Rd - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / Heath Road	T-Junction	Two-way	Two-way	Two-way		0.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.29	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2034_Scen_B	PM	DIRECT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Rd [W]		DIRECT	✓	100.000
B - Heath Rd		DIRECT	✓	100.000
C - Victoria Rd [E]		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	0.00	94.99
	B - Heath Rd	1.10	0.00	1.10
	C - Victoria Rd [E]	105.74	1.10	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	1.10	83.58
	B - Heath Rd	2.19	0.00	0.00
	C - Victoria Rd [E]	99.16	1.10	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	3.29	88.19
	B - Heath Rd	3.29	0.00	1.10
	C - Victoria Rd [E]	144.35	5.48	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	4.39	78.54
	B - Heath Rd	2.41	0.00	3.29
	C - Victoria Rd [E]	127.24	5.70	0.00

Vehicle Mix

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

16:30 - 16:45

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

16:45 - 17:00

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	2	0	0

17:00 - 17:15

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

17:15 - 17:30

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.02	6.17	0.0	A	1.37	5.48
B-A	0.04	10.54	0.0	B	2.25	8.99
C-AB	0.05	4.11	0.1	A	7.30	29.22
C-A					115.16	460.66
A-B					2.19	8.78
A-C					86.33	345.30

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.10	1.10	163.67	0.007	1.09	0.0	0.0	5.535	A
B-A	1.10	1.10	94.45	0.012	1.09	0.0	0.0	9.638	A
C-AB	2.08	2.08	223.94	0.009	2.07	0.0	0.0	4.056	A
C-A	104.76	104.76			104.76				
A-B	0.00	0.00			0.00				
A-C	94.99	94.99			94.99				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	166.31	0.000	0.01	0.0	0.0	0.000	A
B-A	2.19	2.19	97.93	0.022	2.18	0.0	0.0	9.398	A
C-AB	1.99	1.99	221.75	0.009	1.99	0.0	0.0	4.114	A
C-A	98.27	98.27			98.27				
A-B	1.10	1.10			1.10				
A-C	83.58	83.58			83.58				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.10	1.10	164.15	0.007	1.09	0.0	0.0	5.519	A
B-A	3.29	3.29	88.67	0.037	3.28	0.0	0.0	10.538	B
C-AB	12.99	12.99	249.92	0.052	12.92	0.0	0.1	3.802	A
C-A	136.85	136.85			136.85				
A-B	3.29	3.29			3.29				
A-C	88.19	88.19			88.19				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.29	3.29	149.18	0.022	3.27	0.0	0.0	6.168	A
B-A	2.41	2.41	104.52	0.023	2.43	0.0	0.0	8.816	A
C-AB	12.16	12.16	240.38	0.051	12.16	0.1	0.1	3.944	A
C-A	120.78	120.78			120.78				
A-B	4.39	4.39			4.39				
A-C	78.54	78.54			78.54				

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: J1_Victoria Road_Crompton Road_ScenCD.j10
Path: C:\Users\UKACP002\Desktop\Kirkley\Models\Base+Dev - Scen CD
Report generation date: 15/01/2025 09:17:04

»B1531 - Crompton Rd - 2034_Scen_C, AM
»B1531 - Crompton Rd - 2034_Scen_C, PM
»B1531 - Crompton Rd - 2034_Scen_D, AM
»B1531 - Crompton Rd - 2034_Scen_D, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	B1531 - Crompton Rd - 2034_Scen_C									
Stream B-C	D1	0.0	7.73	0.01	A	D2	0.0	7.23	0.00	A
Stream B-A		0.0	18.44	0.02	C		0.0	16.48	0.02	C
Stream C-AB		0.0	3.96	0.00	A		0.0	3.85	0.01	A
	B1531 - Crompton Rd - 2034_Scen_D									
Stream B-C	D3	0.0	7.94	0.01	A	D4	0.0	7.85	0.00	A
Stream B-A		0.0	18.62	0.03	C		0.0	18.34	0.02	C
Stream C-AB		0.0	4.19	0.00	A		0.0	4.24	0.01	A

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

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

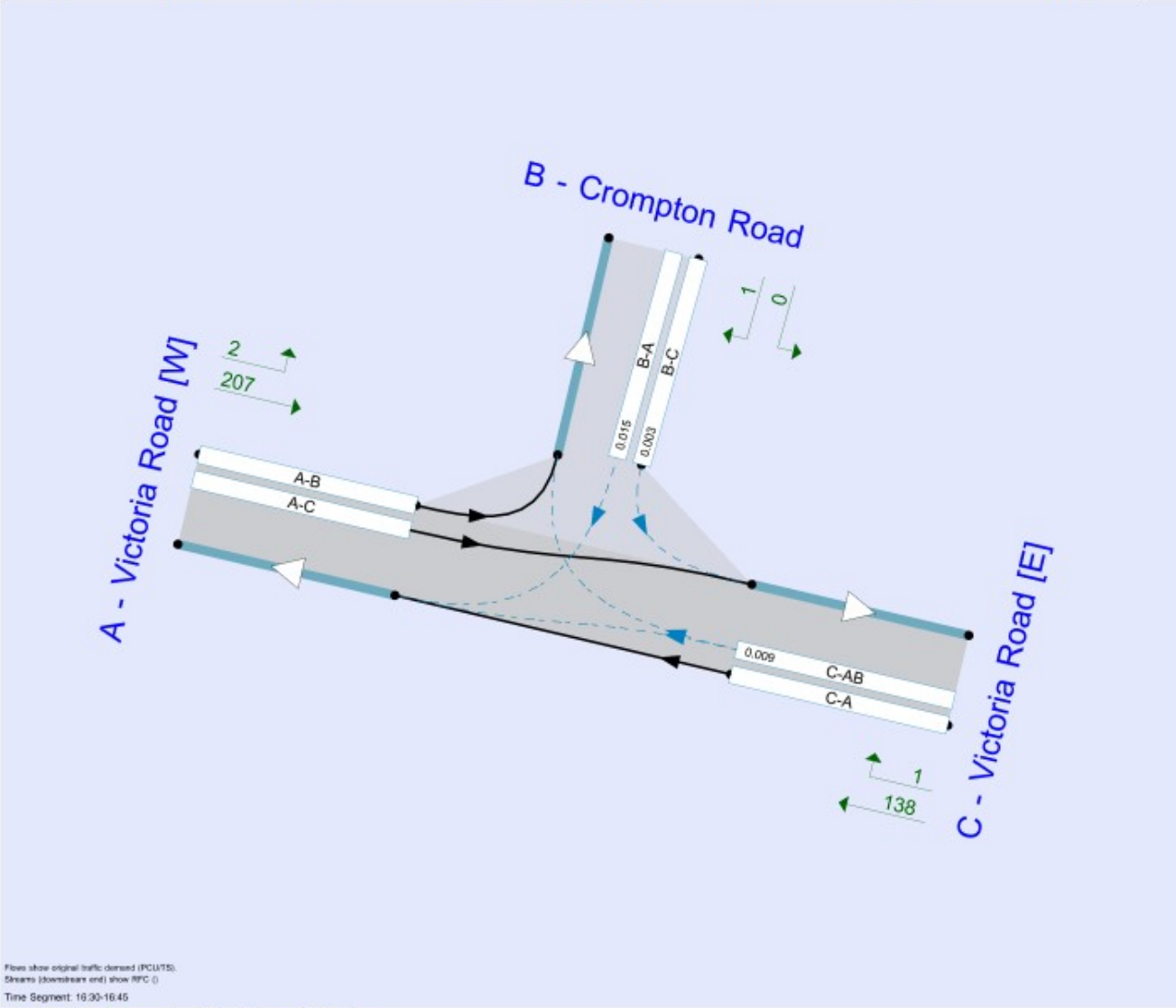
File summary

File Description

Title	Kirkley Waterfront Junction Modelling
Location	52.47149550887895, 1.7148632338390581
Site number	1
Date	07/10/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INSM07919
Description	Crompton Road Victoria Road Junction

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	perTimeSegment	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75	✓					0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2034_Scen_C	AM	DIRECT	08:15	09:15	60	15	✓
D2	2034_Scen_C	PM	DIRECT	16:30	17:30	60	15	✓
D3	2034_Scen_D	AM	DIRECT	08:15	09:15	60	15	✓
D4	2034_Scen_D	PM	DIRECT	16:30	17:30	60	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	B1531 - Crompton Rd	✓	100.000	100.000

B1531 - Crompton Rd - 2034_Scen_C, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Crompton Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Crompton Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Victoria Road [E] - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1531 / Crompton Rd	T-Junction	Two-way	Two-way	Two-way		0.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.10	A

Arms

Arms

Arm	Name	Description	Arm type
A	Victoria Road [W]	Victoria Road [W]	Major
B	Crompton Road		Minor
C	Victoria Road [E]	Victoria Road [E]	Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Victoria Road [E]	5.95			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	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 - Crompton Road	One lane plus flare	9.00	2.70	2.70	2.70	2.70	✓	1.00	18	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	123.611	0.090	0.229	0.144	0.327
B-C	182.378	0.112	0.283	-	-
C-B	179.685	0.279	0.279	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2034_Scen_C	AM	DIRECT	08:15	09:15	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Road [W]		DIRECT	✓	100.000
B - Crompton Road		DIRECT	✓	100.000
C - Victoria Road [E]		DIRECT	✓	100.000

Origin-Destination Data

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	0.38	215.14
	B - Crompton Road	1.25	0.00	1.25
	C - Victoria Road [E]	160.78	0.38	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	0.38	197.12
	B - Crompton Road	1.25	0.00	1.25
	C - Victoria Road [E]	167.70	0.38	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	0.38	197.12
	B - Crompton Road	1.25	0.00	1.25
	C - Victoria Road [E]	167.70	0.38	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	0.38	225.36
	B - Crompton Road	1.25	0.00	1.25
	C - Victoria Road [E]	152.32	0.38	0.00

Vehicle Mix

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

08:15 - 08:30

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Crompton Road	0	0	0
	C - Victoria Road [E]	0	0	0

08:30 - 08:45

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	1
	B - Crompton Road	0	0	0
	C - Victoria Road [E]	1	0	0

08:45 - 09:00

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	1
	B - Crompton Road	0	0	0
	C - Victoria Road [E]	1	0	0

09:00 - 09:15

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Crompton Road	0	0	0
	C - Victoria Road [E]	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.01	7.73	0.0	~1	A	1.25	5.00
B-A	0.02	18.44	0.0	~1	C	1.25	5.00
C-AB	0.00	3.96	0.0	~1	A	1.16	4.64
C-A						161.34	645.35
A-B						0.38	1.50
A-C						208.69	834.75

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.25	1.25	120.78	0.010	1.24	0.0	0.0	7.528	A
B-A	1.25	1.25	51.15	0.024	1.23	0.0	0.0	18.022	C
C-AB	1.16	1.16	237.61	0.005	1.15	0.0	0.0	3.805	A
C-A	159.99	159.99			159.99				
A-B	0.38	0.38			0.38				
A-C	215.14	215.14			215.14				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.25	1.25	125.60	0.010	1.25	0.0	0.0	7.239	A
B-A	1.25	1.25	54.29	0.023	1.25	0.0	0.0	16.967	C
C-AB	1.18	1.18	245.85	0.005	1.18	0.0	0.0	3.685	A
C-A	166.89	166.89			166.89				
A-B	0.38	0.38			0.38				
A-C	197.12	197.12			197.12				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.25	1.25	125.61	0.010	1.25	0.0	0.0	7.239	A
B-A	1.25	1.25	54.29	0.023	1.25	0.0	0.0	16.966	C
C-AB	1.18	1.18	245.85	0.005	1.18	0.0	0.0	3.697	A
C-A	166.89	166.89			166.89				
A-B	0.38	0.38			0.38				
A-C	197.12	197.12			197.12				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.25	1.25	117.63	0.011	1.25	0.0	0.0	7.732	A
B-A	1.25	1.25	50.05	0.025	1.25	0.0	0.0	18.442	C
C-AB	1.12	1.12	229.51	0.005	1.12	0.0	0.0	3.960	A
C-A	151.58	151.58			151.58				
A-B	0.38	0.38			0.38				
A-C	225.36	225.36			225.36				

Queue Variation Results for each time segment

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	~1	~1	~1	~1			N/A	N/A
B-A	0.02	~1	~1	~1	~1			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	~1	~1	~1	~1			N/A	N/A
B-A	0.02	~1	~1	~1	~1			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	~1	~1	~1	~1			N/A	N/A
B-A	0.02	~1	~1	~1	~1			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	~1	~1	~1	~1			N/A	N/A
B-A	0.03	~1	~1	~1	~1			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

B1531 - Crompton Rd - 2034_Scen_C, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Crompton Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Crompton Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Victoria Road [E] - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1531 / Crompton Rd	T-Junction	Two-way	Two-way	Two-way		0.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.08	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2034_Scen_C	PM	DIRECT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Road [W]		DIRECT	✓	100.000
B - Crompton Road		DIRECT	✓	100.000
C - Victoria Road [E]		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	1.50	170.03
	B - Crompton Road	0.88	0.00	0.38
	C - Victoria Road [E]	158.07	0.75	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	1.50	181.00
	B - Crompton Road	0.88	0.00	0.38
	C - Victoria Road [E]	150.72	0.75	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	1.50	179.90
	B - Crompton Road	0.88	0.00	0.38
	C - Victoria Road [E]	188.79	0.75	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	1.50	151.38
	B - Crompton Road	0.88	0.00	0.38
	C - Victoria Road [E]	161.36	0.75	0.00

Vehicle Mix

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

16:30 - 16:45

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Crompton Road	0	0	0
	C - Victoria Road [E]	0	0	0

16:45 - 17:00

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Crompton Road	0	0	0
	C - Victoria Road [E]	1	0	0

17:00 - 17:15

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Crompton Road	0	0	0
	C - Victoria Road [E]	0	0	0

17:15 - 17:30

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Crompton Road	0	0	0
	C - Victoria Road [E]	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.00	7.23	0.0	~1	A	0.38	1.50
B-A	0.02	16.48	0.0	~1	C	0.88	3.50
C-AB	0.01	3.85	0.0	~1	A	2.25	8.99
C-A						163.24	652.95
A-B						1.50	6.00
A-C						170.58	682.32

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.38	0.38	127.86	0.003	0.37	0.0	0.0	7.058	A
B-A	0.88	0.88	62.24	0.014	0.86	0.0	0.0	14.660	B
C-AB	2.14	2.14	243.58	0.009	2.13	0.0	0.0	3.726	A
C-A	156.69	156.69			156.69				
A-B	1.50	1.50			1.50				
A-C	170.03	170.03			170.03				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.38	0.38	124.89	0.003	0.37	0.0	0.0	7.227	A
B-A	0.88	0.88	60.77	0.014	0.87	0.0	0.0	15.025	C
C-AB	2.08	2.08	236.36	0.009	2.08	0.0	0.0	3.851	A
C-A	149.40	149.40			149.40				
A-B	1.50	1.50			1.50				
A-C	181.00	181.00			181.00				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.38	0.38	125.14	0.003	0.38	0.0	0.0	7.215	A
B-A	0.88	0.88	55.49	0.016	0.87	0.0	0.0	16.477	C
C-AB	2.65	2.65	263.71	0.010	2.65	0.0	0.0	3.453	A
C-A	186.89	186.89			186.89				
A-B	1.50	1.50			1.50				
A-C	179.90	179.90			179.90				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.38	0.38	132.90	0.003	0.38	0.0	0.0	6.790	A
B-A	0.88	0.88	66.06	0.013	0.88	0.0	0.0	13.806	B
C-AB	2.13	2.13	249.25	0.009	2.13	0.0	0.0	3.641	A
C-A	159.98	159.98			159.98				
A-B	1.50	1.50			1.50				
A-C	151.38	151.38			151.38				

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	~1	~1	~1	~1			N/A	N/A
B-A	0.01	~1	~1	~1	~1			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	~1	~1	~1	~1			N/A	N/A
B-A	0.01	~1	~1	~1	~1			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	~1	~1	~1	~1			N/A	N/A
B-A	0.02	~1	~1	~1	~1			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	~1	~1	~1	~1			N/A	N/A
B-A	0.01	~1	~1	~1	~1			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

B1531 - Crompton Rd - 2034_Scen_D, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Crompton Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Crompton Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Victoria Road [E] - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1531 / Crompton Rd	T-Junction	Two-way	Two-way	Two-way		0.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.10	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2034_Scen_D	AM	DIRECT	08:15	09:15	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Road [W]		DIRECT	✓	100.000
B - Crompton Road		DIRECT	✓	100.000
C - Victoria Road [E]		DIRECT	✓	100.000

Origin-Destination Data

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	0.38	225.93
	B - Crompton Road	1.25	0.00	1.25
	C - Victoria Road [E]	146.82	0.38	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	0.38	207.92
	B - Crompton Road	1.25	0.00	1.25
	C - Victoria Road [E]	153.74	0.38	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	0.38	207.92
	B - Crompton Road	1.25	0.00	1.25
	C - Victoria Road [E]	153.74	0.38	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	0.38	236.15
	B - Crompton Road	1.25	0.00	1.25
	C - Victoria Road [E]	138.36	0.38	0.00

Vehicle Mix

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

08:15 - 08:30

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Crompton Road	0	0	0
	C - Victoria Road [E]	0	0	0

08:30 - 08:45

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	1
	B - Crompton Road	0	0	0
	C - Victoria Road [E]	1	0	0

08:45 - 09:00

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	1
	B - Crompton Road	0	0	0
	C - Victoria Road [E]	1	0	0

09:00 - 09:15

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Crompton Road	0	0	0
	C - Victoria Road [E]	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.01	7.94	0.0	~1	A	1.25	5.00
B-A	0.03	18.62	0.0	~1	C	1.25	5.00
C-AB	0.00	4.19	0.0	~1	A	1.08	4.31
C-A						147.46	589.85
A-B						0.38	1.50
A-C						219.48	877.92

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.25	1.25	117.74	0.011	1.24	0.0	0.0	7.725	A
B-A	1.25	1.25	50.69	0.025	1.23	0.0	0.0	18.186	C
C-AB	1.08	1.08	225.33	0.005	1.07	0.0	0.0	4.013	A
C-A	146.12	146.12			146.12				
A-B	0.38	0.38			0.38				
A-C	225.93	225.93			225.93				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.25	1.25	122.57	0.010	1.25	0.0	0.0	7.417	A
B-A	1.25	1.25	53.83	0.023	1.25	0.0	0.0	17.115	C
C-AB	1.10	1.10	233.77	0.005	1.10	0.0	0.0	3.878	A
C-A	153.02	153.02			153.02				
A-B	0.38	0.38			0.38				
A-C	207.92	207.92			207.92				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.25	1.25	122.57	0.010	1.25	0.0	0.0	7.420	A
B-A	1.25	1.25	53.83	0.023	1.25	0.0	0.0	17.117	C
C-AB	1.10	1.10	233.77	0.005	1.10	0.0	0.0	3.886	A
C-A	153.02	153.02			153.02				
A-B	0.38	0.38			0.38				
A-C	207.92	207.92			207.92				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.25	1.25	114.60	0.011	1.25	0.0	0.0	7.939	A
B-A	1.25	1.25	49.59	0.025	1.25	0.0	0.0	18.618	C
C-AB	1.04	1.04	217.09	0.005	1.04	0.0	0.0	4.187	A
C-A	137.70	137.70			137.70				
A-B	0.38	0.38			0.38				
A-C	236.15	236.15			236.15				

Queue Variation Results for each time segment

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	~1	~1	~1	~1			N/A	N/A
B-A	0.02	~1	~1	~1	~1			N/A	N/A
C-AB	0.00	~1	~1	~1	~1			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	~1	~1	~1	~1			N/A	N/A
B-A	0.02	~1	~1	~1	~1			N/A	N/A
C-AB	0.00	~1	~1	~1	~1			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	~1	~1	~1	~1			N/A	N/A
B-A	0.02	~1	~1	~1	~1			N/A	N/A
C-AB	0.00	~1	~1	~1	~1			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	~1	~1	~1	~1			N/A	N/A
B-A	0.03	~1	~1	~1	~1			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

B1531 - Crompton Rd - 2034_Scen_D, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Crompton Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Crompton Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Victoria Road [E] - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1531 / Crompton Rd	T-Junction	Two-way	Two-way	Two-way		0.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.08	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2034_Scen_D	PM	DIRECT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Road [W]		DIRECT	✓	100.000
B - Crompton Road		DIRECT	✓	100.000
C - Victoria Road [E]		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	1.50	206.73
	B - Crompton Road	0.88	0.00	0.38
	C - Victoria Road [E]	137.84	0.75	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	1.50	217.70
	B - Crompton Road	0.88	0.00	0.38
	C - Victoria Road [E]	130.49	0.75	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	1.50	216.61
	B - Crompton Road	0.88	0.00	0.38
	C - Victoria Road [E]	168.55	0.75	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	1.50	188.09
	B - Crompton Road	0.88	0.00	0.38
	C - Victoria Road [E]	141.13	0.75	0.00

Vehicle Mix

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

16:30 - 16:45

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Crompton Road	0	0	0
	C - Victoria Road [E]	0	0	0

16:45 - 17:00

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Crompton Road	0	0	0
	C - Victoria Road [E]	1	0	0

17:00 - 17:15

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Crompton Road	0	0	0
	C - Victoria Road [E]	0	0	0

17:15 - 17:30

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Crompton Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Crompton Road	0	0	0
	C - Victoria Road [E]	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.00	7.85	0.0	~1	A	0.38	1.50
B-A	0.02	18.34	0.0	~1	C	0.88	3.50
C-AB	0.01	4.24	0.0	~1	A	2.08	8.33
C-A						143.17	572.68
A-B						1.50	6.00
A-C						207.28	829.13

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.38	0.38	117.93	0.003	0.37	0.0	0.0	7.854	A
B-A	0.88	0.88	56.70	0.015	0.86	0.0	0.0	16.113	C
C-AB	1.98	1.98	222.17	0.009	1.97	0.0	0.0	4.087	A
C-A	136.61	136.61			136.61				
A-B	1.50	1.50			1.50				
A-C	206.73	206.73			206.73				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.38	0.38	114.96	0.003	0.37	0.0	0.0	7.854	A
B-A	0.88	0.88	55.23	0.016	0.87	0.0	0.0	16.556	C
C-AB	1.92	1.92	214.64	0.009	1.92	0.0	0.0	4.242	A
C-A	129.32	129.32			129.32				
A-B	1.50	1.50			1.50				
A-C	217.70	217.70			217.70				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.38	0.38	115.20	0.003	0.37	0.0	0.0	7.837	A
B-A	0.88	0.88	49.96	0.018	0.87	0.0	0.0	18.335	C
C-AB	2.46	2.46	242.87	0.010	2.46	0.0	0.0	3.751	A
C-A	166.84	166.84			166.84				
A-B	1.50	1.50			1.50				
A-C	216.61	216.61			216.61				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.38	0.38	122.98	0.003	0.38	0.0	0.0	7.342	A
B-A	0.88	0.88	60.53	0.014	0.88	0.0	0.0	15.090	C
C-AB	1.97	1.97	228.15	0.009	1.97	0.0	0.0	3.978	A
C-A	139.91	139.91			139.91				
A-B	1.50	1.50			1.50				
A-C	188.09	188.09			188.09				

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	~1	~1	~1	~1			N/A	N/A
B-A	0.02	~1	~1	~1	~1			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	~1	~1	~1	~1			N/A	N/A
B-A	0.02	~1	~1	~1	~1			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	~1	~1	~1	~1			N/A	N/A
B-A	0.02	~1	~1	~1	~1			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	~1	~1	~1	~1			N/A	N/A
B-A	0.01	~1	~1	~1	~1			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: J2_Victoria Road_Stanley Road_ScenCD.j10
Path: C:\Users\UKACP002\Desktop\Kirkley\Models\Base+Dev - Scen CD
Report generation date: 15/01/2025 09:23:43

»B1513 - Stanley Rd - 2034_Scen_C, AM
»B1513 - Stanley Rd - 2034_Scen_C, PM
»B1513 - Stanley Rd - 2034_Scen_D, AM
»B1513 - Stanley Rd - 2034_Scen_D, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	B1513 - Stanley Rd - 2034_Scen_C									
Stream B-C	D1	0.0	8.89	0.03	A	D2	0.0	7.06	0.01	A
Stream B-A		0.0	16.34	0.01	C		0.0	15.80	0.02	C
Stream C-AB		0.0	4.04	0.02	A		0.0	3.87	0.02	A
	B1513 - Stanley Rd - 2034_Scen_D									
Stream B-C	D3	0.0	9.05	0.02	A	D4	0.0	7.66	0.01	A
Stream B-A		0.0	16.40	0.01	C		0.0	17.42	0.02	C
Stream C-AB		0.0	4.24	0.01	A		0.0	4.24	0.01	A

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

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

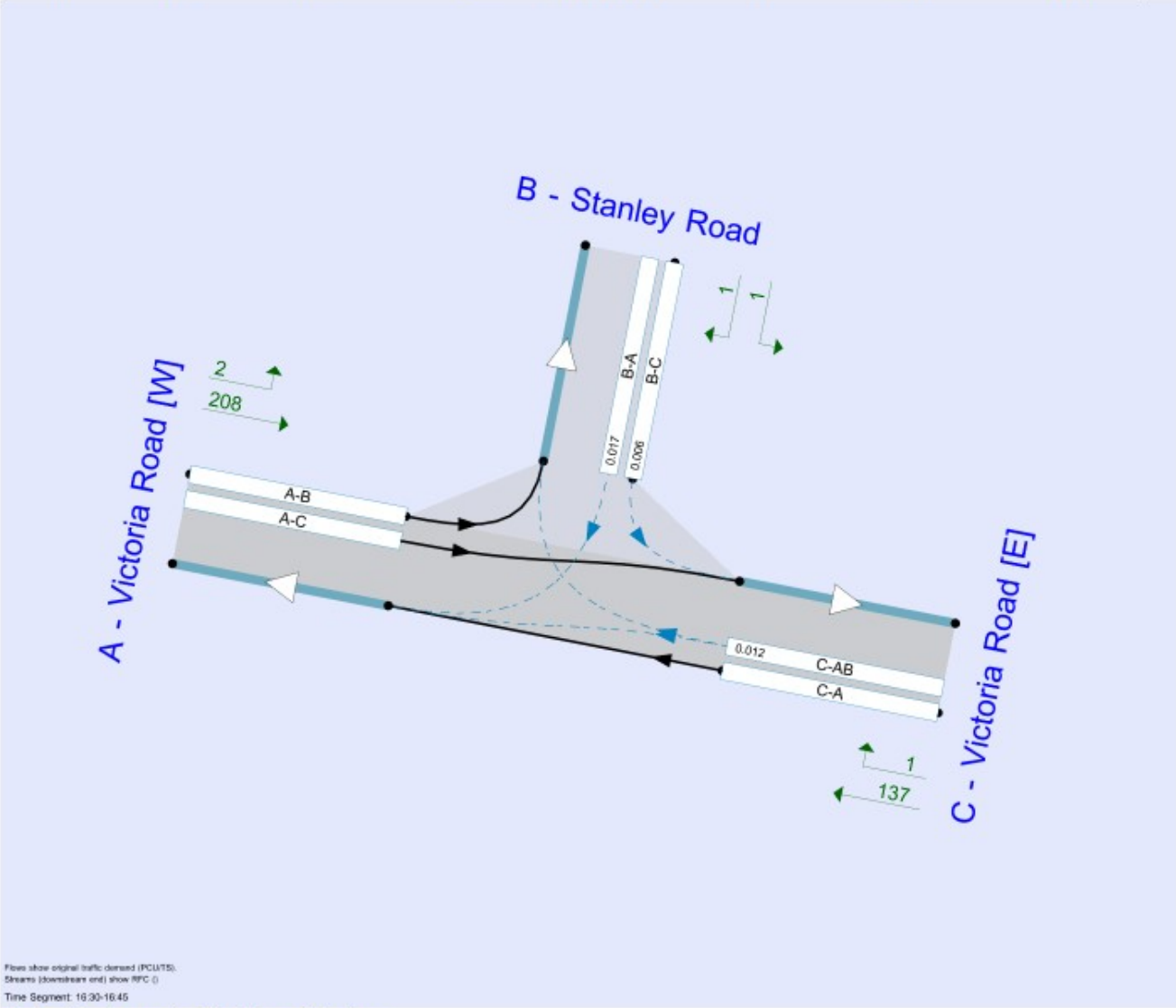
File summary

File Description

Title	Kirkley Waterfront Junction Modelling
Location	52.4713684089346 6, 1.7158313379195678
Site number	2
Date	07/10/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INSM07919
Description	Stanley Road/Victoria Road Junction

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	perTimeSegment	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2034_Scen_C	AM	DIRECT	08:15	09:15	60	15	✓
D2	2034_Scen_C	PM	DIRECT	16:30	17:30	60	15	✓
D3	2034_Scen_D	AM	DIRECT	08:15	09:15	60	15	✓
D4	2034_Scen_D	PM	DIRECT	16:30	17:30	60	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	B1513 - Stanley Rd	✓	100.000	100.000

B1513 - Stanley Rd - 2034_Scen_C, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Stanley Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Stanley Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / Stanley Road	T-Junction	Two-way	Two-way	Two-way		0.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.15	A

Arms

Arms

Arm	Name	Description	Arm type
A	Victoria Road [W]	Victoria Road [W]	Major
B	Stanley Road		Minor
C	Victoria Road [E]	Victoria Road [E]	Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Victoria Road [E]	6.05			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	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 - Stanley Road	One lane plus flare	9.20	3.00	2.80	2.80	2.80	✓	1.00	20	19

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	138.084	0.100	0.252	0.159	0.360
B-C	163.350	0.101	0.254	-	-
C-B	179.685	0.278	0.278	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2034_Scen_C	AM	DIRECT	08:15	09:15	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Road [W]		DIRECT	✓	100.000
B - Stanley Road		DIRECT	✓	100.000
C - Victoria Road [E]		DIRECT	✓	100.000

Origin-Destination Data

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	0.13	216.27
	B - Stanley Road	0.62	0.00	3.38
	C - Victoria Road [E]	161.64	1.38	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	0.13	200.45
	B - Stanley Road	0.62	0.00	3.38
	C - Victoria Road [E]	171.85	1.38	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	0.13	200.45
	B - Stanley Road	0.62	0.00	3.38
	C - Victoria Road [E]	171.85	1.38	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	0.13	229.78
	B - Stanley Road	0.62	0.00	3.38
	C - Victoria Road [E]	150.98	1.38	0.00

Vehicle Mix

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

08:15 - 08:30

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Stanley Road	0	0	0
	C - Victoria Road [E]	0	0	0

08:30 - 08:45

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	1
	B - Stanley Road	0	0	0
	C - Victoria Road [E]	1	0	0

08:45 - 09:00

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	1
	B - Stanley Road	0	0	0
	C - Victoria Road [E]	1	0	0

09:00 - 09:15

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Stanley Road	0	0	0
	C - Victoria Road [E]	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.03	8.89	0.0	A	3.38	13.54
B-A	0.01	16.34	0.0	C	0.62	2.46
C-AB	0.02	4.04	0.0	A	4.33	17.31
C-A					161.13	644.51
A-B					0.13	0.50
A-C					211.73	846.94

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.38	3.38	108.06	0.031	3.35	0.0	0.0	8.592	A
B-A	0.62	0.62	57.43	0.011	0.60	0.0	0.0	15.836	C
C-AB	4.28	4.28	238.25	0.018	4.25	0.0	0.0	3.846	A
C-A	158.74	158.74			158.74				
A-B	0.13	0.13			0.13				
A-C	216.27	216.27			216.27				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.38	3.38	112.08	0.030	3.39	0.0	0.0	8.280	A
B-A	0.62	0.62	59.79	0.010	0.62	0.0	0.0	15.210	C
C-AB	4.47	4.47	248.48	0.018	4.47	0.0	0.0	3.698	A
C-A	168.75	168.75			168.75				
A-B	0.13	0.13			0.13				
A-C	200.45	200.45			200.45				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.38	3.38	112.08	0.030	3.38	0.0	0.0	8.279	A
B-A	0.62	0.62	59.79	0.010	0.62	0.0	0.0	15.207	C
C-AB	4.47	4.47	248.48	0.018	4.47	0.0	0.0	3.706	A
C-A	168.75	168.75			168.75				
A-B	0.13	0.13			0.13				
A-C	200.45	200.45			200.45				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.38	3.38	104.62	0.032	3.38	0.0	0.0	8.889	A
B-A	0.62	0.62	55.71	0.011	0.61	0.0	0.0	16.335	C
C-AB	4.09	4.09	227.94	0.018	4.09	0.0	0.0	4.038	A
C-A	148.27	148.27			148.27				
A-B	0.13	0.13			0.13				
A-C	229.78	229.78			229.78				

B1513 - Stanley Rd - 2034_Scen_C, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Stanley Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Stanley Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / Stanley Road	T-Junction	Two-way	Two-way	Two-way		0.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.13	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2034_Scen_C	PM	DIRECT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Road [W]		DIRECT	✓	100.000
B - Stanley Road		DIRECT	✓	100.000
C - Victoria Road [E]		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	2.67	171.03
	B - Stanley Road	1.27	0.00	0.98
	C - Victoria Road [E]	156.46	1.33	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	2.67	172.13
	B - Stanley Road	1.27	0.00	0.98
	C - Victoria Road [E]	149.11	1.33	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	2.67	175.42
	B - Stanley Road	1.27	0.00	0.98
	C - Victoria Road [E]	187.17	1.33	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	2.67	151.29
	B - Stanley Road	1.27	0.00	0.98
	C - Victoria Road [E]	160.85	1.33	0.00

Vehicle Mix

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

16:30 - 16:45

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Stanley Road	0	0	0
	C - Victoria Road [E]	0	0	0

16:45 - 17:00

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Stanley Road	0	0	0
	C - Victoria Road [E]	1	0	0

17:00 - 17:15

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Stanley Road	0	0	0
	C - Victoria Road [E]	0	0	0

17:15 - 17:30

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Stanley Road	0	0	0
	C - Victoria Road [E]	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.01	7.06	0.0	A	0.98	3.94
B-A	0.02	15.80	0.0	C	1.27	5.06
C-AB	0.02	3.87	0.0	A	3.95	15.79
C-A					160.78	643.13
A-B					2.67	10.67
A-C					167.47	669.86

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.98	0.98	129.66	0.008	0.98	0.0	0.0	6.993	A
B-A	1.27	1.27	63.71	0.020	1.25	0.0	0.0	14.404	B
C-AB	3.77	3.77	242.19	0.016	3.75	0.0	0.0	3.773	A
C-A	154.03	154.03			154.03				
A-B	2.67	2.67			2.67				
A-C	171.03	171.03			171.03				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.98	0.98	129.36	0.008	0.98	0.0	0.0	7.009	A
B-A	1.27	1.27	64.52	0.020	1.27	0.0	0.0	14.227	B
C-AB	3.61	3.61	236.79	0.015	3.61	0.0	0.0	3.868	A
C-A	146.83	146.83			146.83				
A-B	2.67	2.67			2.67				
A-C	172.13	172.13			172.13				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.98	0.98	128.38	0.008	0.98	0.0	0.0	7.063	A
B-A	1.27	1.27	58.22	0.022	1.26	0.0	0.0	15.802	C
C-AB	4.63	4.63	263.23	0.018	4.63	0.0	0.0	3.486	A
C-A	183.88	183.88			183.88				
A-B	2.67	2.67			2.67				
A-C	175.42	175.42			175.42				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.98	0.98	135.13	0.007	0.98	0.0	0.0	6.708	A
B-A	1.27	1.27	67.63	0.019	1.27	0.0	0.0	13.561	B
C-AB	3.78	3.78	248.83	0.015	3.79	0.0	0.0	3.672	A
C-A	158.40	158.40			158.40				
A-B	2.67	2.67			2.67				
A-C	151.29	151.29			151.29				

B1513 - Stanley Rd - 2034_Scen_D, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Stanley Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Stanley Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / Stanley Road	T-Junction	Two-way	Two-way	Two-way		0.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.11	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2034_Scen_D	AM	DIRECT	08:15	09:15	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Road [W]		DIRECT	✓	100.000
B - Stanley Road		DIRECT	✓	100.000
C - Victoria Road [E]		DIRECT	✓	100.000

Origin-Destination Data

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	0.08	227.10
	B - Stanley Road	0.46	0.00	2.54
	C - Victoria Road [E]	147.83	0.92	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	0.08	211.28
	B - Stanley Road	0.46	0.00	2.54
	C - Victoria Road [E]	158.05	0.92	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	0.08	211.28
	B - Stanley Road	0.46	0.00	2.54
	C - Victoria Road [E]	158.05	0.92	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	0.08	240.61
	B - Stanley Road	0.46	0.00	2.54
	C - Victoria Road [E]	137.17	0.92	0.00

Vehicle Mix

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

08:15 - 08:30

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Stanley Road	0	0	0
	C - Victoria Road [E]	0	0	0

08:30 - 08:45

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	1
	B - Stanley Road	0	0	0
	C - Victoria Road [E]	1	0	0

08:45 - 09:00

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	1
	B - Stanley Road	0	0	0
	C - Victoria Road [E]	1	0	0

09:00 - 09:15

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Stanley Road	0	0	0
	C - Victoria Road [E]	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.02	9.05	0.0	A	2.54	10.15
B-A	0.01	16.40	0.0	C	0.46	1.85
C-AB	0.01	4.24	0.0	A	2.68	10.72
C-A					148.51	594.05
A-B					0.08	0.33
A-C					222.57	890.28

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2.54	2.54	105.38	0.024	2.51	0.0	0.0	8.747	A
B-A	0.46	0.46	57.06	0.008	0.45	0.0	0.0	15.898	C
C-AB	2.65	2.65	226.10	0.012	2.64	0.0	0.0	4.027	A
C-A	146.10	146.10			146.10				
A-B	0.08	0.08			0.08				
A-C	227.10	227.10			227.10				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2.54	2.54	109.40	0.023	2.54	0.0	0.0	8.423	A
B-A	0.46	0.46	59.42	0.008	0.46	0.0	0.0	15.263	C
C-AB	2.77	2.77	236.53	0.012	2.77	0.0	0.0	3.860	A
C-A	156.19	156.19			156.19				
A-B	0.08	0.08			0.08				
A-C	211.28	211.28			211.28				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2.54	2.54	109.40	0.023	2.54	0.0	0.0	8.423	A
B-A	0.46	0.46	59.42	0.008	0.46	0.0	0.0	15.263	C
C-AB	2.77	2.77	236.53	0.012	2.77	0.0	0.0	3.868	A
C-A	156.19	156.19			156.19				
A-B	0.08	0.08			0.08				
A-C	211.28	211.28			211.28				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2.54	2.54	101.95	0.025	2.54	0.0	0.0	9.053	A
B-A	0.46	0.46	55.34	0.008	0.46	0.0	0.0	16.400	C
C-AB	2.53	2.53	215.60	0.012	2.53	0.0	0.0	4.244	A
C-A	135.56	135.56			135.56				
A-B	0.08	0.08			0.08				
A-C	240.61	240.61			240.61				

B1513 - Stanley Rd - 2034_Scen_D, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Stanley Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Stanley Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / Stanley Road	T-Junction	Two-way	Two-way	Two-way		0.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.10	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2034_Scen_D	PM	DIRECT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Road [W]		DIRECT	✓	100.000
B - Stanley Road		DIRECT	✓	100.000
C - Victoria Road [E]		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	2.00	208.40
	B - Stanley Road	0.98	0.00	0.77
	C - Victoria Road [E]	136.51	1.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	2.00	209.50
	B - Stanley Road	0.98	0.00	0.77
	C - Victoria Road [E]	129.16	1.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	2.00	212.79
	B - Stanley Road	0.98	0.00	0.77
	C - Victoria Road [E]	167.22	1.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0.00	2.00	188.65
	B - Stanley Road	0.98	0.00	0.77
	C - Victoria Road [E]	140.89	1.00	0.00

Vehicle Mix

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

16:30 - 16:45

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Stanley Road	0	0	0
	C - Victoria Road [E]	0	0	0

16:45 - 17:00

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Stanley Road	0	0	0
	C - Victoria Road [E]	1	0	0

17:00 - 17:15

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Stanley Road	0	0	0
	C - Victoria Road [E]	0	0	0

17:15 - 17:30

Heavy Vehicle %

		To		
		A - Victoria Road [W]	B - Stanley Road	C - Victoria Road [E]
From	A - Victoria Road [W]	0	0	0
	B - Stanley Road	0	0	0
	C - Victoria Road [E]	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.01	7.66	0.0	A	0.77	3.06
B-A	0.02	17.42	0.0	C	0.98	3.94
C-AB	0.01	4.24	0.0	A	2.74	10.98
C-A					141.70	566.80
A-B					2.00	8.00
A-C					204.83	819.33

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.77	0.77	119.52	0.006	0.76	0.0	0.0	7.577	A
B-A	0.98	0.98	58.14	0.017	0.97	0.0	0.0	15.739	C
C-AB	2.62	2.62	220.95	0.012	2.60	0.0	0.0	4.121	A
C-A	134.89	134.89			134.89				
A-B	2.00	2.00			2.00				
A-C	208.40	208.40			208.40				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.77	0.77	119.22	0.006	0.77	0.0	0.0	7.597	A
B-A	0.98	0.98	58.95	0.017	0.98	0.0	0.0	15.525	C
C-AB	2.51	2.51	215.37	0.012	2.51	0.0	0.0	4.238	A
C-A	127.65	127.65			127.65				
A-B	2.00	2.00			2.00				
A-C	209.50	209.50			209.50				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.77	0.77	118.25	0.006	0.77	0.0	0.0	7.659	A
B-A	0.98	0.98	52.65	0.019	0.98	0.0	0.0	17.419	C
C-AB	3.23	3.23	242.63	0.013	3.23	0.0	0.0	3.766	A
C-A	164.99	164.99			164.99				
A-B	2.00	2.00			2.00				
A-C	212.79	212.79			212.79				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.77	0.77	124.99	0.006	0.77	0.0	0.0	7.243	A
B-A	0.98	0.98	62.06	0.016	0.99	0.0	0.0	14.735	B
C-AB	2.63	2.63	227.94	0.012	2.63	0.0	0.0	3.995	A
C-A	139.27	139.27			139.27				
A-B	2.00	2.00			2.00				
A-C	188.65	188.65			188.65				

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: J3_Victoria Road_Nelson Wharf_ScenCD.j10
Path: C:\Users\UKACP002\Desktop\Kirkley\Models\Base+Dev - Scen CD
Report generation date: 15/01/2025 09:28:05

»B1513 - Nelson Wharf - 2034_Scen_C, AM
»B1513 - Nelson Wharf - 2034_Scen_C, PM
»B1513 - Nelson Wharf - 2034_Scen_D, AM
»B1513 - Nelson Wharf - 2034_Scen_D, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	B1513 - Nelson Wharf - 2034_Scen_C									
Stream B-AC	D1	0.1	11.93	0.10	B	D2	0.1	9.29	0.06	A
Stream C-AB		0.1	4.10	0.04	A		0.2	4.11	0.09	A
	B1513 - Nelson Wharf - 2034_Scen_D									
Stream B-AC	D3	0.0	11.01	0.01	B	D4	0.0	9.67	0.02	A
Stream C-AB		0.0	4.19	0.02	A		0.0	4.19	0.01	A

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

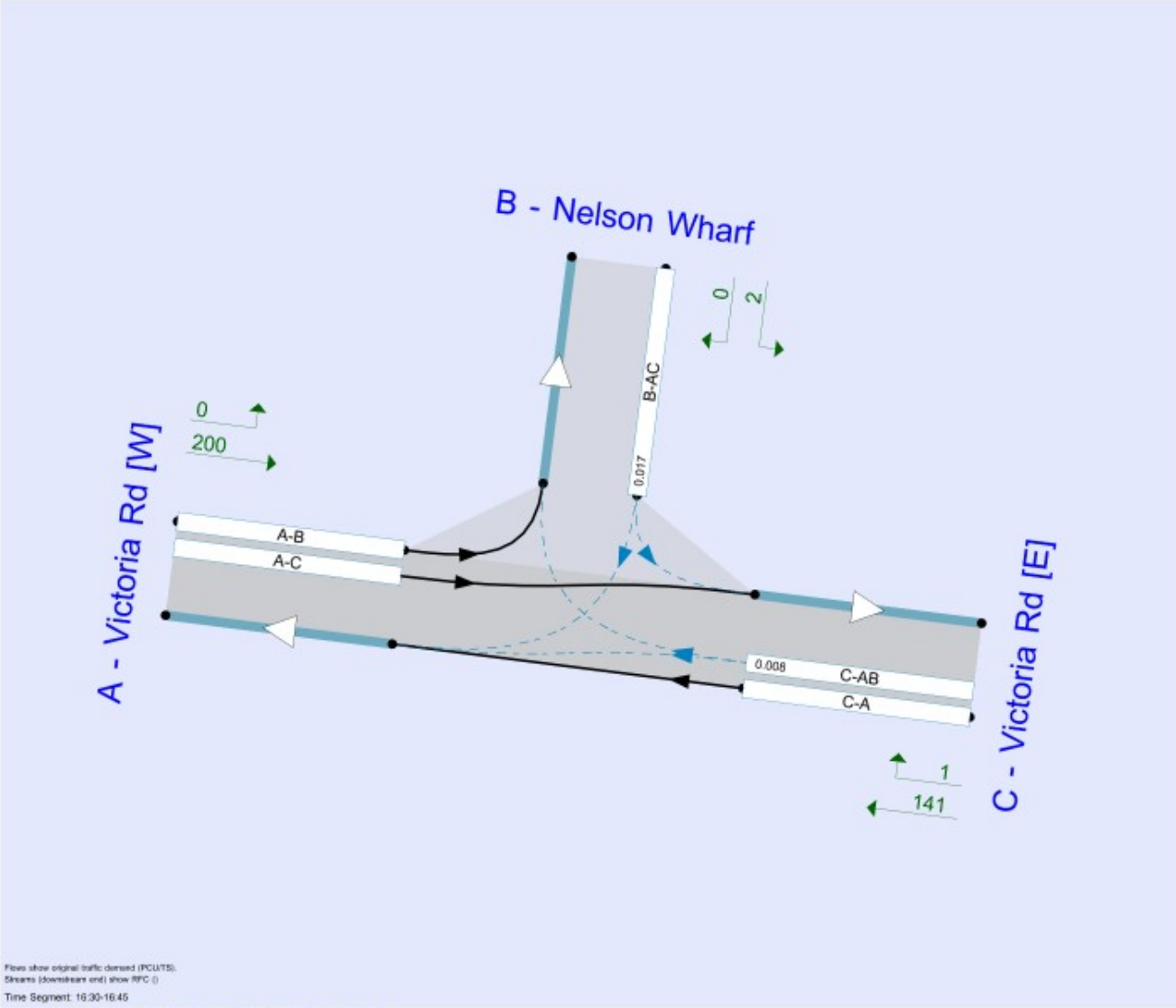
File summary

File Description

Title	Kirkley waterfront Junction Modelling
Location	52.47103929821731, 1.7183702024702663
Site number	3
Date	07/10/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INRT08021
Description	Victoria Rd -Nelson Warf Jn

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	perTimeSegment	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2034_Scen_C	AM	DIRECT	08:15	09:15	60	15	✓
D2	2034_Scen_C	PM	DIRECT	16:30	17:30	60	15	✓
D3	2034_Scen_D	AM	DIRECT	08:15	09:15	60	15	✓
D4	2034_Scen_D	PM	DIRECT	16:30	17:30	60	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	B1513 - Nelson Wharf	✓	100.000	100.000

B1513 - Nelson Wharf - 2034_Scen_C, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / Nelson Wharf	T-Junction	Two-way	Two-way	Two-way		0.37	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.37	A

Arms

Arms

Arm	Name	Description	Arm type
A	Victoria Rd [W]	Victoria Rd [W]	Major
B	Nelson Wharf	Nelson Wharf	Minor
C	Victoria Rd [E]	Victoria Rd [E]	Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Victoria Rd [E]	6.75			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Nelson Wharf	One lane	3.02	16	29

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	124.476	0.088	0.222	0.140	0.317
B-C	160.854	0.095	0.241	-	-
C-B	179.685	0.269	0.269	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2034_Scen_C	AM	DIRECT	08:15	09:15	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Rd [W]		DIRECT	✓	100.000
B - Nelson Wharf		DIRECT	✓	100.000
C - Victoria Rd [E]		DIRECT	✓	100.000

Origin-Destination Data

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	1.67	222.38
	B - Nelson Wharf	1.96	0.00	6.54
	C - Victoria Rd [E]	161.05	3.33	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	1.67	195.57
	B - Nelson Wharf	1.96	0.00	6.54
	C - Victoria Rd [E]	175.66	3.33	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	1.67	195.57
	B - Nelson Wharf	1.96	0.00	6.54
	C - Victoria Rd [E]	175.66	3.33	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	1.67	231.50
	B - Nelson Wharf	1.96	0.00	6.54
	C - Victoria Rd [E]	153.69	3.33	0.00

Vehicle Mix

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

08:15 - 08:30

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Nelson Wharf	0	0	0
	C - Victoria Rd [E]	0	0	0

08:30 - 08:45

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	1
	B - Nelson Wharf	0	0	0
	C - Victoria Rd [E]	1	0	0

08:45 - 09:00

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	1
	B - Nelson Wharf	0	0	0
	C - Victoria Rd [E]	1	0	0

09:00 - 09:15

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Nelson Wharf	0	0	0
	C - Victoria Rd [E]	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.10	11.93	0.1	B	8.50	34.00
C-AB	0.04	4.10	0.1	A	10.58	42.31
C-A					159.27	637.09
A-B					1.67	6.67
A-C					211.25	845.02

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8.50	8.50	85.67	0.099	8.39	0.0	0.1	11.629	B
C-AB	10.34	10.34	237.67	0.044	10.28	0.0	0.1	3.957	A
C-A	154.04	154.04			154.04				
A-B	1.67	1.67			1.67				
A-C	222.38	222.38			222.38				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8.50	8.50	91.35	0.093	8.50	0.1	0.1	10.866	B
C-AB	10.97	10.97	252.84	0.043	10.97	0.1	0.1	3.728	A
C-A	168.02	168.02			168.02				
A-B	1.67	1.67			1.67				
A-C	195.57	195.57			195.57				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8.50	8.50	91.35	0.093	8.50	0.1	0.1	10.862	B
C-AB	10.97	10.97	252.84	0.043	10.97	0.1	0.1	3.739	A
C-A	168.03	168.03			168.03				
A-B	1.67	1.67			1.67				
A-C	195.57	195.57			195.57				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8.50	8.50	83.95	0.101	8.49	0.1	0.1	11.925	B
C-AB	10.03	10.03	230.68	0.043	10.03	0.1	0.1	4.099	A
C-A	146.99	146.99			146.99				
A-B	1.67	1.67			1.67				
A-C	231.50	231.50			231.50				

B1513 - Nelson Wharf - 2034_Scen_C, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / Nelson Wharf	T-Junction	Two-way	Two-way	Two-way		0.39	A

Junction Network

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2034_Scen_C	PM	DIRECT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Rd [W]		DIRECT	✓	100.000
B - Nelson Wharf		DIRECT	✓	100.000
C - Victoria Rd [E]		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	0.63	162.61
	B - Nelson Wharf	0.64	0.00	5.11
	C - Victoria Rd [E]	160.45	6.88	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	0.63	179.07
	B - Nelson Wharf	0.64	0.00	5.11
	C - Victoria Rd [E]	150.90	6.88	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	0.63	188.94
	B - Nelson Wharf	0.64	0.00	5.11
	C - Victoria Rd [E]	184.58	6.88	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	0.63	153.84
	B - Nelson Wharf	0.64	0.00	5.11
	C - Victoria Rd [E]	160.45	6.88	0.00

Vehicle Mix

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

16:30 - 16:45

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Nelson Wharf	0	0	0
	C - Victoria Rd [E]	0	0	0

16:45 - 17:00

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Nelson Wharf	0	0	0
	C - Victoria Rd [E]	1	0	0

17:00 - 17:15

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Nelson Wharf	0	0	0
	C - Victoria Rd [E]	0	0	0

17:15 - 17:30

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Nelson Wharf	0	0	0
	C - Victoria Rd [E]	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.06	9.29	0.1	A	5.75	23.00
C-AB	0.09	4.11	0.2	A	20.37	81.49
C-A					150.59	602.38
A-B					0.63	2.50
A-C					171.12	684.46

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5.75	5.75	110.48	0.052	5.70	0.0	0.1	8.584	A
C-AB	19.51	19.51	247.77	0.079	19.36	0.0	0.1	3.941	A
C-A	147.81	147.81			147.81				
A-B	0.63	0.63			0.63				
A-C	162.61	162.61			162.61				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5.75	5.75	106.79	0.054	5.75	0.1	0.1	8.906	A
C-AB	18.86	18.86	238.22	0.079	18.85	0.1	0.1	4.114	A
C-A	138.92	138.92			138.92				
A-B	0.63	0.63			0.63				
A-C	179.07	179.07			179.07				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5.75	5.75	102.57	0.056	5.75	0.1	0.1	9.295	A
C-AB	23.74	23.74	260.51	0.091	23.70	0.1	0.2	3.810	A
C-A	167.71	167.71			167.71				
A-B	0.63	0.63			0.63				
A-C	188.94	188.94			188.94				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5.75	5.75	112.67	0.051	5.75	0.1	0.1	8.418	A
C-AB	19.39	19.39	249.38	0.078	19.43	0.2	0.1	3.916	A
C-A	147.93	147.93			147.93				
A-B	0.63	0.63			0.63				
A-C	153.84	153.84			153.84				

B1513 - Nelson Wharf - 2034_Scen_D, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / Nelson Wharf	T-Junction	Two-way	Two-way	Two-way		0.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.07	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2034_Scen_D	AM	DIRECT	08:15	09:15	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Rd [W]		DIRECT	✓	100.000
B - Nelson Wharf		DIRECT	✓	100.000
C - Victoria Rd [E]		DIRECT	✓	100.000

Origin-Destination Data

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	0.67	233.37
	B - Nelson Wharf	0.23	0.00	0.77
	C - Victoria Rd [E]	148.52	1.33	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	0.67	206.56
	B - Nelson Wharf	0.23	0.00	0.77
	C - Victoria Rd [E]	163.13	1.33	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	0.67	206.56
	B - Nelson Wharf	0.23	0.00	0.77
	C - Victoria Rd [E]	163.13	1.33	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	0.67	242.49
	B - Nelson Wharf	0.23	0.00	0.77
	C - Victoria Rd [E]	141.16	1.33	0.00

Vehicle Mix

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

08:15 - 08:30

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Nelson Wharf	0	0	0
	C - Victoria Rd [E]	0	0	0

08:30 - 08:45

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	1
	B - Nelson Wharf	0	0	0
	C - Victoria Rd [E]	1	0	0

08:45 - 09:00

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	1
	B - Nelson Wharf	0	0	0
	C - Victoria Rd [E]	1	0	0

09:00 - 09:15

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Nelson Wharf	0	0	0
	C - Victoria Rd [E]	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.01	11.01	0.0	B	1.00	4.00
C-AB	0.02	4.19	0.0	A	3.95	15.82
C-A					151.36	605.44
A-B					0.67	2.67
A-C					222.24	888.98

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	1.00	1.00	84.43	0.012	0.99	0.0	0.0	10.784	B
C-AB	3.87	3.87	226.66	0.017	3.85	0.0	0.0	4.039	A
C-A	145.98	145.98			145.98				
A-B	0.67	0.67			0.67				
A-C	233.37	233.37			233.37				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	1.00	1.00	90.10	0.011	1.00	0.0	0.0	10.101	B
C-AB	4.10	4.10	242.10	0.017	4.10	0.0	0.0	3.792	A
C-A	160.36	160.36			160.36				
A-B	0.67	0.67			0.67				
A-C	206.56	206.56			206.56				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	1.00	1.00	90.10	0.011	1.00	0.0	0.0	10.101	B
C-AB	4.10	4.10	242.10	0.017	4.10	0.0	0.0	3.797	A
C-A	160.36	160.36			160.36				
A-B	0.67	0.67			0.67				
A-C	206.56	206.56			206.56				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	1.00	1.00	82.71	0.012	1.00	0.0	0.0	11.014	B
C-AB	3.75	3.75	219.53	0.017	3.75	0.0	0.0	4.190	A
C-A	138.74	138.74			138.74				
A-B	0.67	0.67			0.67				
A-C	242.49	242.49			242.49				

B1513 - Nelson Wharf - 2034_Scen_D, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / Nelson Wharf	T-Junction	Two-way	Two-way	Two-way		0.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.07	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2034_Scen_D	PM	DIRECT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Rd [W]		DIRECT	✓	100.000
B - Nelson Wharf		DIRECT	✓	100.000
C - Victoria Rd [E]		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	0.06	200.33
	B - Nelson Wharf	0.19	0.00	1.56
	C - Victoria Rd [E]	140.60	0.69	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	0.06	216.78
	B - Nelson Wharf	0.19	0.00	1.56
	C - Victoria Rd [E]	131.06	0.69	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	0.06	226.65
	B - Nelson Wharf	0.19	0.00	1.56
	C - Victoria Rd [E]	164.73	0.69	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	0.06	191.55
	B - Nelson Wharf	0.19	0.00	1.56
	C - Victoria Rd [E]	140.60	0.69	0.00

Vehicle Mix

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

16:30 - 16:45

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Nelson Wharf	0	0	0
	C - Victoria Rd [E]	0	0	0

16:45 - 17:00

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Nelson Wharf	0	0	0
	C - Victoria Rd [E]	1	0	0

17:00 - 17:15

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Nelson Wharf	0	0	0
	C - Victoria Rd [E]	0	0	0

17:15 - 17:30

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Nelson Wharf	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Nelson Wharf	0	0	0
	C - Victoria Rd [E]	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.02	9.67	0.0	A	1.75	7.00
C-AB	0.01	4.19	0.0	A	1.88	7.54
C-A					143.05	572.21
A-B					0.06	0.25
A-C					208.83	835.31

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	1.75	1.75	102.66	0.017	1.73	0.0	0.0	8.916	A
C-AB	1.81	1.81	227.03	0.008	1.80	0.0	0.0	3.995	A
C-A	139.48	139.48			139.48				
A-B	0.06	0.06			0.06				
A-C	200.33	200.33			200.33				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	1.75	1.75	98.99	0.018	1.75	0.0	0.0	9.255	A
C-AB	1.74	1.74	217.01	0.008	1.74	0.0	0.0	4.190	A
C-A	130.01	130.01			130.01				
A-B	0.06	0.06			0.06				
A-C	216.78	216.78			216.78				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	1.75	1.75	94.82	0.018	1.75	0.0	0.0	9.669	A
C-AB	2.20	2.20	239.93	0.009	2.20	0.0	0.0	3.793	A
C-A	163.22	163.22			163.22				
A-B	0.06	0.06			0.06				
A-C	226.65	226.65			226.65				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	1.75	1.75	104.85	0.017	1.75	0.0	0.0	8.729	A
C-AB	1.79	1.79	228.66	0.008	1.79	0.0	0.0	3.968	A
C-A	139.50	139.50			139.50				
A-B	0.06	0.06			0.06				
A-C	191.55	191.55			191.55				

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: J4_Victoria Road_School Road_ScenCD.j10
Path: C:\Users\UKACP002\Desktop\Kirkley\Models\Base+Dev - Scen CD
Report generation date: 15/01/2025 09:30:55

»B1513 - School Rd - 2034_Scen_C, AM
»B1513 - School Rd - 2034_Scen_C, PM
»B1513 - School Rd - 2034_Scen_D, AM
»B1513 - School Rd - 2034_Scen_D, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	B1513 - School Rd - 2034_Scen_C									
Stream B-C	D1	0.1	9.62	0.06	A	D2	0.1	7.20	0.06	A
Stream B-A		0.8	31.63	0.45	D		0.2	19.02	0.16	C
Stream C-AB		0.1	7.14	0.05	A		0.1	6.25	0.06	A
	B1513 - School Rd - 2034_Scen_D									
Stream B-C	D3	0.0	8.00	0.02	A	D4	0.0	7.31	0.03	A
Stream B-A		0.2	22.04	0.19	C		0.1	18.78	0.09	C
Stream C-AB		0.0	7.14	0.04	A		0.0	6.40	0.01	A

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

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

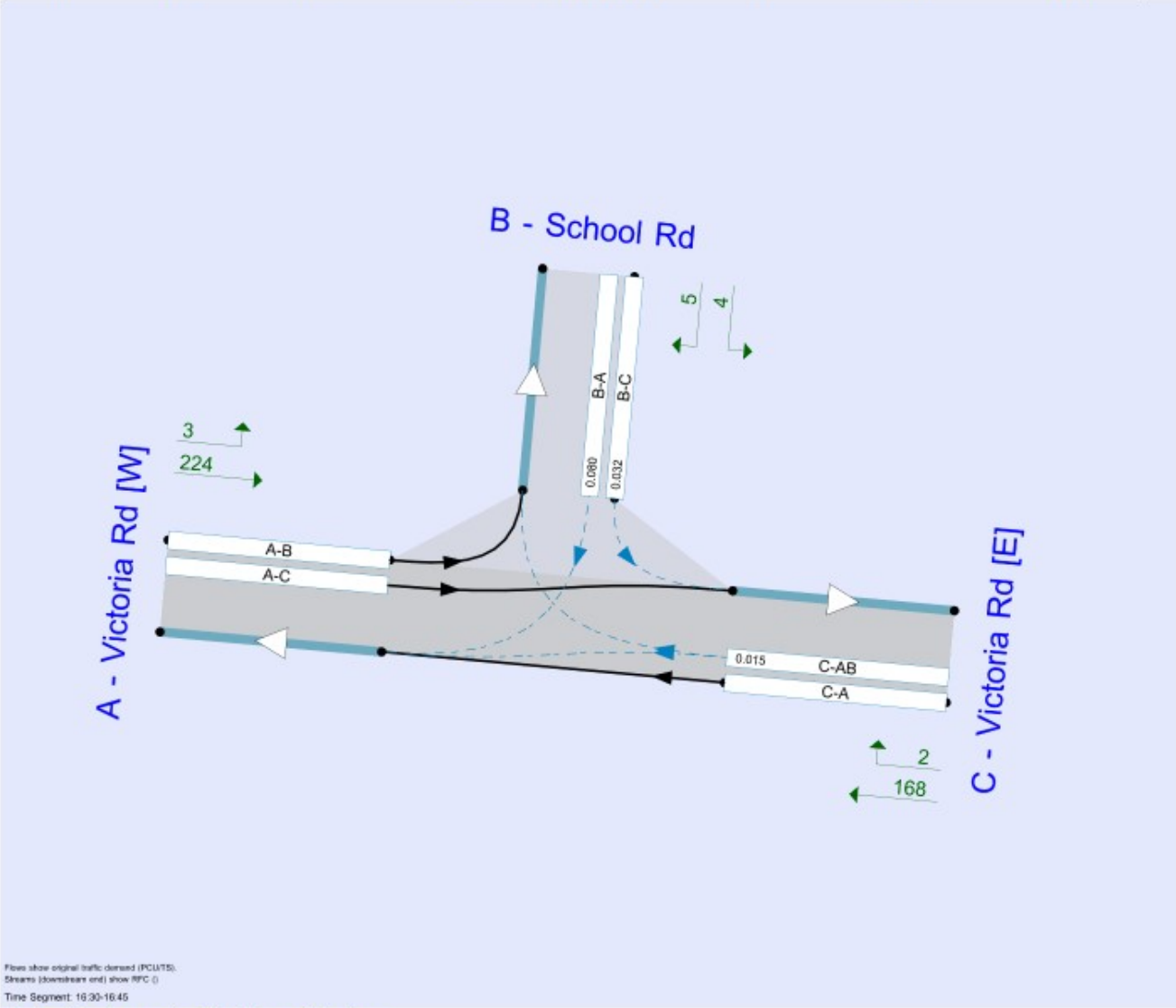
File summary

File Description

Title	Kirkley Waterfront Junction Modelling
Location	52.470702, 1.720605
Site number	4
Date	07/10/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INAM03795
Description	Victoria Road / School Road

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	perTimeSegment	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75	✓					0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2034_Scen_C	AM	DIRECT	08:15	09:15	60	15	✓
D2	2034_Scen_C	PM	DIRECT	16:30	17:30	60	15	✓
D3	2034_Scen_D	AM	DIRECT	08:15	09:15	60	15	✓
D4	2034_Scen_D	PM	DIRECT	16:30	17:30	60	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	B1513 - School Rd	✓	100.000	100.000

B1513 - School Rd - 2034_Scen_C, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - School Rd - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - School Rd - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / School Road	T-Junction	Two-way	Two-way	Two-way		1.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.85	A

Arms

Arms

Arm	Name	Description	Arm type
A	Victoria Rd [W]	Victoria Rd [W]	Major
B	School Rd		Minor
C	Victoria Rd [E]	Victoria Rd [E]	Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Victoria Rd [E]	9.50		✓	3.58	250.0	✓	2.00

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 - School Rd	One lane plus flare	9.40	3.70	3.20	3.20	3.10	✓	1.00	30	24

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	132.810	0.088	0.222	0.140	0.317
B-C	182.208	0.088	0.222	-	-
C-B	206.672	0.272	0.272	-	-

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

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2034_Scen_C	AM	DIRECT	08:15	09:15	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Rd [W]		DIRECT	✓	100.000
B - School Rd		DIRECT	✓	100.000
C - Victoria Rd [E]		DIRECT	✓	100.000

Origin-Destination Data

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	14.29	255.27
	B - School Rd	23.02	0.00	5.48
	C - Victoria Rd [E]	152.35	6.46	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	14.29	259.99
	B - School Rd	23.02	0.00	5.48
	C - Victoria Rd [E]	144.66	6.46	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	14.29	259.99
	B - School Rd	23.02	0.00	5.48
	C - Victoria Rd [E]	144.66	6.46	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	14.29	236.92
	B - School Rd	23.02	0.00	5.48
	C - Victoria Rd [E]	138.73	6.46	0.00

Vehicle Mix

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

08:15 - 08:30

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

08:30 - 08:45

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

08:45 - 09:00

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

09:00 - 09:15

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.06	9.62	0.1	~1	A	5.48	21.92
B-A	0.45	31.63	0.8	~1	D	23.02	92.08
C-AB	0.05	7.14	0.1	~1	A	6.47	25.89
C-A						145.08	580.33
A-B						14.29	57.18
A-C						253.05	1012.18

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5.48	5.48	101.27	0.054	5.42	0.0	0.1	9.387	A
B-A	23.02	23.02	51.43	0.448	22.26	0.0	0.8	30.149	D
C-AB	6.47	6.47	133.83	0.048	6.42	0.0	0.1	7.058	A
C-A	152.33	152.33			152.33				
A-B	14.29	14.29			14.29				
A-C	255.27	255.27			255.27				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5.48	5.48	99.07	0.055	5.48	0.1	0.1	9.615	A
B-A	23.02	23.02	51.43	0.448	23.00	0.8	0.8	31.582	D
C-AB	6.47	6.47	132.54	0.049	6.47	0.1	0.1	7.138	A
C-A	144.64	144.64			144.64				
A-B	14.29	14.29			14.29				
A-C	259.99	259.99			259.99				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5.48	5.48	99.03	0.055	5.48	0.1	0.1	9.619	A
B-A	23.02	23.02	51.43	0.448	23.01	0.8	0.8	31.629	D
C-AB	6.47	6.47	132.54	0.049	6.47	0.1	0.1	7.138	A
C-A	144.64	144.64			144.64				
A-B	14.29	14.29			14.29				
A-C	259.99	259.99			259.99				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5.48	5.48	107.49	0.051	5.48	0.1	0.1	8.822	A
B-A	23.02	23.02	57.39	0.401	23.12	0.8	0.7	26.357	D
C-AB	6.47	6.47	138.76	0.047	6.47	0.1	0.0	6.805	A
C-A	138.71	138.71			138.71				
A-B	14.29	14.29			14.29				
A-C	236.92	236.92			236.92				

Queue Variation Results for each time segment

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	~1	~1	~1	~1			N/A	N/A
B-A	0.76	~1	~1	~1	~1			N/A	N/A
C-AB	0.05	~1	~1	~1	~1			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	~1	~1	~1	~1			N/A	N/A
B-A	0.79	~1	~1	~1	~1			N/A	N/A
C-AB	0.05	~1	~1	~1	~1			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	~1	~1	~1	~1			N/A	N/A
B-A	0.79	~1	~1	~1	~1			N/A	N/A
C-AB	0.05	~1	~1	~1	~1			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	~1	~1	~1	~1			N/A	N/A
B-A	0.70	~1	~1	~1	~1			N/A	N/A
C-AB	0.05	~1	~1	~1	~1			N/A	N/A

B1513 - School Rd - 2034_Scen_C, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - School Rd - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - School Rd - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / School Road	T-Junction	Two-way	Two-way	Two-way		0.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.67	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2034_Scen_C	PM	DIRECT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Rd [W]		DIRECT	✓	100.000
B - School Rd		DIRECT	✓	100.000
C - Victoria Rd [E]		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	11.68	181.27
	B - School Rd	8.93	0.00	7.82
	C - Victoria Rd [E]	190.20	8.57	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	11.68	181.27
	B - School Rd	8.93	0.00	7.82
	C - Victoria Rd [E]	179.89	8.57	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	11.68	190.05
	B - School Rd	8.93	0.00	7.82
	C - Victoria Rd [E]	218.72	8.57	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	11.68	168.11
	B - School Rd	8.93	0.00	7.82
	C - Victoria Rd [E]	211.04	8.57	0.00

Vehicle Mix

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

16:30 - 16:45

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

16:45 - 17:00

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	1	0	0

17:00 - 17:15

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

17:15 - 17:30

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.06	7.20	0.1	~1	A	7.82	31.27
B-A	0.16	19.02	0.2	~1	C	8.93	35.73
C-AB	0.06	6.25	0.1	~1	A	8.60	34.41
C-A						199.93	799.70
A-B						11.68	46.73
A-C						180.18	720.70

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7.82	7.82	135.49	0.058	7.76	0.0	0.1	7.043	A
B-A	8.93	8.93	62.16	0.144	8.77	0.0	0.2	16.806	C
C-AB	8.60	8.60	154.87	0.056	8.54	0.0	0.1	6.146	A
C-A	190.16	190.16			190.16				
A-B	11.68	11.68			11.68				
A-C	181.27	181.27			181.27				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7.82	7.82	135.51	0.058	7.82	0.1	0.1	7.047	A
B-A	8.93	8.93	63.59	0.140	8.93	0.2	0.2	16.469	C
C-AB	8.60	8.60	154.83	0.056	8.60	0.1	0.1	6.154	A
C-A	179.86	179.86			179.86				
A-B	11.68	11.68			11.68				
A-C	181.27	181.27			181.27				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7.82	7.82	132.84	0.059	7.82	0.1	0.1	7.197	A
B-A	8.93	8.93	56.21	0.159	8.91	0.2	0.2	19.019	C
C-AB	8.61	8.61	152.60	0.056	8.61	0.1	0.1	6.249	A
C-A	218.68	218.68			218.68				
A-B	11.68	11.68			11.68				
A-C	190.05	190.05			190.05				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7.82	7.82	138.17	0.057	7.82	0.1	0.1	6.903	A
B-A	8.93	8.93	62.16	0.144	8.95	0.2	0.2	16.920	C
C-AB	8.60	8.60	158.48	0.054	8.60	0.1	0.1	6.006	A
C-A	211.00	211.00			211.00				
A-B	11.68	11.68			11.68				
A-C	168.11	168.11			168.11				

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	~1	~1	~1	~1			N/A	N/A
B-A	0.16	~1	~1	~1	~1			N/A	N/A
C-AB	0.06	~1	~1	~1	~1			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	~1	~1	~1	~1			N/A	N/A
B-A	0.16	~1	~1	~1	~1			N/A	N/A
C-AB	0.06	~1	~1	~1	~1			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	~1	~1	~1	~1			N/A	N/A
B-A	0.18	~1	~1	~1	~1			N/A	N/A
C-AB	0.06	~1	~1	~1	~1			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	~1	~1	~1	~1			N/A	N/A
B-A	0.17	~1	~1	~1	~1			N/A	N/A
C-AB	0.06	~1	~1	~1	~1			N/A	N/A

B1513 - School Rd - 2034_Scen_D, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - School Rd - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - School Rd - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / School Road	T-Junction	Two-way	Two-way	Two-way		0.62	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.62	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2034_Scen_D	AM	DIRECT	08:15	09:15	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Rd [W]		DIRECT	✓	100.000
B - School Rd		DIRECT	✓	100.000
C - Victoria Rd [E]		DIRECT	✓	100.000

Origin-Destination Data

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	10.85	263.93
	B - School Rd	9.69	0.00	2.31
	C - Victoria Rd [E]	151.14	4.90	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	10.85	268.66
	B - School Rd	9.69	0.00	2.31
	C - Victoria Rd [E]	143.45	4.90	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	10.85	268.66
	B - School Rd	9.69	0.00	2.31
	C - Victoria Rd [E]	143.45	4.90	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	10.85	245.59
	B - School Rd	9.69	0.00	2.31
	C - Victoria Rd [E]	137.52	4.90	0.00

Vehicle Mix

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

08:15 - 08:30

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

08:30 - 08:45

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

08:45 - 09:00

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

09:00 - 09:15

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.02	8.00	0.0	~1	A	2.31	9.23
B-A	0.19	22.04	0.2	~1	C	9.69	38.77
C-AB	0.04	7.14	0.0	~1	A	4.91	19.63
C-A						143.89	575.54
A-B						10.85	43.40
A-C						261.71	1046.84

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2.31	2.31	115.97	0.020	2.29	0.0	0.0	7.916	A
B-A	9.69	9.69	50.51	0.192	9.46	0.0	0.2	21.807	C
C-AB	4.91	4.91	132.27	0.037	4.87	0.0	0.0	7.062	A
C-A	151.14	151.14			151.14				
A-B	10.85	10.85			10.85				
A-C	263.93	263.93			263.93				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2.31	2.31	114.78	0.020	2.31	0.0	0.0	8.001	A
B-A	9.69	9.69	50.53	0.192	9.69	0.2	0.2	22.032	C
C-AB	4.91	4.91	130.98	0.037	4.91	0.0	0.0	7.137	A
C-A	143.45	143.45			143.45				
A-B	10.85	10.85			10.85				
A-C	268.66	268.66			268.66				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2.31	2.31	114.78	0.020	2.31	0.0	0.0	8.001	A
B-A	9.69	9.69	50.53	0.192	9.69	0.2	0.2	22.037	C
C-AB	4.91	4.91	130.98	0.037	4.91	0.0	0.0	7.137	A
C-A	143.45	143.45			143.45				
A-B	10.85	10.85			10.85				
A-C	268.66	268.66			268.66				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2.31	2.31	120.52	0.019	2.31	0.0	0.0	7.615	A
B-A	9.69	9.69	56.48	0.172	9.72	0.2	0.2	19.255	C
C-AB	4.91	4.91	137.22	0.036	4.91	0.0	0.0	6.801	A
C-A	137.51	137.51			137.51				
A-B	10.85	10.85			10.85				
A-C	245.59	245.59			245.59				

Queue Variation Results for each time segment

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	~1	~1	~1	~1			N/A	N/A
B-A	0.23	~1	~1	~1	~1			N/A	N/A
C-AB	0.04	~1	~1	~1	~1			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	~1	~1	~1	~1			N/A	N/A
B-A	0.23	~1	~1	~1	~1			N/A	N/A
C-AB	0.04	~1	~1	~1	~1			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	~1	~1	~1	~1			N/A	N/A
B-A	0.23	~1	~1	~1	~1			N/A	N/A
C-AB	0.04	~1	~1	~1	~1			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	~1	~1	~1	~1			N/A	N/A
B-A	0.21	~1	~1	~1	~1			N/A	N/A
C-AB	0.04	~1	~1	~1	~1			N/A	N/A

B1513 - School Rd - 2034_Scen_D, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - School Rd - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - School Rd - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / School Road	T-Junction	Two-way	Two-way	Two-way		0.32	A

Junction Network

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2034_Scen_D	PM	DIRECT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Rd [W]		DIRECT	✓	100.000
B - School Rd		DIRECT	✓	100.000
C - Victoria Rd [E]		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	2.88	224.23
	B - School Rd	4.67	0.00	4.08
	C - Victoria Rd [E]	168.43	2.12	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	2.88	224.23
	B - School Rd	4.67	0.00	4.08
	C - Victoria Rd [E]	158.12	2.12	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	2.88	233.00
	B - School Rd	4.67	0.00	4.08
	C - Victoria Rd [E]	196.95	2.12	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	2.88	211.06
	B - School Rd	4.67	0.00	4.08
	C - Victoria Rd [E]	189.27	2.12	0.00

Vehicle Mix

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

16:30 - 16:45

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

16:45 - 17:00

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	1	0	0

17:00 - 17:15

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

17:15 - 17:30

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.03	7.31	0.0	~1	A	4.08	16.33
B-A	0.09	18.78	0.1	~1	C	4.67	18.67
C-AB	0.01	6.40	0.0	~1	A	2.12	8.46
C-A						178.19	712.78
A-B						2.88	11.54
A-C						223.13	892.52

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4.08	4.08	129.44	0.032	4.05	0.0	0.0	7.175	A
B-A	4.67	4.67	58.50	0.080	4.58	0.0	0.1	16.665	C
C-AB	2.12	2.12	145.04	0.015	2.10	0.0	0.0	6.296	A
C-A	168.43	168.43			168.43				
A-B	2.88	2.88			2.88				
A-C	224.23	224.23			224.23				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4.08	4.08	129.46	0.032	4.08	0.0	0.0	7.177	A
B-A	4.67	4.67	59.94	0.078	4.67	0.1	0.1	16.282	C
C-AB	2.12	2.12	145.04	0.015	2.12	0.0	0.0	6.296	A
C-A	158.12	158.12			158.12				
A-B	2.88	2.88			2.88				
A-C	224.23	224.23			224.23				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4.08	4.08	127.16	0.032	4.08	0.0	0.0	7.311	A
B-A	4.67	4.67	52.56	0.089	4.66	0.1	0.1	18.781	C
C-AB	2.12	2.12	142.67	0.015	2.12	0.0	0.0	6.402	A
C-A	196.95	196.95			196.95				
A-B	2.88	2.88			2.88				
A-C	233.00	233.00			233.00				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4.08	4.08	132.25	0.031	4.08	0.0	0.0	7.024	A
B-A	4.67	4.67	58.51	0.080	4.67	0.1	0.1	16.721	C
C-AB	2.12	2.12	148.62	0.014	2.12	0.0	0.0	6.142	A
C-A	189.27	189.27			189.27				
A-B	2.88	2.88			2.88				
A-C	211.06	211.06			211.06				

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	~1	~1	~1	~1			N/A	N/A
B-A	0.08	~1	~1	~1	~1			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	~1	~1	~1	~1			N/A	N/A
B-A	0.08	~1	~1	~1	~1			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	~1	~1	~1	~1			N/A	N/A
B-A	0.10	~1	~1	~1	~1			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	~1	~1	~1	~1			N/A	N/A
B-A	0.09	~1	~1	~1	~1			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: J5_Victoria Road_Heath Road_ScenCD.j10
Path: C:\Users\UKACP002\Desktop\Kirkley\Models\Base+Dev - Scen CD
Report generation date: 15/01/2025 09:35:59

»B1513 - Heath Road - 2034_Scen_C, AM
»B1513 - Heath Road - 2034_Scen_C, PM
»B1513 - Heath Road - 2034_Scen_D, AM
»B1513 - Heath Road - 2034_Scen_D, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	B1513 - Heath Road - 2034_Scen_C									
Stream B-C	D1	59.5	762.61	1.28	F	D2	4.5	204.79	1.01	F
Stream B-A		32.8	783.69	1.27	F		6.1	154.48	0.95	F
Stream C-AB		0.9	6.85	0.32	A		13.1	32.27	0.92	D
	B1513 - Heath Road - 2034_Scen_D									
Stream B-C	D3	0.0	9.23	0.03	A	D4	0.0	7.53	0.01	A
Stream B-A		0.0	17.45	0.03	C		0.1	20.39	0.06	C
Stream C-AB		0.0	4.17	0.01	A		0.2	4.12	0.08	A

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

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

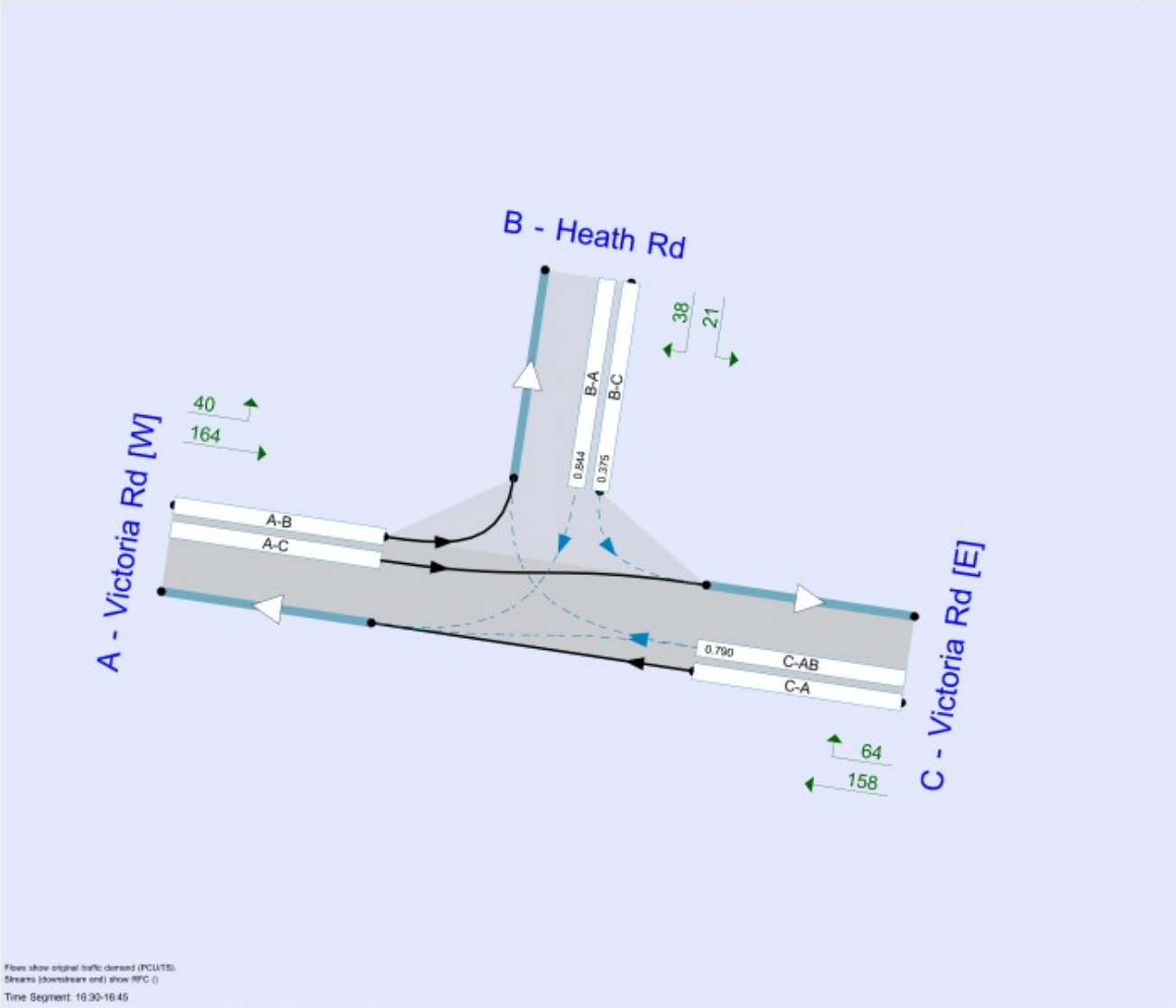
File summary

File Description

Title	Kirkley Waterfront Junction Modelling
Location	52°28'13.3"N 1°43'24.5"E
Site number	5
Date	07/10/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INRT08021
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	perTimeSegment	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2034_Scen_C	AM	DIRECT	08:15	09:15	60	15	✓
D2	2034_Scen_C	PM	DIRECT	16:30	17:30	60	15	✓
D3	2034_Scen_D	AM	DIRECT	08:15	09:15	60	15	✓
D4	2034_Scen_D	PM	DIRECT	16:30	17:30	60	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	B1513 - Heath Road	✓	100.000	100.000

B1513 - Heath Road - 2034_Scen_C, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Heath Rd - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Heath Rd - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / Heath Road	T-Junction	Two-way	Two-way	Two-way		178.57	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	178.57	F

Arms

Arms

Arm	Name	Description	Arm type
A	Victoria Rd [W]	Victoria Rd [W]	Major
B	Heath Rd		Minor
C	Victoria Rd [E]	Victoria Rd [E]	Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Victoria Rd [E]	7.10			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	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 - Heath Rd	One lane plus flare	10.00	3.90	3.20	3.20	3.20	✓	1.00	18	20

Minor Arm Geometry Notes

Arm	Notes
B - Heath Rd	Width at 15m and 20m is 1.2m due to 2m parking bay provided omn minor arm. But provided as 2.2m due to software limitation.

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	148.086	0.102	0.258	0.163	0.369
B-C	170.335	0.100	0.253	-	-
C-B	179.685	0.265	0.265	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2034_Scen_C	AM	DIRECT	08:15	09:15	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Rd [W]		DIRECT	✓	100.000
B - Heath Rd		DIRECT	✓	100.000
C - Victoria Rd [E]		DIRECT	✓	100.000

Origin-Destination Data

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	28.82	225.34
	B - Heath Rd	41.65	0.00	76.35
	C - Victoria Rd [E]	118.26	25.93	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	28.82	237.76
	B - Heath Rd	41.65	0.00	76.35
	C - Victoria Rd [E]	111.67	25.93	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	28.82	237.76
	B - Heath Rd	41.65	0.00	76.35
	C - Victoria Rd [E]	111.67	25.93	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	28.82	209.19
	B - Heath Rd	41.65	0.00	76.35
	C - Victoria Rd [E]	102.11	25.93	0.00

Vehicle Mix

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

08:15 - 08:30

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

08:30 - 08:45

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

08:45 - 09:00

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

09:00 - 09:15

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	1
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	1.28	762.61	59.5	F	76.35	305.41
B-A	1.27	783.69	32.8	F	41.65	166.59
C-AB	0.32	6.85	0.9	A	60.59	242.38
C-A					76.26	305.05
A-B					28.82	115.26
A-C					227.51	910.05

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76.35	76.35	65.19	1.171	61.16	0.0	15.2	138.235	F
B-A	41.65	41.65	35.56	1.171	32.17	0.0	9.5	171.267	F
C-AB	62.98	62.98	201.04	0.313	62.13	0.0	0.9	6.477	A
C-A	81.21	81.21			81.21				
A-B	28.82	28.82			28.82				
A-C	225.34	225.34			225.34				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76.35	76.35	60.16	1.269	59.76	15.2	31.8	382.204	F
B-A	41.65	41.65	33.60	1.239	33.06	9.5	18.1	420.141	F
C-AB	61.80	61.80	194.00	0.319	61.79	0.9	0.9	6.849	A
C-A	75.80	75.80			75.80				
A-B	28.82	28.82			28.82				
A-C	237.76	237.76			237.76				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76.35	76.35	59.49	1.284	59.35	31.8	48.8	610.576	F
B-A	41.65	41.65	32.85	1.268	32.63	18.1	27.1	637.733	F
C-AB	61.82	61.82	194.00	0.319	61.82	0.9	0.9	6.848	A
C-A	75.78	75.78			75.78				
A-B	28.82	28.82			28.82				
A-C	237.76	237.76			237.76				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76.35	76.35	65.72	1.162	65.60	48.8	59.5	762.613	F
B-A	41.65	41.65	36.10	1.154	35.90	27.1	32.8	783.694	F
C-AB	55.78	55.78	192.61	0.290	55.91	0.9	0.7	6.630	A
C-A	72.27	72.27			72.27				
A-B	28.82	28.82			28.82				
A-C	209.19	209.19			209.19				

B1513 - Heath Road - 2034_Scen_C, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Heath Rd - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Heath Rd - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / Heath Road	T-Junction	Two-way	Two-way	Two-way		34.98	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	34.98	D

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2034_Scen_C	PM	DIRECT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Rd [W]		DIRECT	✓	100.000
B - Heath Rd		DIRECT	✓	100.000
C - Victoria Rd [E]		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	39.62	163.73
	B - Heath Rd	38.25	0.00	21.25
	C - Victoria Rd [E]	158.32	64.38	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	39.62	149.47
	B - Heath Rd	38.25	0.00	21.25
	C - Victoria Rd [E]	152.40	64.38	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	39.62	156.05
	B - Heath Rd	38.25	0.00	21.25
	C - Victoria Rd [E]	196.71	64.38	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	39.62	145.08
	B - Heath Rd	38.25	0.00	21.25
	C - Victoria Rd [E]	181.36	64.38	0.00

Vehicle Mix

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

16:30 - 16:45

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

16:45 - 17:00

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	1	0	0

17:00 - 17:15

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

17:15 - 17:30

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	1.01	204.79	4.5	F	21.25	85.00
B-A	0.95	154.48	6.1	F	38.25	153.00
C-AB	0.92	32.27	13.1	D	212.38	849.51
C-A					24.20	96.80
A-B					39.62	158.48
A-C					153.58	614.33

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21.25	21.25	56.74	0.375	20.68	0.0	0.6	24.595	C
B-A	38.25	38.25	45.31	0.844	34.90	0.0	3.4	72.691	F
C-AB	189.42	189.42	239.84	0.790	183.74	0.0	5.7	15.828	C
C-A	33.28	33.28			33.28				
A-B	39.62	39.62			39.62				
A-C	163.73	163.73			163.73				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21.25	21.25	54.14	0.392	21.20	0.6	0.6	27.252	D
B-A	38.25	38.25	48.16	0.794	38.14	3.4	3.5	86.241	F
C-AB	183.83	183.83	240.74	0.764	183.87	5.7	5.6	16.922	C
C-A	32.94	32.94			32.94				
A-B	39.62	39.62			39.62				
A-C	149.47	149.47			149.47				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21.25	21.25	21.07	1.009	17.54	0.6	4.3	176.274	F
B-A	38.25	38.25	40.17	0.952	35.85	3.5	5.9	146.101	F
C-AB	248.50	248.50	271.27	0.916	241.08	5.6	13.1	32.273	D
C-A	12.59	12.59			12.59				
A-B	39.62	39.62			39.62				
A-C	156.05	156.05			156.05				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21.25	21.25	24.95	0.852	21.08	4.3	4.5	204.788	F
B-A	38.25	38.25	43.02	0.889	37.97	5.9	6.1	154.477	F
C-AB	227.76	227.76	266.26	0.855	228.77	13.1	12.1	31.212	D
C-A	17.98	17.98			17.98				
A-B	39.62	39.62			39.62				
A-C	145.08	145.08			145.08				

B1513 - Heath Road - 2034_Scen_D, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Heath Rd - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Heath Rd - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / Heath Road	T-Junction	Two-way	Two-way	Two-way		0.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.18	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2034_Scen_D	AM	DIRECT	08:15	09:15	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Rd [W]		DIRECT	✓	100.000
B - Heath Rd		DIRECT	✓	100.000
C - Victoria Rd [E]		DIRECT	✓	100.000

Origin-Destination Data

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	0.92	258.73
	B - Heath Rd	1.85	0.00	3.40
	C - Victoria Rd [E]	155.29	0.83	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	0.92	271.14
	B - Heath Rd	1.85	0.00	3.40
	C - Victoria Rd [E]	148.70	0.83	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	0.92	271.14
	B - Heath Rd	1.85	0.00	3.40
	C - Victoria Rd [E]	148.70	0.83	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	0.92	242.58
	B - Heath Rd	1.85	0.00	3.40
	C - Victoria Rd [E]	139.14	0.83	0.00

Vehicle Mix

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

08:15 - 08:30

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

08:30 - 08:45

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

08:45 - 09:00

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

09:00 - 09:15

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.03	9.23	0.0	A	3.40	13.59
B-A	0.03	17.45	0.0	C	1.85	7.41
C-AB	0.01	4.17	0.0	A	2.50	9.99
C-A					146.29	585.15
A-B					0.92	3.68
A-C					260.90	1043.60

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.40	3.40	104.03	0.033	3.36	0.0	0.0	8.937	A
B-A	1.85	1.85	55.56	0.033	1.82	0.0	0.0	16.737	C
C-AB	2.60	2.60	227.88	0.011	2.59	0.0	0.0	3.994	A
C-A	153.52	153.52			153.52				
A-B	0.92	0.92			0.92				
A-C	258.73	258.73			258.73				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.40	3.40	100.87	0.034	3.40	0.0	0.0	9.232	A
B-A	1.85	1.85	53.42	0.035	1.85	0.0	0.0	17.452	C
C-AB	2.55	2.55	220.71	0.012	2.55	0.0	0.0	4.125	A
C-A	146.98	146.98			146.98				
A-B	0.92	0.92			0.92				
A-C	271.14	271.14			271.14				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.40	3.40	100.87	0.034	3.40	0.0	0.0	9.232	A
B-A	1.85	1.85	53.42	0.035	1.85	0.0	0.0	17.452	C
C-AB	2.55	2.55	220.71	0.012	2.55	0.0	0.0	4.125	A
C-A	146.98	146.98			146.98				
A-B	0.92	0.92			0.92				
A-C	271.14	271.14			271.14				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.40	3.40	108.16	0.031	3.40	0.0	0.0	8.592	A
B-A	1.85	1.85	62.36	0.030	1.86	0.0	0.0	14.879	B
C-AB	2.29	2.29	218.67	0.010	2.29	0.0	0.0	4.170	A
C-A	137.68	137.68			137.68				
A-B	0.92	0.92			0.92				
A-C	242.58	242.58			242.58				

B1513 - Heath Road - 2034_Scen_D, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Heath Rd - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Heath Rd - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / Heath Road	T-Junction	Two-way	Two-way	Two-way		0.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.36	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2034_Scen_D	PM	DIRECT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Rd [W]		DIRECT	✓	100.000
B - Heath Rd		DIRECT	✓	100.000
C - Victoria Rd [E]		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	3.33	239.24
	B - Heath Rd	2.89	0.00	1.61
	C - Victoria Rd [E]	165.46	5.42	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	3.33	224.98
	B - Heath Rd	2.89	0.00	1.61
	C - Victoria Rd [E]	159.54	5.42	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	3.33	231.56
	B - Heath Rd	2.89	0.00	1.61
	C - Victoria Rd [E]	203.85	5.42	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	3.33	220.59
	B - Heath Rd	2.89	0.00	1.61
	C - Victoria Rd [E]	188.50	5.42	0.00

Vehicle Mix

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

16:30 - 16:45

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

16:45 - 17:00

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	1	0	0

17:00 - 17:15

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

17:15 - 17:30

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.01	7.53	0.0	A	1.61	6.43
B-A	0.06	20.39	0.1	C	2.89	11.57
C-AB	0.08	4.12	0.2	A	19.33	77.32
C-A					165.42	661.69
A-B					3.33	13.33
A-C					229.09	916.36

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.61	1.61	121.16	0.013	1.59	0.0	0.0	7.527	A
B-A	2.89	2.89	50.83	0.057	2.83	0.0	0.1	18.732	C
C-AB	17.70	17.70	238.41	0.074	17.57	0.0	0.1	4.075	A
C-A	153.18	153.18			153.18				
A-B	3.33	3.33			3.33				
A-C	239.24	239.24			239.24				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.61	1.61	125.24	0.013	1.61	0.0	0.0	7.278	A
B-A	2.89	2.89	54.94	0.053	2.90	0.1	0.1	17.292	C
C-AB	16.74	16.74	236.51	0.071	16.75	0.1	0.1	4.115	A
C-A	148.21	148.21			148.21				
A-B	3.33	3.33			3.33				
A-C	224.98	224.98			224.98				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.61	1.61	123.11	0.013	1.61	0.0	0.0	7.406	A
B-A	2.89	2.89	47.00	0.062	2.89	0.1	0.1	20.391	C
C-AB	22.75	22.75	268.13	0.085	22.71	0.1	0.2	3.683	A
C-A	186.52	186.52			186.52				
A-B	3.33	3.33			3.33				
A-C	231.56	231.56			231.56				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.61	1.61	126.35	0.013	1.61	0.0	0.0	7.213	A
B-A	2.89	2.89	51.75	0.056	2.90	0.1	0.1	18.423	C
C-AB	20.13	20.13	258.50	0.078	20.15	0.2	0.1	3.780	A
C-A	173.78	173.78			173.78				
A-B	3.33	3.33			3.33				
A-C	220.59	220.59			220.59				

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: JA_Waveney Drive_New Access (Priority)_ScenD.j10
Path: C:\Users\UKACP002\Desktop\Kirkley\Models\Base+Dev - Scen CD
Report generation date: 15/01/2025 09:46:44

»B1513 - New Access - 2034_Scen_D, AM
»B1513 - New Access - 2034_Scen_D, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	B1513 - New Access - 2034_Scen_D									
Stream B-C	D1	298.9	3004.65	2.06	F	D2	94.8	938.99	1.36	F
Stream B-A		127.1	3023.85	2.05	F		40.6	964.65	1.34	F
Stream C-AB		0.9	16.83	0.47	C		1.3	15.47	0.54	C

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

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

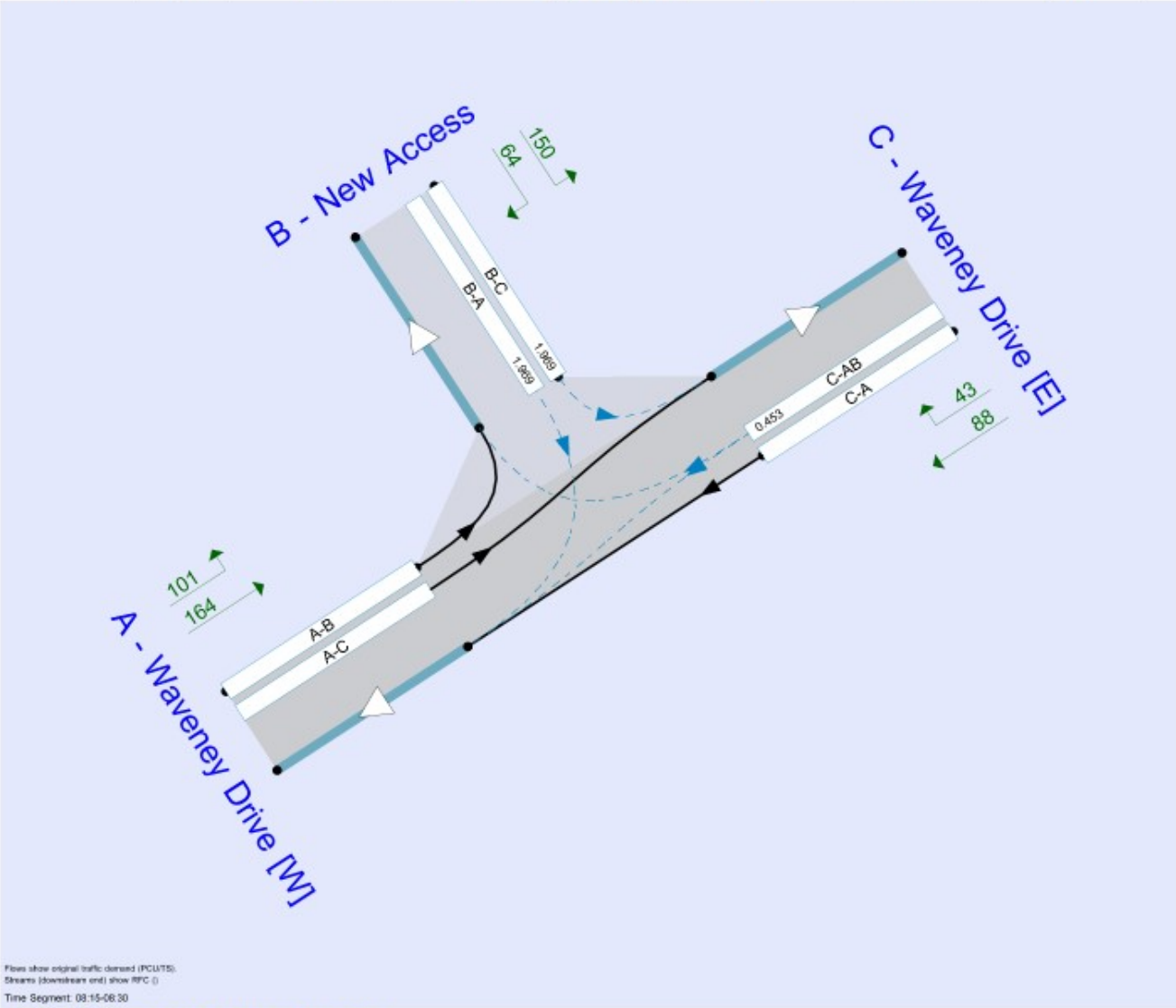
File summary

File Description

Title	Kirkley Waterfront
Location	
Site number	
Date	21/11/2024
Version	
Status	Proposed
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INSM07919
Description	Waveney Drive /New Access Junction

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	perTimeSegment	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2034_Scen_D	AM	DIRECT	08:15	09:15	60	15	✓
D2	2034_Scen_D	PM	DIRECT	16:30	17:30	60	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	B1513 - New Access	✓	100.000	100.000

B1513 - New Access - 2034_Scen_D, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - New Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Waveney Drive [E] - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Waveney Drive	T-Junction	Two-way	Two-way	Two-way		1049.75	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1049.75	F

Arms

Arms

Arm	Name	Description	Arm type
A	Waveney Drive [W]		Major
B	New Access		Minor
C	Waveney Drive [E]		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Waveney Drive [E]	4.65		✓	2.60	120.0	✓	3.00

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 - New Access	One lane plus flare	10.00	5.10	4.60	4.60	2.30	✓	2.00	165	104

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	136.325	0.105	0.266	0.168	0.380
B-C	180.424	0.117	0.295	-	-
C-B	167.867	0.275	0.275	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2034_Scen_D	AM	DIRECT	08:15	09:15	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Waveney Drive [W]		DIRECT	✓	100.000
B - New Access		DIRECT	✓	100.000
C - Waveney Drive [E]		DIRECT	✓	100.000

Origin-Destination Data

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Waveney Drive [W]	B - New Access	C - Waveney Drive [E]
From	A - Waveney Drive [W]	0.00	101.09	164.33
	B - New Access	63.54	0.00	149.71
	C - Waveney Drive [E]	88.45	42.91	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Waveney Drive [W]	B - New Access	C - Waveney Drive [E]
From	A - Waveney Drive [W]	0.00	101.09	175.65
	B - New Access	63.54	0.00	149.71
	C - Waveney Drive [E]	88.45	42.91	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Waveney Drive [W]	B - New Access	C - Waveney Drive [E]
From	A - Waveney Drive [W]	0.00	101.09	175.65
	B - New Access	63.54	0.00	149.71
	C - Waveney Drive [E]	88.45	42.91	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A - Waveney Drive [W]	B - New Access	C - Waveney Drive [E]
From	A - Waveney Drive [W]	0.00	101.09	150.71
	B - New Access	63.54	0.00	149.71
	C - Waveney Drive [E]	88.45	42.91	0.00

Vehicle Mix

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

08:15 - 08:30

Heavy Vehicle %

		To		
		A - Waveney Drive [W]	B - New Access	C - Waveney Drive [E]
From	A - Waveney Drive [W]	0	0	0
	B - New Access	0	0	0
	C - Waveney Drive [E]	0	0	0

08:30 - 08:45

Heavy Vehicle %

		To		
		A - Waveney Drive [W]	B - New Access	C - Waveney Drive [E]
From	A - Waveney Drive [W]	0	0	1
	B - New Access	0	0	0
	C - Waveney Drive [E]	0	0	0

08:45 - 09:00

Heavy Vehicle %

		To		
		A - Waveney Drive [W]	B - New Access	C - Waveney Drive [E]
From	A - Waveney Drive [W]	0	0	1
	B - New Access	0	0	0
	C - Waveney Drive [E]	0	0	0

09:00 - 09:15

Heavy Vehicle %

		To		
		A - Waveney Drive [W]	B - New Access	C - Waveney Drive [E]
From	A - Waveney Drive [W]	0	0	1
	B - New Access	0	0	0
	C - Waveney Drive [E]	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	2.06	3004.65	298.9	F	149.71	598.83
B-A	2.05	3023.85	127.1	F	63.54	254.17
C-AB	0.47	16.83	0.9	C	46.76	187.04
C-A					84.60	338.41
A-B					101.09	404.37
A-C					166.58	666.33

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	149.71	149.71	76.05	1.969	75.05	0.0	74.7	469.346	F
B-A	63.54	63.54	32.28	1.969	31.31	0.0	32.2	498.589	F
C-AB	46.63	46.63	102.97	0.453	45.77	0.0	0.9	15.544	C
C-A	84.74	84.74			84.74				
A-B	101.09	101.09			101.09				
A-C	164.33	164.33			164.33				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	149.71	149.71	72.76	2.057	72.75	74.7	151.6	1415.633	F
B-A	63.54	63.54	31.06	2.046	31.03	32.2	64.7	1442.608	F
C-AB	47.16	47.16	100.72	0.468	47.09	0.9	0.9	16.792	C
C-A	84.20	84.20			84.20				
A-B	101.09	101.09			101.09				
A-C	175.65	175.65			175.65				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	149.71	149.71	72.82	2.056	72.82	151.6	228.5	2243.684	F
B-A	63.54	63.54	31.00	2.050	30.99	64.7	97.3	2266.161	F
C-AB	47.16	47.16	100.72	0.468	47.15	0.9	0.9	16.834	C
C-A	84.20	84.20			84.20				
A-B	101.09	101.09			101.09				
A-C	175.65	175.65			175.65				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	149.71	149.71	79.33	1.887	79.33	228.5	298.9	3004.646	F
B-A	63.54	63.54	33.74	1.884	33.73	97.3	127.1	3023.849	F
C-AB	46.09	46.09	105.82	0.436	46.19	0.9	0.9	15.154	C
C-A	85.27	85.27			85.27				
A-B	101.09	101.09			101.09				
A-C	150.71	150.71			150.71				

B1513 - New Access - 2034_Scen_D, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - New Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Waveney Drive [E] - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Waveney Drive	T-Junction	Two-way	Two-way	Two-way		244.49	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	244.49	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2034_Scen_D	PM	DIRECT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Waveney Drive [W]		DIRECT	✓	100.000
B - New Access		DIRECT	✓	100.000
C - Waveney Drive [E]		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To		
		A - Waveney Drive [W]	B - New Access	C - Waveney Drive [E]
From	A - Waveney Drive [W]	0.00	128.12	113.82
	B - New Access	44.18	0.00	104.07
	C - Waveney Drive [E]	127.80	54.38	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A - Waveney Drive [W]	B - New Access	C - Waveney Drive [E]
From	A - Waveney Drive [W]	0.00	128.12	98.46
	B - New Access	44.18	0.00	104.07
	C - Waveney Drive [E]	119.02	54.38	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Waveney Drive [W]	B - New Access	C - Waveney Drive [E]
From	A - Waveney Drive [W]	0.00	128.12	106.14
	B - New Access	44.18	0.00	104.07
	C - Waveney Drive [E]	170.58	54.38	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Waveney Drive [W]	B - New Access	C - Waveney Drive [E]
From	A - Waveney Drive [W]	0.00	128.12	97.37
	B - New Access	44.18	0.00	104.07
	C - Waveney Drive [E]	156.32	54.38	0.00

Vehicle Mix

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

16:30 - 16:45

Heavy Vehicle %

		To		
		A - Waveney Drive [W]	B - New Access	C - Waveney Drive [E]
From	A - Waveney Drive [W]	0	0	0
	B - New Access	0	0	0
	C - Waveney Drive [E]	0	0	0

16:45 - 17:00

Heavy Vehicle %

		To		
		A - Waveney Drive [W]	B - New Access	C - Waveney Drive [E]
From	A - Waveney Drive [W]	0	0	0
	B - New Access	0	0	0
	C - Waveney Drive [E]	0	0	0

17:00 - 17:15

Heavy Vehicle %

		To		
		A - Waveney Drive [W]	B - New Access	C - Waveney Drive [E]
From	A - Waveney Drive [W]	0	0	0
	B - New Access	0	0	0
	C - Waveney Drive [E]	0	0	0

17:15 - 17:30

Heavy Vehicle %

		To		
		A - Waveney Drive [W]	B - New Access	C - Waveney Drive [E]
From	A - Waveney Drive [W]	0	0	0
	B - New Access	0	0	0
	C - Waveney Drive [E]	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	1.36	938.99	94.8	F	104.07	416.30
B-A	1.34	964.65	40.6	F	44.18	176.70
C-AB	0.54	15.47	1.3	C	65.15	260.59
C-A					132.66	530.65
A-B					128.12	512.48
A-C					103.95	415.79

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	104.07	104.07	82.44	1.262	79.24	0.0	24.8	158.982	F
B-A	44.18	44.18	34.99	1.262	32.28	0.0	11.9	199.217	F
C-AB	65.03	65.03	121.04	0.537	63.73	0.0	1.3	15.470	C
C-A	117.16	117.16			117.16				
A-B	128.12	128.12			128.12				
A-C	113.82	113.82			113.82				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	104.07	104.07	84.47	1.232	84.17	24.8	44.7	402.973	F
B-A	44.18	44.18	36.74	1.202	36.24	11.9	19.8	446.524	F
C-AB	62.80	62.80	121.78	0.516	62.83	1.3	1.3	15.372	C
C-A	110.61	110.61			110.61				
A-B	128.12	128.12			128.12				
A-C	98.46	98.46			98.46				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	104.07	104.07	76.77	1.356	76.69	44.7	72.1	686.392	F
B-A	44.18	44.18	33.02	1.338	32.86	19.8	31.1	719.928	F
C-AB	67.46	67.46	128.20	0.526	67.40	1.3	1.3	14.887	B
C-A	157.50	157.50			157.50				
A-B	128.12	128.12			128.12				
A-C	106.14	106.14			106.14				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	104.07	104.07	81.41	1.278	81.36	72.1	94.8	938.988	F
B-A	44.18	44.18	34.80	1.269	34.70	31.1	40.6	964.651	F
C-AB	65.31	65.31	127.01	0.514	65.33	1.3	1.3	14.704	B
C-A	145.39	145.39			145.39				
A-B	128.12	128.12			128.12				
A-C	97.37	97.37			97.37				

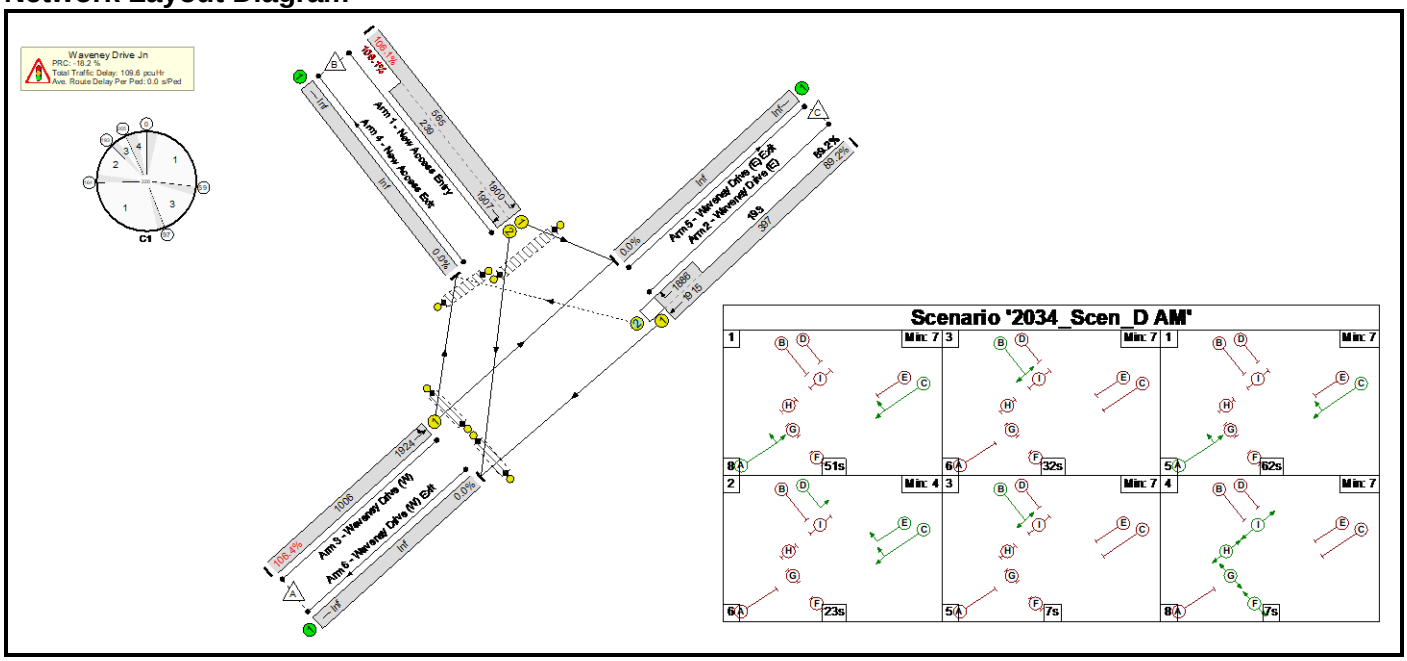
Basic Results Summary

User and Project Details

Project:	**Kirkley Waterfront - Junctions Modelling**
Title:	
Location:	
Date Started:	21-11-2024
Model Purpose:	Proposed
Additional detail:	
File name:	CS_WAV~1.LSG
Author:	INSM07919
Company:	WSP INDIA
Address:	INDIA

Scenario 1: '2034_Scen_D AM' (FG1: '2034_Scen_D AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

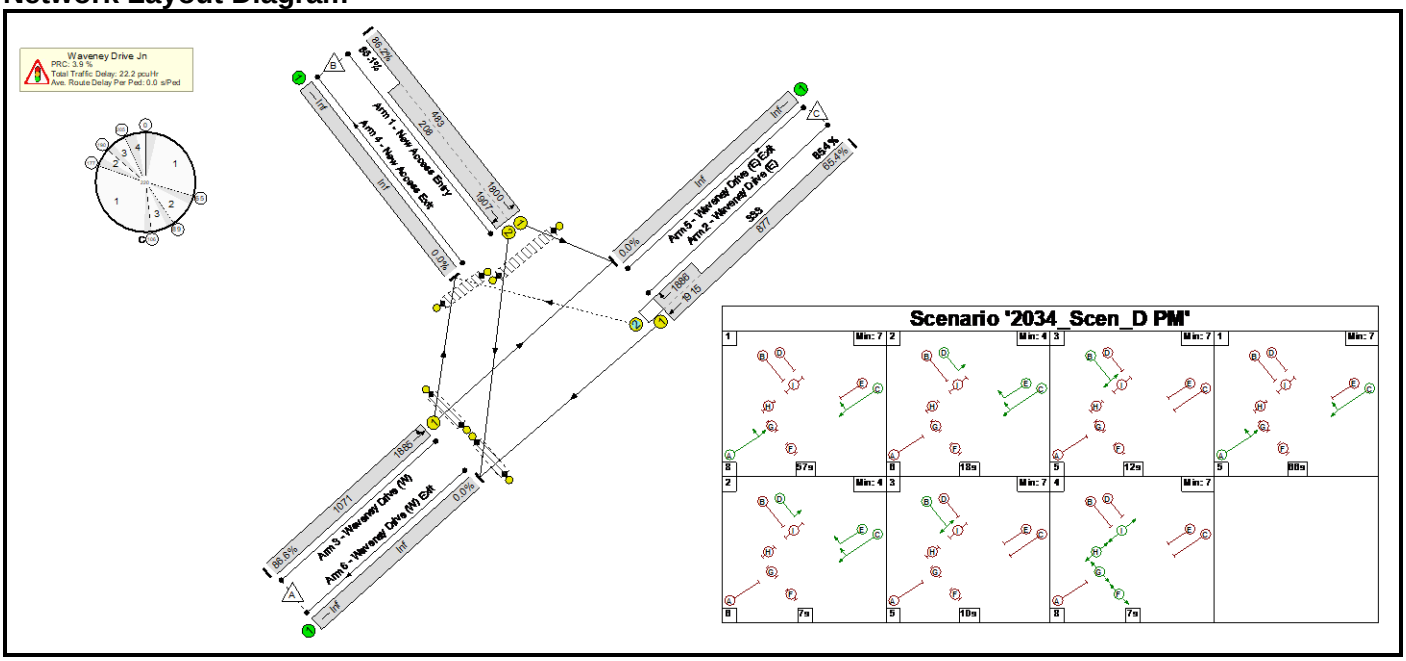
Item	Lane Description	Lane Type	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**106.4%**	**109.6**	**-**	**-**
Waveney Drive Jn	**-**	**-**	**106.4%**	**109.6**	**-**	**-**
1/1+1/2	New Access Entry Left Right	U	106.1 : 106.1%	46.6	196.5	58.4
2/1+2/2	Waveney Drive (E) Right Ahead	U+O	89.2 : 89.2%	7.8	53.6	11.4
3/1	Waveney Drive (W) Left Ahead	U	106.4%	55.2	185.7	80.5
Ped Link: P1	Ped X SG1	-	0.0%	-	-	-
Ped Link: P2	Ped X SG2	-	0.0%	-	-	-
Ped Link: P3	Ped X Waveney Rd W1	-	0.0%	-	-	-
Ped Link: P4	Ped X Waveney Rd W2	-	0.0%	-	-	-

C1 PRC for Signalled Lanes (%): -18.2 Total Delay for Signalled Lanes (pcuHr): 109.59 Cycle Time (s): 220
PRC Over All Lanes (%): -18.2 Total Delay Over All Lanes(pcuHr): 109.59

Basic Results Summary

Scenario 2: '2034_Scen_D PM' (FG2: '2034_Scen_D PM', Plan 2: 'Network Control Plan 2')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**86.6%**	**22.2**	**-**	**-**
Waveney Drive Jn	**-**	**-**	**86.6%**	**22.2**	**-**	**-**
1/1+1/2	New Access Entry Left Right	U	86.2 : 85.1%	9.7	58.9	15.6
2/1+2/2	Waveney Drive (E) Right Ahead	U+O	65.4 : 65.4%	4.2	19.0	11.1
3/1	Waveney Drive (W) Left Ahead	U	86.6%	8.3	32.3	28.4
Ped Link: P1	Ped X SG1	-	0.0%	-	-	-
Ped Link: P2	Ped X SG2	-	0.0%	-	-	-
Ped Link: P3	Ped X Waveney Rd W1	-	0.0%	-	-	-
Ped Link: P4	Ped X Waveney Rd W2	-	0.0%	-	-	-

C1 PRC for Signalled Lanes (%): 3.9 Total Delay for Signalled Lanes (pcuHr): 22.20 Cycle Time (s): 220
PRC Over All Lanes (%): 3.9 Total Delay Over All Lanes(pcuHr): 22.20

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: J4_Victoria Road_School Road_ScenE1.j10
Path: C:\Users\UKACP002\Desktop\Kirkley\Models\Base+Dev - Sens
Report generation date: 15/01/2025 12:33:04

»B1513 - School Rd - 2034_Scen_E1, AM
»B1513 - School Rd - 2034_Scen_E1, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	B1513 - School Rd - 2034_Scen_E1									
Stream B-C	D1	0.8	17.25	0.43	C	D2	0.4	10.71	0.26	B
Stream B-A		0.9	33.70	0.49	D		0.4	21.87	0.28	C
Stream C-AB		0.1	7.71	0.12	A		0.1	6.98	0.11	A

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

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

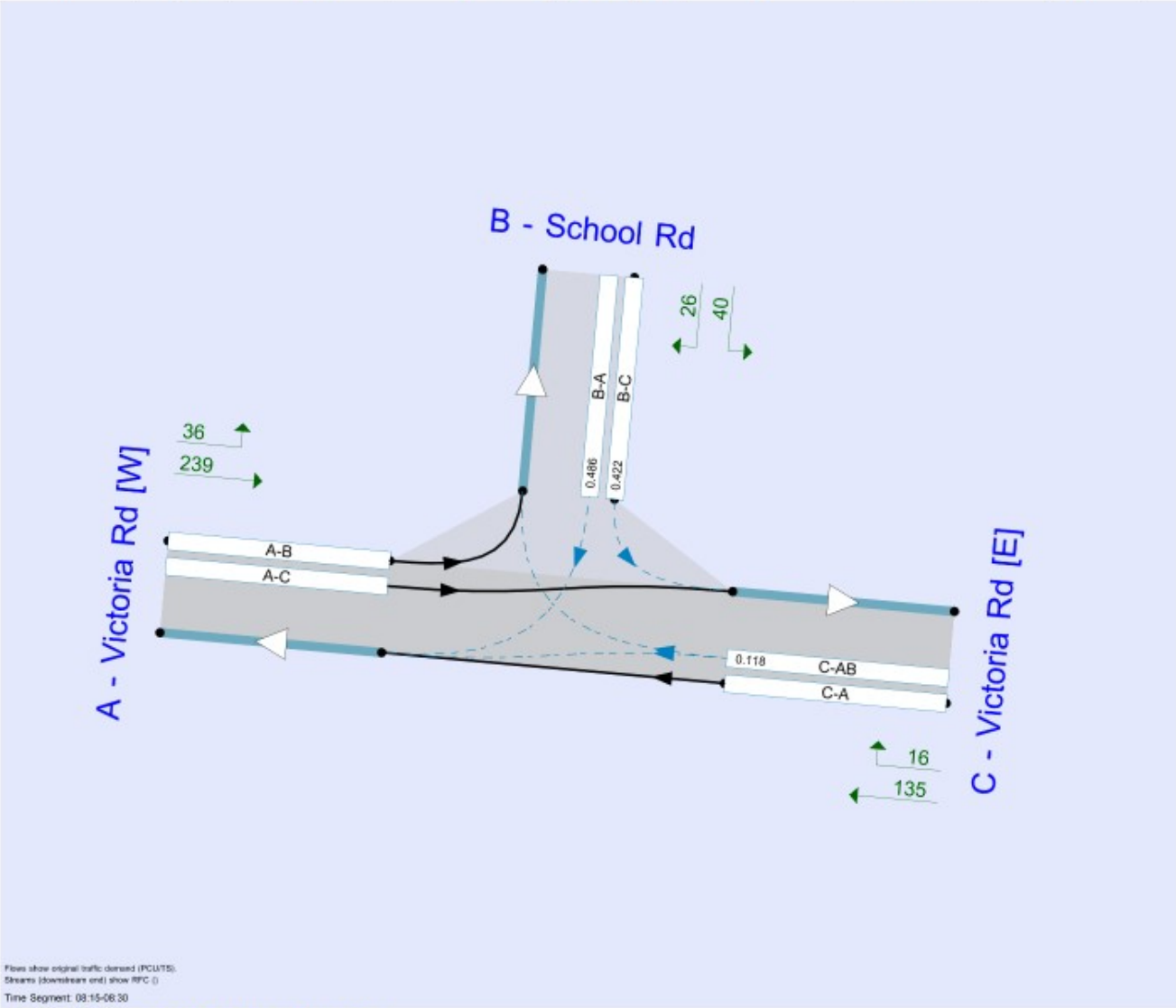
File summary

File Description

Title	Kirkley Waterfront Junction Modelling
Location	52.470702, 1.720605
Site number	4
Date	07/10/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INAM03795
Description	Victoria Road / School Road

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	perTimeSegment	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75	✓					0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2034_Scen_E1	AM	DIRECT	08:15	09:15	60	15	✓
D2	2034_Scen_E1	PM	DIRECT	16:30	17:30	60	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	B1513 - School Rd	✓	100.000	100.000

B1513 - School Rd - 2034_Scen_E1, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - School Rd - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - School Rd - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / School Road	T-Junction	Two-way	Two-way	Two-way		3.47	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.47	A

Arms

Arms

Arm	Name	Description	Arm type
A	Victoria Rd [W]	Victoria Rd [W]	Major
B	School Rd		Minor
C	Victoria Rd [E]	Victoria Rd [E]	Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Victoria Rd [E]	9.50		✓	3.58	250.0	✓	2.00

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 - School Rd	One lane plus flare	9.40	3.70	3.20	3.20	3.10	✓	1.00	30	24

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	142.307	0.094	0.238	0.150	0.340
B-C	170.048	0.082	0.207	-	-
C-B	206.672	0.272	0.272	-	-

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

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2034_Scen_E1	AM	DIRECT	08:15	09:15	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Rd [W]		DIRECT	✓	100.000
B - School Rd		DIRECT	✓	100.000
C - Victoria Rd [E]		DIRECT	✓	100.000

Origin-Destination Data

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	36.12	238.66
	B - School Rd	25.58	0.00	39.73
	C - Victoria Rd [E]	135.26	15.63	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	36.12	243.39
	B - School Rd	25.58	0.00	39.73
	C - Victoria Rd [E]	127.57	15.63	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	36.12	243.39
	B - School Rd	25.58	0.00	39.73
	C - Victoria Rd [E]	127.57	15.63	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	36.12	220.32
	B - School Rd	25.58	0.00	39.73
	C - Victoria Rd [E]	121.63	15.63	0.00

Vehicle Mix

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

08:15 - 08:30

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

08:30 - 08:45

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

08:45 - 09:00

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

09:00 - 09:15

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	1
	B - School Rd	0	0	0
	C - Victoria Rd [E]	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.43	17.25	0.8	~1	C	39.73	158.94
B-A	0.49	33.70	0.9	~1	D	25.58	102.31
C-AB	0.12	7.71	0.1	~1	A	15.84	63.35
C-A						127.80	511.19
A-B						36.12	144.49
A-C						236.44	945.75

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39.73	39.73	94.21	0.422	39.03	0.0	0.7	16.115	C
B-A	25.58	25.58	52.63	0.486	24.69	0.0	0.9	31.338	D
C-AB	15.85	15.85	133.95	0.118	15.72	0.0	0.1	7.604	A
C-A	135.03	135.03			135.03				
A-B	36.12	36.12			36.12				
A-C	238.66	238.66			238.66				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39.73	39.73	91.95	0.432	39.70	0.7	0.7	17.203	C
B-A	25.58	25.58	52.24	0.490	25.54	0.9	0.9	33.596	D
C-AB	15.84	15.84	132.60	0.119	15.84	0.1	0.1	7.708	A
C-A	127.35	127.35			127.35				
A-B	36.12	36.12			36.12				
A-C	243.39	243.39			243.39				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39.73	39.73	91.88	0.432	39.73	0.7	0.8	17.247	C
B-A	25.58	25.58	52.22	0.490	25.57	0.9	0.9	33.700	D
C-AB	15.84	15.84	132.60	0.119	15.84	0.1	0.1	7.708	A
C-A	127.35	127.35			127.35				
A-B	36.12	36.12			36.12				
A-C	243.39	243.39			243.39				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39.73	39.73	99.94	0.398	39.81	0.8	0.7	14.990	B
B-A	25.58	25.58	58.95	0.434	25.71	0.9	0.8	27.223	D
C-AB	15.81	15.81	138.61	0.114	15.81	0.1	0.1	7.332	A
C-A	121.45	121.45			121.45				
A-B	36.12	36.12			36.12				
A-C	220.32	220.32			220.32				

Queue Variation Results for each time segment

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.71	~1	~1	~1	~1			N/A	N/A
B-A	0.88	~1	~1	~1	~1			N/A	N/A
C-AB	0.13	~1	~1	~1	~1			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.74	~1	~1	~1	~1			N/A	N/A
B-A	0.92	~1	~1	~1	~1			N/A	N/A
C-AB	0.14	~1	~1	~1	~1			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.75	~1	~1	~1	~1			N/A	N/A
B-A	0.94	~1	~1	~1	~1			N/A	N/A
C-AB	0.14	~1	~1	~1	~1			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.68	~1	~1	~1	~1			N/A	N/A
B-A	0.80	~1	~1	~1	~1			N/A	N/A
C-AB	0.13	~1	~1	~1	~1			N/A	N/A

B1513 - School Rd - 2034_Scen_E1, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - School Rd - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - School Rd - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / School Road	T-Junction	Two-way	Two-way	Two-way		1.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.71	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2034_Scen_E1	PM	DIRECT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Rd [W]		DIRECT	✓	100.000
B - School Rd		DIRECT	✓	100.000
C - Victoria Rd [E]		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	34.91	192.20
	B - School Rd	15.71	0.00	30.10
	C - Victoria Rd [E]	157.39	15.71	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	34.91	192.20
	B - School Rd	15.71	0.00	30.10
	C - Victoria Rd [E]	147.08	15.71	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	34.91	200.97
	B - School Rd	15.71	0.00	30.10
	C - Victoria Rd [E]	185.91	15.71	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	34.91	179.03
	B - School Rd	15.71	0.00	30.10
	C - Victoria Rd [E]	178.23	15.71	0.00

Vehicle Mix

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

16:30 - 16:45

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

16:45 - 17:00

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	2	0	0

17:00 - 17:15

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

17:15 - 17:30

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.26	10.71	0.4	~1	B	30.10	120.41
B-A	0.28	21.87	0.4	~1	C	15.71	62.84
C-AB	0.11	6.98	0.1	~1	A	15.92	63.69
C-A						166.94	667.76
A-B						34.91	139.66
A-C						191.10	764.40

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30.10	30.10	117.57	0.256	29.76	0.0	0.3	10.212	B
B-A	15.71	15.71	63.19	0.249	15.39	0.0	0.3	18.707	C
C-AB	15.91	15.91	146.85	0.108	15.79	0.0	0.1	6.861	A
C-A	157.19	157.19			157.19				
A-B	34.91	34.91			34.91				
A-C	192.20	192.20			192.20				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30.10	30.10	117.59	0.256	30.10	0.3	0.3	10.286	B
B-A	15.71	15.71	64.64	0.243	15.71	0.3	0.3	18.395	C
C-AB	15.90	15.90	146.72	0.108	15.90	0.1	0.1	6.879	A
C-A	146.89	146.89			146.89				
A-B	34.91	34.91			34.91				
A-C	192.20	192.20			192.20				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30.10	30.10	114.12	0.264	30.09	0.3	0.4	10.710	B
B-A	15.71	15.71	56.74	0.277	15.66	0.3	0.4	21.875	C
C-AB	15.96	15.96	144.89	0.110	15.96	0.1	0.1	6.980	A
C-A	185.66	185.66			185.66				
A-B	34.91	34.91			34.91				
A-C	200.97	200.97			200.97				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30.10	30.10	119.78	0.251	30.12	0.4	0.3	10.041	B
B-A	15.71	15.71	63.17	0.249	15.74	0.4	0.3	18.994	C
C-AB	15.92	15.92	150.57	0.106	15.93	0.1	0.1	6.683	A
C-A	178.02	178.02			178.02				
A-B	34.91	34.91			34.91				
A-C	179.03	179.03			179.03				

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.34	~1	~1	~1	~1			N/A	N/A
B-A	0.32	~1	~1	~1	~1			N/A	N/A
C-AB	0.12	~1	~1	~1	~1			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.34	~1	~1	~1	~1			N/A	N/A
B-A	0.32	~1	~1	~1	~1			N/A	N/A
C-AB	0.12	~1	~1	~1	~1			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.35	~1	~1	~1	~1			N/A	N/A
B-A	0.37	~1	~1	~1	~1			N/A	N/A
C-AB	0.12	~1	~1	~1	~1			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.34	~1	~1	~1	~1			N/A	N/A
B-A	0.34	~1	~1	~1	~1			N/A	N/A
C-AB	0.12	~1	~1	~1	~1			N/A	N/A

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: J5_Victoria Road_Heath Road_ScenE1.j10
Path: C:\Users\UKACP002\Desktop\Kirkley\Models\Base+Dev - Sens
Report generation date: 15/01/2025 12:34:26

»B1513 - Heath Road - 2034_Scen_E1, AM
»B1513 - Heath Road - 2034_Scen_E1, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	B1513 - Heath Road - 2034_Scen_E1									
Stream B-C	D1	5.7	88.30	0.90	F	D2	0.7	15.05	0.42	C
Stream B-A		3.6	131.17	0.85	F		0.6	27.94	0.39	D
Stream C-AB		0.6	6.05	0.24	A		1.5	6.02	0.40	A

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

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

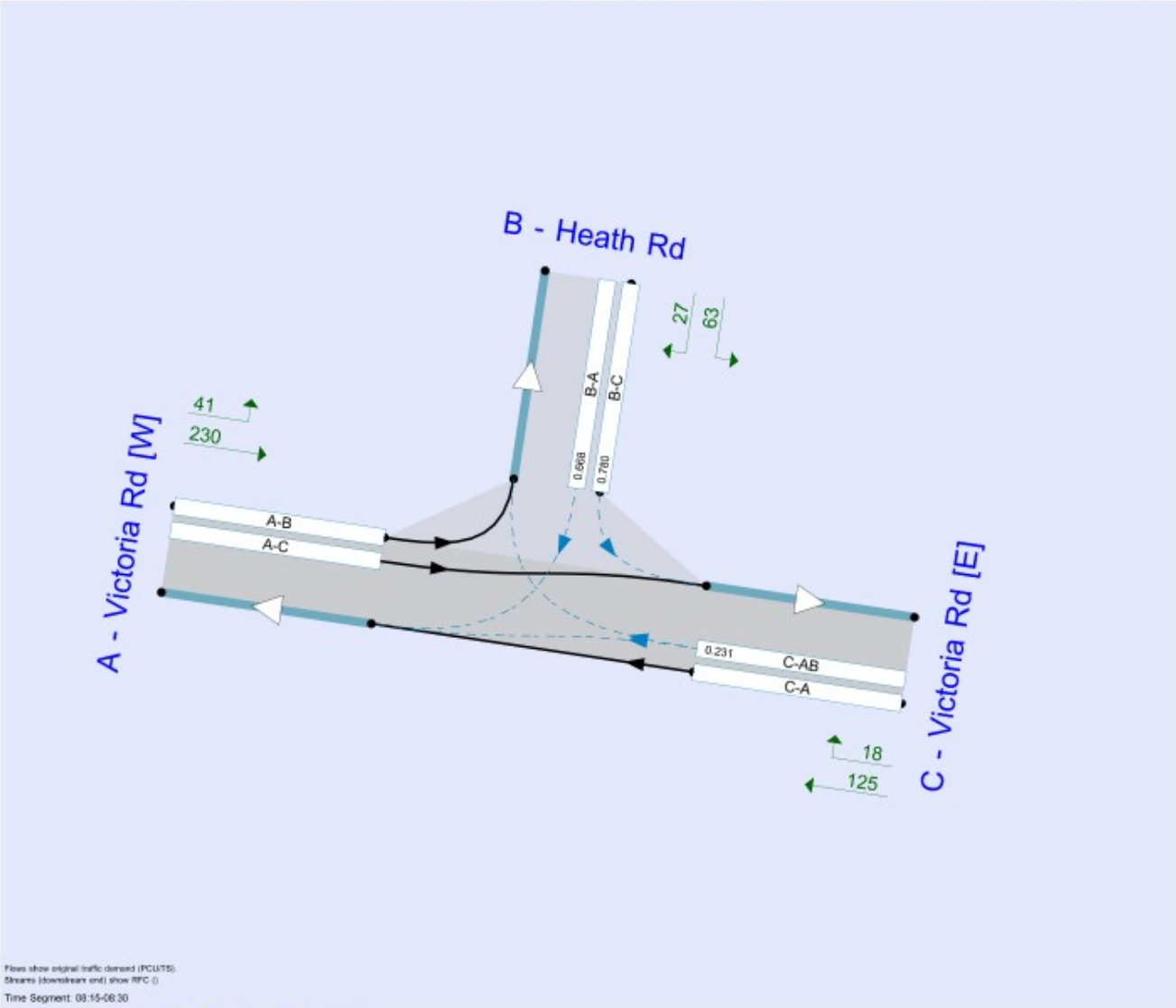
File summary

File Description

Title	Kirkley Waterfront Junction Modelling
Location	52°28'13.3"N 1°43'24.5"E
Site number	5
Date	07/10/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INRT08021
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	perTimeSegment	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2034_Scen_E1	AM	DIRECT	08:15	09:15	60	15	✓
D2	2034_Scen_E1	PM	DIRECT	16:30	17:30	60	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	B1513 - Heath Road	✓	100.000	100.000

B1513 - Heath Road - 2034_Scen_E1, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Heath Rd - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Heath Rd - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / Heath Road	T-Junction	Two-way	Two-way	Two-way		18.88	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	18.88	C

Arms

Arms

Arm	Name	Description	Arm type
A	Victoria Rd [W]	Victoria Rd [W]	Major
B	Heath Rd		Minor
C	Victoria Rd [E]	Victoria Rd [E]	Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Victoria Rd [E]	7.10			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	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 - Heath Rd	One lane plus flare	10.00	3.90	3.20	3.20	3.20	✓	1.00	18	20

Minor Arm Geometry Notes

Arm	Notes
B - Heath Rd	Width at 15m and 20m is 1.2m due to 2m parking bay provided omn minor arm. But provided as 2.2m due to software limitation.

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	148.086	0.102	0.258	0.163	0.369
B-C	170.335	0.100	0.253	-	-
C-B	179.685	0.265	0.265	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2034_Scen_E1	AM	DIRECT	08:15	09:15	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Rd [W]		DIRECT	✓	100.000
B - Heath Rd		DIRECT	✓	100.000
C - Victoria Rd [E]		DIRECT	✓	100.000

Origin-Destination Data

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	41.36	230.45
	B - Heath Rd	27.27	0.00	63.28
	C - Victoria Rd [E]	124.71	17.99	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	41.36	242.86
	B - Heath Rd	27.27	0.00	63.28
	C - Victoria Rd [E]	118.12	17.99	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	41.36	242.86
	B - Heath Rd	27.27	0.00	63.28
	C - Victoria Rd [E]	118.12	17.99	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	41.36	214.30
	B - Heath Rd	27.27	0.00	63.28
	C - Victoria Rd [E]	108.56	17.99	0.00

Vehicle Mix

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

08:15 - 08:30

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

08:30 - 08:45

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

08:45 - 09:00

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

09:00 - 09:15

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	1
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.90	88.30	5.7	F	63.28	253.12
B-A	0.85	131.17	3.6	F	27.27	109.08
C-AB	0.24	6.05	0.6	A	45.06	180.24
C-A					90.31	361.24
A-B					41.36	165.43
A-C					232.62	930.47

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63.28	63.28	81.13	0.780	60.37	0.0	2.9	39.250	E
B-A	27.27	27.27	40.81	0.668	25.59	0.0	1.7	54.585	F
C-AB	46.84	46.84	202.50	0.231	46.20	0.0	0.6	5.760	A
C-A	95.87	95.87			95.87				
A-B	41.36	41.36			41.36				
A-C	230.45	230.45			230.45				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63.28	63.28	73.07	0.866	61.65	2.9	4.5	68.622	F
B-A	27.27	27.27	34.25	0.796	26.19	1.7	2.8	98.631	F
C-AB	46.02	46.02	195.36	0.236	46.01	0.6	0.6	6.054	A
C-A	90.09	90.09			90.09				
A-B	41.36	41.36			41.36				
A-C	242.86	242.86			242.86				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63.28	63.28	70.67	0.895	62.08	4.5	5.7	88.302	F
B-A	27.27	27.27	32.25	0.846	26.43	2.8	3.6	131.172	F
C-AB	46.04	46.04	195.36	0.236	46.03	0.6	0.6	6.053	A
C-A	90.08	90.08			90.08				
A-B	41.36	41.36			41.36				
A-C	242.86	242.86			242.86				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63.28	63.28	82.99	0.762	65.30	5.7	3.7	54.934	F
B-A	27.27	27.27	42.68	0.639	28.85	3.6	2.0	70.011	F
C-AB	41.35	41.35	193.76	0.213	41.45	0.6	0.5	5.944	A
C-A	85.21	85.21			85.21				
A-B	41.36	41.36			41.36				
A-C	214.30	214.30			214.30				

B1513 - Heath Road - 2034_Scen_E1, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Heath Rd - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Heath Rd - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / Heath Road	T-Junction	Two-way	Two-way	Two-way		3.63	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.63	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2034_Scen_E1	PM	DIRECT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Rd [W]		DIRECT	✓	100.000
B - Heath Rd		DIRECT	✓	100.000
C - Victoria Rd [E]		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	54.58	181.98
	B - Heath Rd	20.56	0.00	43.24
	C - Victoria Rd [E]	150.34	27.17	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	54.58	167.72
	B - Heath Rd	20.56	0.00	43.24
	C - Victoria Rd [E]	144.42	27.17	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	54.58	174.30
	B - Heath Rd	20.56	0.00	43.24
	C - Victoria Rd [E]	188.73	27.17	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	54.58	163.33
	B - Heath Rd	20.56	0.00	43.24
	C - Victoria Rd [E]	173.38	27.17	0.00

Vehicle Mix

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

16:30 - 16:45

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

16:45 - 17:00

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	2	0	0

17:00 - 17:15

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

17:15 - 17:30

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.42	15.05	0.7	C	43.24	172.95
B-A	0.39	27.94	0.6	D	20.56	82.25
C-AB	0.40	6.02	1.5	A	87.29	349.17
C-A					104.09	416.38
A-B					54.58	218.32
A-C					171.83	687.32

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43.24	43.24	103.77	0.417	42.54	0.0	0.7	14.565	B
B-A	20.56	20.56	57.01	0.361	20.02	0.0	0.5	24.010	C
C-AB	79.61	79.61	228.23	0.349	78.53	0.0	1.1	6.015	A
C-A	97.90	97.90			97.90				
A-B	54.58	54.58			54.58				
A-C	181.98	181.98			181.98				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43.24	43.24	107.91	0.401	43.25	0.7	0.7	13.925	B
B-A	20.56	20.56	61.38	0.335	20.59	0.5	0.5	22.090	C
C-AB	75.79	75.79	226.94	0.334	75.85	1.1	1.0	6.015	A
C-A	95.80	95.80			95.80				
A-B	54.58	54.58			54.58				
A-C	167.72	167.72			167.72				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43.24	43.24	102.95	0.420	43.21	0.7	0.7	15.050	C
B-A	20.56	20.56	52.54	0.391	20.46	0.5	0.6	27.943	D
C-AB	102.59	102.59	258.31	0.397	102.15	1.0	1.5	5.845	A
C-A	113.31	113.31			113.31				
A-B	54.58	54.58			54.58				
A-C	174.30	174.30			174.30				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43.24	43.24	107.55	0.402	43.26	0.7	0.7	14.011	B
B-A	20.56	20.56	57.90	0.355	20.61	0.6	0.6	24.185	C
C-AB	91.18	91.18	249.10	0.366	91.36	1.5	1.3	5.764	A
C-A	109.37	109.37			109.37				
A-B	54.58	54.58			54.58				
A-C	163.33	163.33			163.33				

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: JA_Waveney Drive_New Access (Priority)_ScenE1.j10
Path: C:\Users\UKACP002\Desktop\Kirkley\Models\Base+Dev - Sens
Report generation date: 15/01/2025 12:41:00

»B1513 - New Access - 2034_Scen_E1, AM
»B1513 - New Access - 2034_Scen_E1, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	B1513 - New Access - 2034_Scen_E1									
Stream B-C	D1	4.0	74.74	0.84	F	D2	0.5	12.07	0.33	B
Stream B-A		3.0	133.10	0.80	F		0.5	32.24	0.36	D
Stream C-AB		0.2	13.14	0.18	B		0.2	10.26	0.18	B

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

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

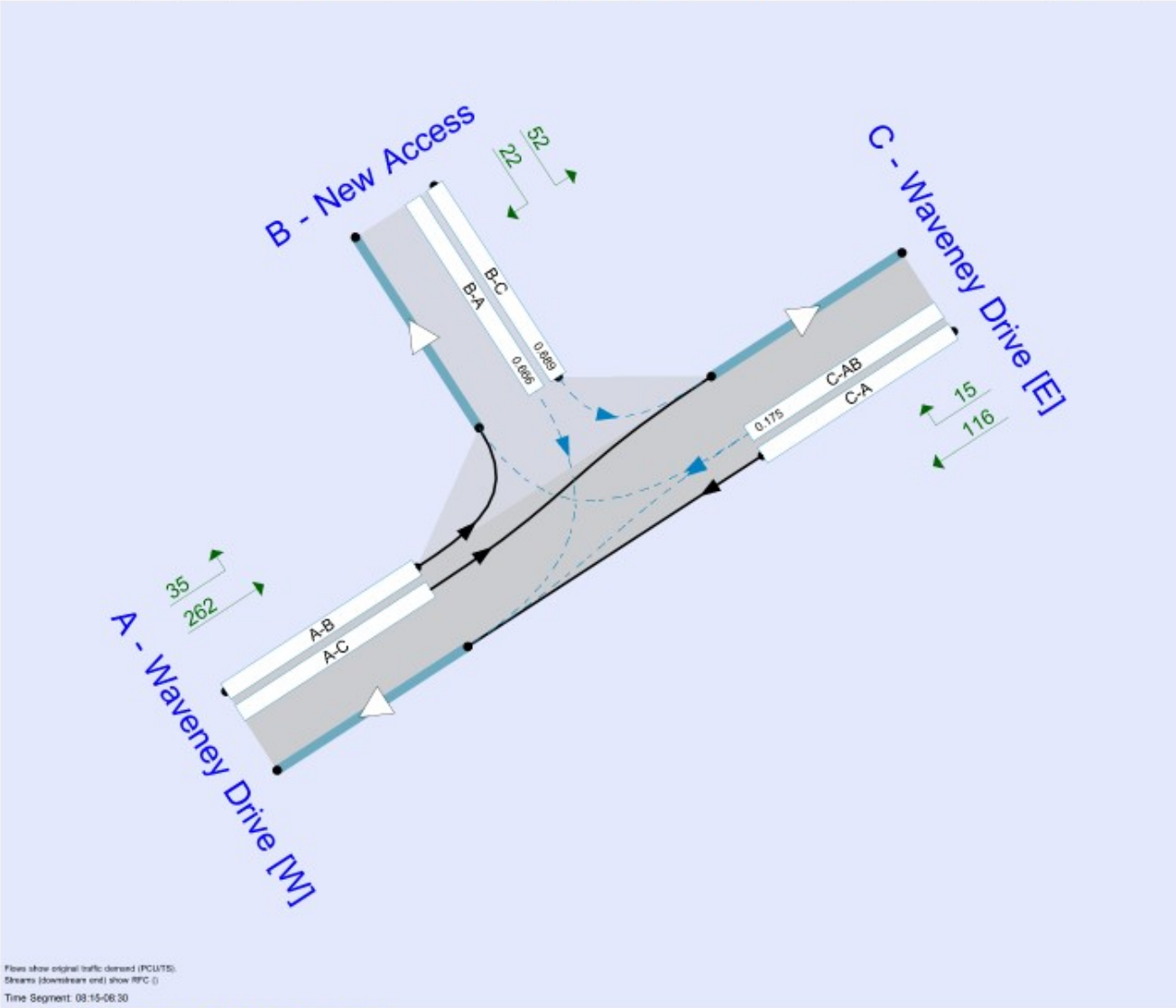
File summary

File Description

Title	Kirkley Waterfront
Location	
Site number	
Date	21/11/2024
Version	
Status	Proposed
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INSM07919
Description	Waveney Drive /New Access Junction

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	perTimeSegment	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2034_Scen_E1	AM	DIRECT	08:15	09:15	60	15	✓
D2	2034_Scen_E1	PM	DIRECT	16:30	17:30	60	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	B1513 - New Access	✓	100.000	100.000

B1513 - New Access - 2034_Scen_E1, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - New Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Waveney Drive [E] - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Waveney Drive	T-Junction	Two-way	Two-way	Two-way		14.00	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.00	B

Arms

Arms

Arm	Name	Description	Arm type
A	Waveney Drive [W]		Major
B	New Access		Minor
C	Waveney Drive [E]		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Waveney Drive [E]	4.65		✓	2.60	120.0	✓	3.00

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 - New Access	One lane plus flare	10.00	5.10	4.60	4.60	2.30	✓	2.00	165	104

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	136.325	0.105	0.266	0.168	0.380
B-C	180.424	0.117	0.295	-	-
C-B	167.867	0.275	0.275	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2034_Scen_E1	AM	DIRECT	08:15	09:15	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Waveney Drive [W]		DIRECT	✓	100.000
B - New Access		DIRECT	✓	100.000
C - Waveney Drive [E]		DIRECT	✓	100.000

Origin-Destination Data

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Waveney Drive [W]	B - New Access	C - Waveney Drive [E]
From	A - Waveney Drive [W]	0.00	35.38	261.64
	B - New Access	22.24	0.00	52.40
	C - Waveney Drive [E]	116.35	15.02	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Waveney Drive [W]	B - New Access	C - Waveney Drive [E]
From	A - Waveney Drive [W]	0.00	35.38	272.96
	B - New Access	22.24	0.00	52.40
	C - Waveney Drive [E]	116.35	15.02	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Waveney Drive [W]	B - New Access	C - Waveney Drive [E]
From	A - Waveney Drive [W]	0.00	35.38	272.96
	B - New Access	22.24	0.00	52.40
	C - Waveney Drive [E]	116.35	15.02	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A - Waveney Drive [W]	B - New Access	C - Waveney Drive [E]
From	A - Waveney Drive [W]	0.00	35.38	248.02
	B - New Access	22.24	0.00	52.40
	C - Waveney Drive [E]	116.35	15.02	0.00

Vehicle Mix

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

08:15 - 08:30

Heavy Vehicle %

		To		
		A - Waveney Drive [W]	B - New Access	C - Waveney Drive [E]
From	A - Waveney Drive [W]	0	0	0
	B - New Access	0	0	0
	C - Waveney Drive [E]	0	0	0

08:30 - 08:45

Heavy Vehicle %

		To		
		A - Waveney Drive [W]	B - New Access	C - Waveney Drive [E]
From	A - Waveney Drive [W]	0	0	0
	B - New Access	0	0	0
	C - Waveney Drive [E]	0	0	0

08:45 - 09:00

Heavy Vehicle %

		To		
		A - Waveney Drive [W]	B - New Access	C - Waveney Drive [E]
From	A - Waveney Drive [W]	0	0	0
	B - New Access	0	0	0
	C - Waveney Drive [E]	0	0	0

09:00 - 09:15

Heavy Vehicle %

		To		
		A - Waveney Drive [W]	B - New Access	C - Waveney Drive [E]
From	A - Waveney Drive [W]	0	0	1
	B - New Access	0	0	0
	C - Waveney Drive [E]	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.84	74.74	4.0	F	52.40	209.59
B-A	0.80	133.10	3.0	F	22.24	88.96
C-AB	0.18	13.14	0.2	B	15.13	60.52
C-A					116.23	464.93
A-B					35.38	141.53
A-C					263.89	1055.57

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	52.40	52.40	76.10	0.689	50.43	0.0	2.0	32.987	D
B-A	22.24	22.24	33.39	0.666	20.62	0.0	1.6	64.580	F
C-AB	15.13	15.13	86.67	0.175	14.92	0.0	0.2	12.507	B
C-A	116.24	116.24			116.24				
A-B	35.38	35.38			35.38				
A-C	261.64	261.64			261.64				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	52.40	52.40	65.11	0.805	51.13	2.0	3.2	58.833	F
B-A	22.24	22.24	28.58	0.778	21.36	1.6	2.5	110.664	F
C-AB	15.14	15.14	83.63	0.181	15.13	0.2	0.2	13.138	B
C-A	116.22	116.22			116.22				
A-B	35.38	35.38			35.38				
A-C	272.96	272.96			272.96				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	52.40	52.40	62.52	0.838	51.62	3.2	4.0	74.740	F
B-A	22.24	22.24	27.77	0.801	21.76	2.5	3.0	133.104	F
C-AB	15.14	15.14	83.63	0.181	15.14	0.2	0.2	13.140	B
C-A	116.22	116.22			116.22				
A-B	35.38	35.38			35.38				
A-C	272.96	272.96			272.96				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	52.40	52.40	77.32	0.678	54.08	4.0	2.3	40.993	E
B-A	22.24	22.24	35.83	0.621	23.33	3.0	1.9	76.617	F
C-AB	15.11	15.11	90.35	0.167	15.13	0.2	0.2	11.969	B
C-A	116.25	116.25			116.25				
A-B	35.38	35.38			35.38				
A-C	248.02	248.02			248.02				

B1513 - New Access - 2034_Scen_E1, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - New Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Waveney Drive [E] - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Waveney Drive	T-Junction	Two-way	Two-way	Two-way		2.44	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.44	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2034_Scen_E1	PM	DIRECT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Waveney Drive [W]		DIRECT	✓	100.000
B - New Access		DIRECT	✓	100.000
C - Waveney Drive [E]		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To		
		A - Waveney Drive [W]	B - New Access	C - Waveney Drive [E]
From	A - Waveney Drive [W]	0.00	44.84	181.47
	B - New Access	15.46	0.00	36.43
	C - Waveney Drive [E]	163.15	19.03	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A - Waveney Drive [W]	B - New Access	C - Waveney Drive [E]
From	A - Waveney Drive [W]	0.00	44.84	166.11
	B - New Access	15.46	0.00	36.43
	C - Waveney Drive [E]	154.37	19.03	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Waveney Drive [W]	B - New Access	C - Waveney Drive [E]
From	A - Waveney Drive [W]	0.00	44.84	173.79
	B - New Access	15.46	0.00	36.43
	C - Waveney Drive [E]	205.93	19.03	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Waveney Drive [W]	B - New Access	C - Waveney Drive [E]
From	A - Waveney Drive [W]	0.00	44.84	165.02
	B - New Access	15.46	0.00	36.43
	C - Waveney Drive [E]	191.67	19.03	0.00

Vehicle Mix

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

16:30 - 16:45

Heavy Vehicle %

		To		
		A - Waveney Drive [W]	B - New Access	C - Waveney Drive [E]
From	A - Waveney Drive [W]	0	0	0
	B - New Access	0	0	0
	C - Waveney Drive [E]	0	0	0

16:45 - 17:00

Heavy Vehicle %

		To		
		A - Waveney Drive [W]	B - New Access	C - Waveney Drive [E]
From	A - Waveney Drive [W]	0	0	0
	B - New Access	0	0	0
	C - Waveney Drive [E]	0	0	0

17:00 - 17:15

Heavy Vehicle %

		To		
		A - Waveney Drive [W]	B - New Access	C - Waveney Drive [E]
From	A - Waveney Drive [W]	0	0	0
	B - New Access	0	0	0
	C - Waveney Drive [E]	0	0	0

17:15 - 17:30

Heavy Vehicle %

		To		
		A - Waveney Drive [W]	B - New Access	C - Waveney Drive [E]
From	A - Waveney Drive [W]	0	0	0
	B - New Access	0	0	0
	C - Waveney Drive [E]	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.33	12.07	0.5	B	36.43	145.70
B-A	0.36	32.24	0.5	D	15.46	61.85
C-AB	0.18	10.26	0.2	B	19.20	76.82
C-A					178.61	714.43
A-B					44.84	179.37
A-C					171.60	686.39

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36.43	36.43	111.01	0.328	35.95	0.0	0.5	11.917	B
B-A	15.46	15.46	48.27	0.320	15.01	0.0	0.5	26.729	D
C-AB	19.21	19.21	106.49	0.180	18.99	0.0	0.2	10.262	B
C-A	162.97	162.97			162.97				
A-B	44.84	44.84			44.84				
A-C	181.47	181.47			181.47				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36.43	36.43	116.04	0.314	36.44	0.5	0.5	11.309	B
B-A	15.46	15.46	53.82	0.287	15.50	0.5	0.4	23.516	C
C-AB	19.17	19.17	110.57	0.173	19.18	0.2	0.2	9.848	A
C-A	154.23	154.23			154.23				
A-B	44.84	44.84			44.84				
A-C	166.11	166.11			166.11				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36.43	36.43	110.96	0.328	36.41	0.5	0.5	12.067	B
B-A	15.46	15.46	43.11	0.359	15.34	0.4	0.5	32.242	D
C-AB	19.23	19.23	108.78	0.177	19.23	0.2	0.2	10.049	B
C-A	205.73	205.73			205.73				
A-B	44.84	44.84			44.84				
A-C	173.79	173.79			173.79				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36.43	36.43	114.74	0.317	36.44	0.5	0.5	11.495	B
B-A	15.46	15.46	47.89	0.323	15.50	0.5	0.5	27.840	D
C-AB	19.20	19.20	111.05	0.173	19.21	0.2	0.2	9.799	A
C-A	191.50	191.50			191.50				
A-B	44.84	44.84			44.84				
A-C	165.02	165.02			165.02				

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: J4_Victoria Road_School Road_ScenE3.j10
Path: C:\Users\UKACP002\Desktop\Kirkley\Models\Base+Dev - Sens E3 (ExistingSplit)
Report generation date: 16/01/2025 09:47:22

»B1513 - School Rd - 2034_Scen_E3, AM
»B1513 - School Rd - 2034_Scen_E3, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	B1513 - School Rd - 2034_Scen_E3									
Stream B-C	D1	0.4	32.52	0.27	D	D2	0.1	7.91	0.11	A
Stream B-A		3.8	86.10	0.81	F		0.4	22.57	0.28	C
Stream C-AB		0.1	7.34	0.07	A		0.1	6.62	0.12	A

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

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

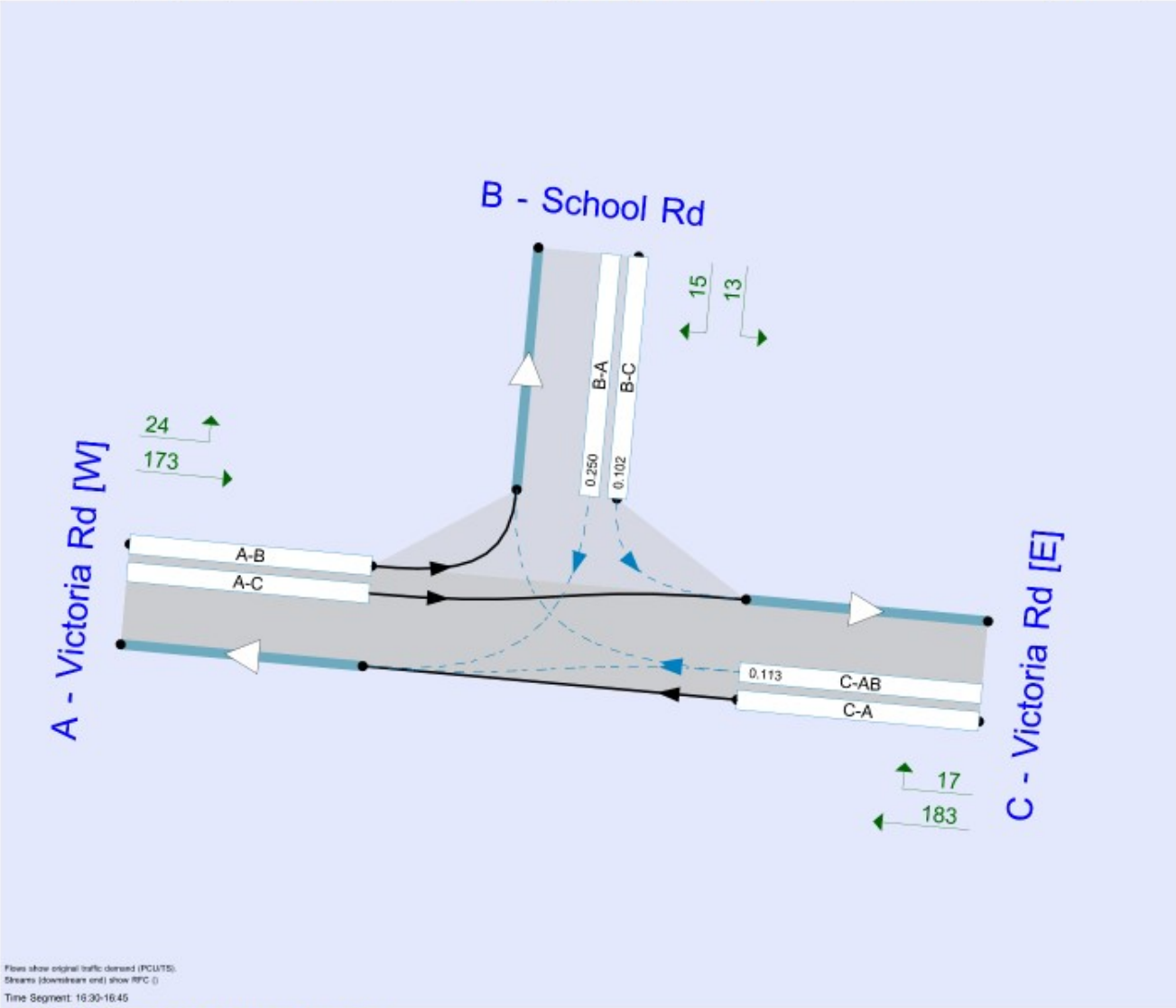
File summary

File Description

Title	Kirkley Waterfront Junction Modelling
Location	52.470702, 1.720605
Site number	4
Date	07/10/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INAM03795
Description	Victoria Road / School Road

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	perTimeSegment	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75	✓					0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2034_Scen_E3	AM	DIRECT	08:15	09:15	60	15	✓
D2	2034_Scen_E3	PM	DIRECT	16:30	17:30	60	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	B1513 - School Rd	✓	100.000	100.000

B1513 - School Rd - 2034_Scen_E3, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - School Rd - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - School Rd - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / School Road	T-Junction	Two-way	Two-way	Two-way		8.60	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.60	A

Arms

Arms

Arm	Name	Description	Arm type
A	Victoria Rd [W]	Victoria Rd [W]	Major
B	School Rd		Minor
C	Victoria Rd [E]	Victoria Rd [E]	Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Victoria Rd [E]	9.50		✓	3.58	250.0	✓	2.00

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 - School Rd	One lane plus flare	9.40	3.70	3.20	3.20	3.10	✓	1.00	30	24

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	132.810	0.088	0.222	0.140	0.317
B-C	182.208	0.088	0.222	-	-
C-B	206.672	0.272	0.272	-	-

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

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2034_Scen_E3	AM	DIRECT	08:15	09:15	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Rd [W]		DIRECT	✓	100.000
B - School Rd		DIRECT	✓	100.000
C - Victoria Rd [E]		DIRECT	✓	100.000

Origin-Destination Data

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	21.84	249.51
	B - School Rd	42.08	0.00	10.02
	C - Victoria Rd [E]	144.02	9.86	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	21.84	254.23
	B - School Rd	42.08	0.00	10.02
	C - Victoria Rd [E]	136.33	9.86	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	21.84	254.23
	B - School Rd	42.08	0.00	10.02
	C - Victoria Rd [E]	136.33	9.86	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	21.84	231.16
	B - School Rd	42.08	0.00	10.02
	C - Victoria Rd [E]	130.40	9.86	0.00

Vehicle Mix

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

08:15 - 08:30

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

08:30 - 08:45

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

08:45 - 09:00

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

09:00 - 09:15

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.27	32.52	0.4	~1	D	10.02	40.08
B-A	0.81	86.10	3.8	?	F	42.08	168.32
C-AB	0.07	7.34	0.1	~1	A	9.92	39.67
C-A						136.71	546.86
A-B						21.84	87.35
A-C						247.28	989.13

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10.02	10.02	51.89	0.193	9.79	0.0	0.2	21.263	C
B-A	42.08	42.08	51.79	0.813	39.02	0.0	3.1	61.069	F
C-AB	9.92	9.92	133.79	0.074	9.84	0.0	0.1	7.256	A
C-A	143.96	143.96			143.96				
A-B	21.84	21.84			21.84				
A-C	249.51	249.51			249.51				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10.02	10.02	39.55	0.253	9.93	0.2	0.3	30.271	D
B-A	42.08	42.08	51.72	0.814	41.61	3.1	3.5	82.115	F
C-AB	9.92	9.92	132.48	0.075	9.92	0.1	0.1	7.342	A
C-A	136.27	136.27			136.27				
A-B	21.84	21.84			21.84				
A-C	254.23	254.23			254.23				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10.02	10.02	37.62	0.266	9.99	0.3	0.4	32.521	D
B-A	42.08	42.08	51.70	0.814	41.86	3.5	3.8	86.101	F
C-AB	9.92	9.92	132.48	0.075	9.92	0.1	0.1	7.342	A
C-A	136.27	136.27			136.27				
A-B	21.84	21.84			21.84				
A-C	254.23	254.23			254.23				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10.02	10.02	57.21	0.175	10.15	0.4	0.2	19.178	C
B-A	42.08	42.08	57.71	0.729	42.75	3.8	3.1	63.206	F
C-AB	9.91	9.91	138.64	0.071	9.91	0.1	0.1	6.994	A
C-A	130.35	130.35			130.35				
A-B	21.84	21.84			21.84				
A-C	231.16	231.16			231.16				

Queue Variation Results for each time segment

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.23	~1	~1	~1	~1			N/A	N/A
B-A	3.06	?	?	?	?			N/A	N/A
C-AB	0.08	~1	~1	~1	~1			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.33	~1	~1	~1	~1			N/A	N/A
B-A	3.53	?	?	?	?			N/A	N/A
C-AB	0.08	~1	~1	~1	~1			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.35	~1	~1	~1	~1			N/A	N/A
B-A	3.75	?	?	?	?			N/A	N/A
C-AB	0.08	~1	~1	~1	~1			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.22	~1	~1	~1	~1			N/A	N/A
B-A	3.08	?	?	?	?			N/A	N/A
C-AB	0.08	~1	~1	~1	~1			N/A	N/A

B1513 - School Rd - 2034_Scen_E3, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - School Rd - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - School Rd - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / School Road	T-Junction	Two-way	Two-way	Two-way		1.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.31	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2034_Scen_E3	PM	DIRECT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Rd [W]		DIRECT	✓	100.000
B - School Rd		DIRECT	✓	100.000
C - Victoria Rd [E]		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	23.68	173.35
	B - School Rd	15.28	0.00	13.37
	C - Victoria Rd [E]	182.55	17.37	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	23.68	173.35
	B - School Rd	15.28	0.00	13.37
	C - Victoria Rd [E]	172.24	17.37	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	23.68	182.12
	B - School Rd	15.28	0.00	13.37
	C - Victoria Rd [E]	211.07	17.37	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	23.68	160.19
	B - School Rd	15.28	0.00	13.37
	C - Victoria Rd [E]	203.39	17.37	0.00

Vehicle Mix

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

16:30 - 16:45

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

16:45 - 17:00

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	1	0	0

17:00 - 17:15

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

17:15 - 17:30

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - School Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - School Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.11	7.91	0.1	~1	A	13.37	53.48
B-A	0.28	22.57	0.4	~1	C	15.28	61.12
C-AB	0.12	6.62	0.1	~1	A	17.65	70.59
C-A						192.03	768.12
A-B						23.68	94.73
A-C						172.25	689.01

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13.37	13.37	130.93	0.102	13.26	0.0	0.1	7.642	A
B-A	15.28	15.28	61.03	0.250	14.96	0.0	0.3	19.402	C
C-AB	17.63	17.63	155.52	0.113	17.50	0.0	0.1	6.516	A
C-A	182.28	182.28			182.28				
A-B	23.68	23.68			23.68				
A-C	173.35	173.35			173.35				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13.37	13.37	130.95	0.102	13.37	0.1	0.1	7.653	A
B-A	15.28	15.28	62.43	0.245	15.28	0.3	0.3	19.088	C
C-AB	17.62	17.62	155.37	0.113	17.62	0.1	0.1	6.533	A
C-A	171.99	171.99			171.99				
A-B	23.68	23.68			23.68				
A-C	173.35	173.35			173.35				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13.37	13.37	127.20	0.105	13.37	0.1	0.1	7.906	A
B-A	15.28	15.28	55.05	0.278	15.23	0.3	0.4	22.570	C
C-AB	17.69	17.69	153.60	0.115	17.69	0.1	0.1	6.621	A
C-A	210.74	210.74			210.74				
A-B	23.68	23.68			23.68				
A-C	182.12	182.12			182.12				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13.37	13.37	133.27	0.100	13.37	0.1	0.1	7.508	A
B-A	15.28	15.28	61.00	0.250	15.31	0.4	0.3	19.714	C
C-AB	17.64	17.64	159.24	0.111	17.65	0.1	0.1	6.355	A
C-A	203.11	203.11			203.11				
A-B	23.68	23.68			23.68				
A-C	160.19	160.19			160.19				

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	~1	~1	~1	~1			N/A	N/A
B-A	0.32	~1	~1	~1	~1			N/A	N/A
C-AB	0.13	~1	~1	~1	~1			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	~1	~1	~1	~1			N/A	N/A
B-A	0.32	~1	~1	~1	~1			N/A	N/A
C-AB	0.13	~1	~1	~1	~1			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.12	~1	~1	~1	~1			N/A	N/A
B-A	0.37	~1	~1	~1	~1			N/A	N/A
C-AB	0.13	~1	~1	~1	~1			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	~1	~1	~1	~1			N/A	N/A
B-A	0.34	~1	~1	~1	~1			N/A	N/A
C-AB	0.13	~1	~1	~1	~1			N/A	N/A

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: J5_Victoria Road_Heath Road_ScenE3.j10
Path: C:\Users\UKACP002\Desktop\Kirkley\Models\Base+Dev - Sens E3 (ExistingSplit)
Report generation date: 16/01/2025 09:46:04

»B1513 - Heath Road - 2034_Scen_E3, AM
»B1513 - Heath Road - 2034_Scen_E3, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	B1513 - Heath Road - 2034_Scen_E3									
Stream B-C	D1	9.4	146.76	0.97	F	D2	0.3	14.84	0.22	B
Stream B-A		6.4	187.83	0.94	F		2.0	62.48	0.70	F
Stream C-AB		0.7	6.18	0.26	A		5.4	13.21	0.75	B

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

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

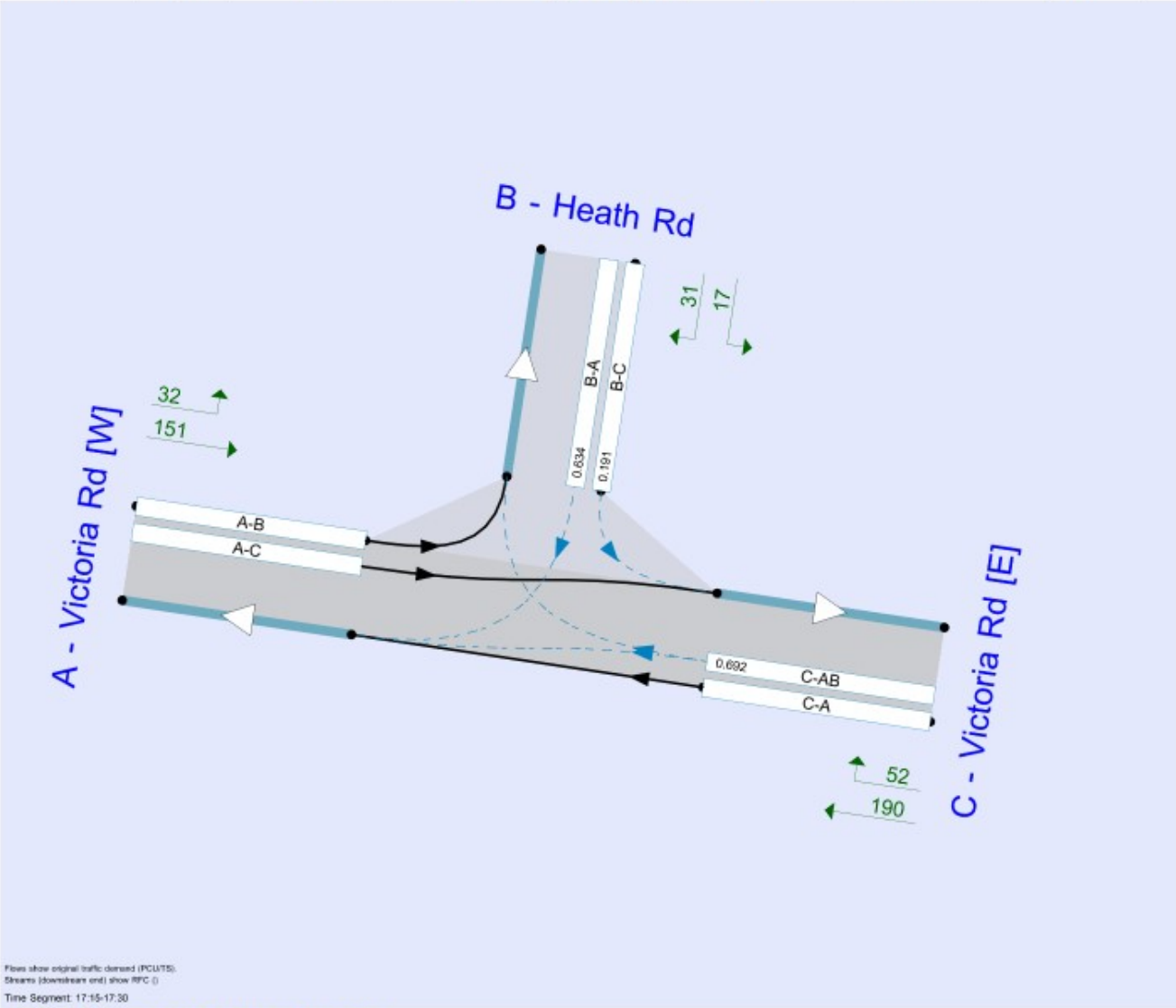
File summary

File Description

Title	Kirkley Waterfront Junction Modelling
Location	52°28'13.3"N 1°43'24.5"E
Site number	5
Date	07/10/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INRT08021
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	perTimeSegment	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2034_Scen_E3	AM	DIRECT	08:15	09:15	60	15	✓
D2	2034_Scen_E3	PM	DIRECT	16:30	17:30	60	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	B1513 - Heath Road	✓	100.000	100.000

B1513 - Heath Road - 2034_Scen_E3, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Heath Rd - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Heath Rd - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / Heath Road	T-Junction	Two-way	Two-way	Two-way		32.05	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	32.05	D

Arms

Arms

Arm	Name	Description	Arm type
A	Victoria Rd [W]	Victoria Rd [W]	Major
B	Heath Rd		Minor
C	Victoria Rd [E]	Victoria Rd [E]	Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Victoria Rd [E]	7.10			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	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 - Heath Rd	One lane plus flare	10.00	3.90	3.20	3.20	3.20	✓	1.00	18	20

Minor Arm Geometry Notes

Arm	Notes
B - Heath Rd	Width at 15m and 20m is 1.2m due to 2m parking bay provided omn minor arm. But provided as 2.2m due to software limitation.

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	148.086	0.102	0.258	0.163	0.369
B-C	170.335	0.100	0.253	-	-
C-B	179.685	0.265	0.265	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2034_Scen_E3	AM	DIRECT	08:15	09:15	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Rd [W]		DIRECT	✓	100.000
B - Heath Rd		DIRECT	✓	100.000
C - Victoria Rd [E]		DIRECT	✓	100.000

Origin-Destination Data

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	23.05	229.88
	B - Heath Rd	33.32	0.00	61.08
	C - Victoria Rd [E]	121.66	20.75	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	23.05	242.30
	B - Heath Rd	33.32	0.00	61.08
	C - Victoria Rd [E]	115.07	20.75	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	23.05	242.30
	B - Heath Rd	33.32	0.00	61.08
	C - Victoria Rd [E]	115.07	20.75	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	23.05	213.73
	B - Heath Rd	33.32	0.00	61.08
	C - Victoria Rd [E]	105.51	20.75	0.00

Vehicle Mix

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

08:15 - 08:30

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

08:30 - 08:45

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

08:45 - 09:00

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

09:00 - 09:15

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	1
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.97	146.76	9.4	F	61.08	244.33
B-A	0.94	187.83	6.4	F	33.32	133.27
C-AB	0.26	6.18	0.7	A	49.52	198.06
C-A					85.56	342.25
A-B					23.05	92.21
A-C					232.05	928.21

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61.08	61.08	73.73	0.828	57.53	0.0	3.6	48.433	E
B-A	33.32	33.32	42.01	0.793	30.63	0.0	2.7	68.667	F
C-AB	51.47	51.47	203.83	0.252	50.79	0.0	0.7	5.880	A
C-A	90.94	90.94			90.94				
A-B	23.05	23.05			23.05				
A-C	229.88	229.88			229.88				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61.08	61.08	63.48	0.962	57.53	3.6	7.1	107.198	F
B-A	33.32	33.32	35.36	0.942	30.91	2.7	5.1	146.211	F
C-AB	50.51	50.51	196.75	0.257	50.50	0.7	0.7	6.180	A
C-A	85.31	85.31			85.31				
A-B	23.05	23.05			23.05				
A-C	242.30	242.30			242.30				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61.08	61.08	62.72	0.974	58.74	7.1	9.4	146.764	F
B-A	33.32	33.32	35.33	0.943	31.98	5.1	6.4	187.825	F
C-AB	50.52	50.52	196.75	0.257	50.52	0.7	0.7	6.184	A
C-A	85.30	85.30			85.30				
A-B	23.05	23.05			23.05				
A-C	242.30	242.30			242.30				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61.08	61.08	70.21	0.870	62.05	9.4	8.5	122.548	F
B-A	33.32	33.32	39.57	0.842	33.51	6.4	6.2	161.403	F
C-AB	45.57	45.57	195.30	0.233	45.67	0.7	0.6	6.051	A
C-A	80.69	80.69			80.69				
A-B	23.05	23.05			23.05				
A-C	213.73	213.73			213.73				

B1513 - Heath Road - 2034_Scen_E3, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Heath Rd - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Heath Rd - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1513 / Heath Road	T-Junction	Two-way	Two-way	Two-way		9.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.56	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2034_Scen_E3	PM	DIRECT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Victoria Rd [W]		DIRECT	✓	100.000
B - Heath Rd		DIRECT	✓	100.000
C - Victoria Rd [E]		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	31.70	169.28
	B - Heath Rd	30.60	0.00	17.00
	C - Victoria Rd [E]	167.12	51.50	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	31.70	155.02
	B - Heath Rd	30.60	0.00	17.00
	C - Victoria Rd [E]	161.20	51.50	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	31.70	161.60
	B - Heath Rd	30.60	0.00	17.00
	C - Victoria Rd [E]	205.51	51.50	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0.00	31.70	150.64
	B - Heath Rd	30.60	0.00	17.00
	C - Victoria Rd [E]	190.16	51.50	0.00

Vehicle Mix

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

16:30 - 16:45

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

16:45 - 17:00

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	1	0	0

17:00 - 17:15

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

17:15 - 17:30

Heavy Vehicle %

		To		
		A - Victoria Rd [W]	B - Heath Rd	C - Victoria Rd [E]
From	A - Victoria Rd [W]	0	0	0
	B - Heath Rd	0	0	0
	C - Victoria Rd [E]	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.22	14.84	0.3	B	17.00	68.00
B-A	0.70	62.48	2.0	F	30.60	122.40
C-AB	0.75	13.21	5.4	B	176.80	707.19
C-A					55.70	222.81
A-B					31.70	126.78
A-C					159.14	636.55

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17.00	17.00	92.31	0.184	16.78	0.0	0.2	11.882	B
B-A	30.60	30.60	48.38	0.632	29.09	0.0	1.5	43.896	E
C-AB	159.84	159.84	246.58	0.648	156.63	0.0	3.2	9.978	A
C-A	58.79	58.79			58.79				
A-B	31.70	31.70			31.70				
A-C	169.28	169.28			169.28				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17.00	17.00	96.92	0.175	17.01	0.2	0.2	11.262	B
B-A	30.60	30.60	51.87	0.590	30.62	1.5	1.5	42.544	E
C-AB	153.65	153.65	246.29	0.624	153.77	3.2	3.1	10.004	B
C-A	59.05	59.05			59.05				
A-B	31.70	31.70			31.70				
A-C	155.02	155.02			155.02				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17.00	17.00	77.51	0.219	16.94	0.2	0.3	14.843	B
B-A	30.60	30.60	43.89	0.697	30.11	1.5	2.0	62.479	F
C-AB	207.56	207.56	276.76	0.750	205.20	3.1	5.4	13.214	B
C-A	49.46	49.46			49.46				
A-B	31.70	31.70			31.70				
A-C	161.60	161.60			161.60				

17:15 - 17:30

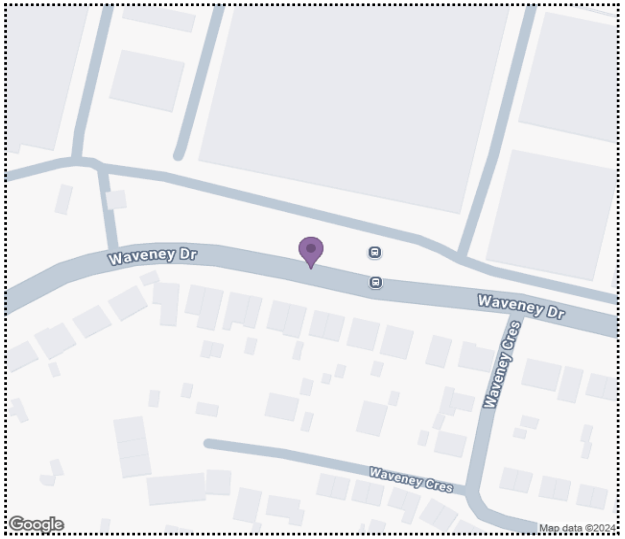
Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17.00	17.00	89.00	0.191	17.04	0.3	0.2	12.513	B
B-A	30.60	30.60	48.28	0.634	30.72	2.0	1.9	52.002	F
C-AB	186.15	186.15	268.89	0.692	187.02	5.4	4.6	11.709	B
C-A	55.51	55.51			55.51				
A-B	31.70	31.70			31.70				
A-C	150.64	150.64			150.64				

Appendix D – Road Safety Data

crashmap.co.uk

Validated Data

Crash Date:	Tuesday, September 29, 2020	**Time of Crash:**	14:12:00	**Crash Reference:**	2020370986338
Highest Injury Severity:	Serious	**Road Number:**	B1531	**Casualties:**	2
Highway Authority:	Suffolk			**Vehicles:**	1
Local Authority:	East Suffolk			**OS Grid Reference:**	653413 292475
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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

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Validated Data

Crash Date: Tuesday, September 29, 2020 **Time of Crash:** 14:12:00 **Crash Reference:** 2020370986338

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	17	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Back	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Vehicle or pillion passenger	Male	26 - 35	Unknown or other	Unknown or other
1	2	Serious	Pedestrian	Female	66 - 75	On footway or verge	Unknown or other

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

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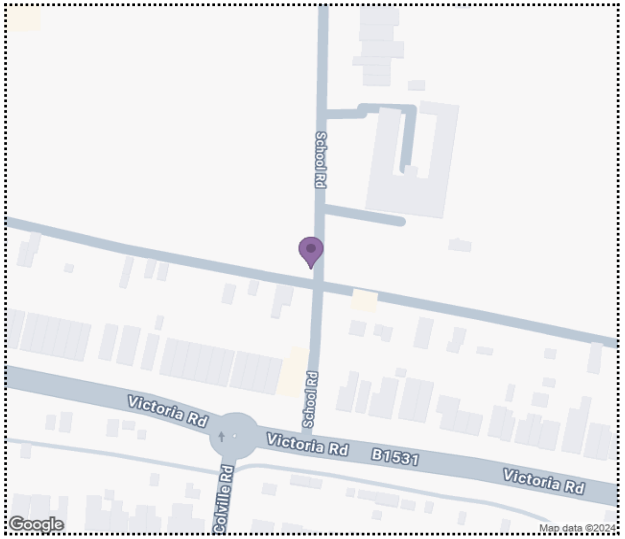
Validated Data

Crash Date:	Tuesday, August 30, 2022	**Time of Crash:**	10:55:00	**Crash Reference:**	2022371224839
Highest Injury Severity:	Slight	**Road Number:**	U0	**Casualties:**	1
Highway Authority:	Suffolk			**Vehicles:**	2
Local Authority:	East Suffolk			**OS Grid Reference:**	652789 292440
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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

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Validated Data

Crash Date: Tuesday, August 30, 2022 **Time of Crash:** 10:55:00 **Crash Reference:** 2022371224839

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Male	21 - 25	Vehicle is in the act of turning left	Front	Unknown	None	None
2	Car (excluding private hire)	4	Male	36 - 45	Vehicle is parked in the carriageway	Back	Other	None	None

Casualties

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

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

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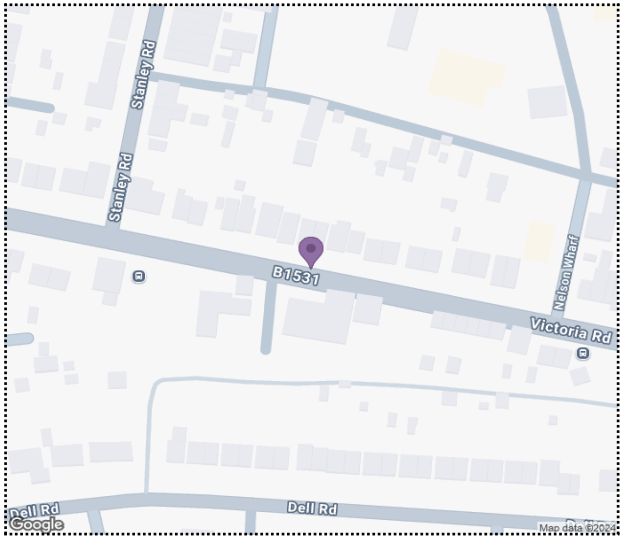
Validated Data

Highest Injury Severity:	Slight	**Road Number:**	B1531	**Casualties:**	1
Highway Authority:	Suffolk			**Vehicles:**	2
Local Authority:	East Suffolk			**OS Grid Reference:**	652539 292413
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	Unknown	Unknown	Unknown (2005 onwards)	Unknown	Unknown	None
2	Car (excluding private hire)	8	Male	46 - 55	Unknown	Nearside	Other	Unknown	None

Casualties

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

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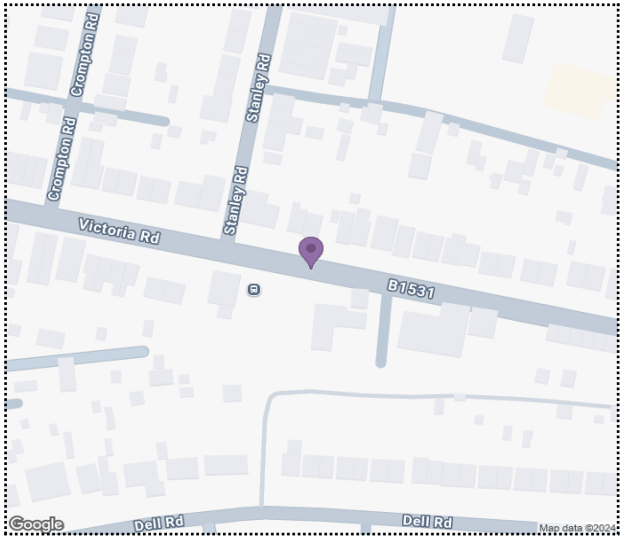
Validated Data

Crash Date:	Thursday, January 31, 2019	**Time of Crash:**	12:30:00	**Crash Reference:**	2019370819809
Highest Injury Severity:	Slight	**Road Number:**	B1531	**Casualties:**	1
Highway Authority:	Suffolk			**Vehicles:**	2
Local Authority:	East Suffolk			**OS Grid Reference:**	652495 292416
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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

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Validated Data

Crash Date: Thursday, January 31, 2019 **Time of Crash:** 12:30:00 **Crash Reference:** 2019370819809

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Back	Unknown	None	None
2	Motorcycle 50cc and under	3	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Pupil riding to/from school	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

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

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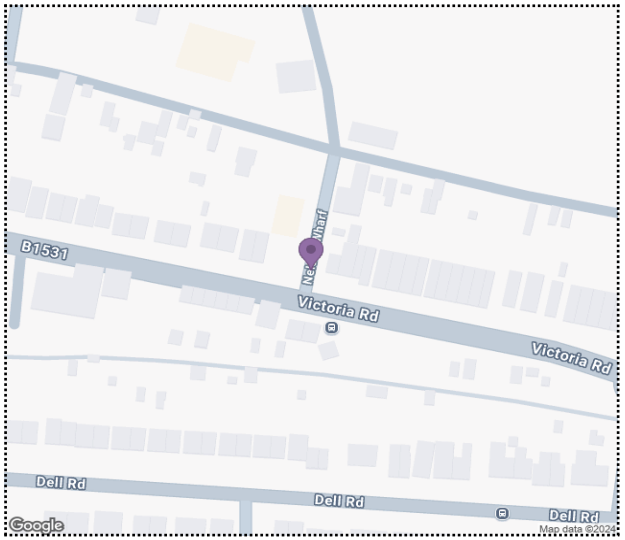
Validated Data

Crash Date:	Thursday, May 10, 2018	**Time of Crash:**	17:30:00	**Crash Reference:**	2018370297821
Highest Injury Severity:	Slight	**Road Number:**	U0	**Casualties:**	1
Highway Authority:	Suffolk			**Vehicles:**	2
Local Authority:	East Suffolk			**OS Grid Reference:**	652635 292407
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Crash Date: Thursday, May 10, 2018 **Time of Crash:** 17:30:00 **Crash Reference:** 2018370297821

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Male	36 - 45	Vehicle is in the act of turning left	Front	Other	None	None
2	Pedal cycle	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

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

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

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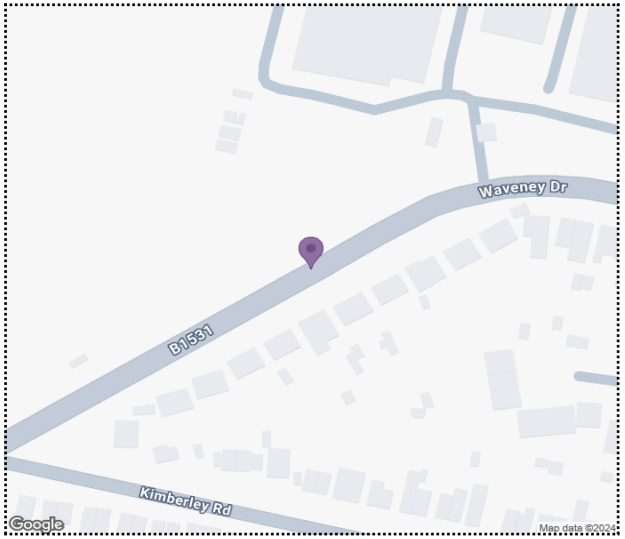
Validated Data

Crash Date:	Monday, June 24, 2019	**Time of Crash:**	01:24:00	**Crash Reference:**	2019370863568
Highest Injury Severity:	Slight	**Road Number:**	B1531	**Casualties:**	1
Highway Authority:	Suffolk			**Vehicles:**	2
Local Authority:	East Suffolk			**OS Grid Reference:**	653274 292440
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Validated Data

Crash Date: Monday, June 24, 2019 **Time of Crash:** 01:24:00 **Crash Reference:** 2019370863568

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None
2	Car (excluding private hire)	6	Female	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Other	None	None

Casualties

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

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

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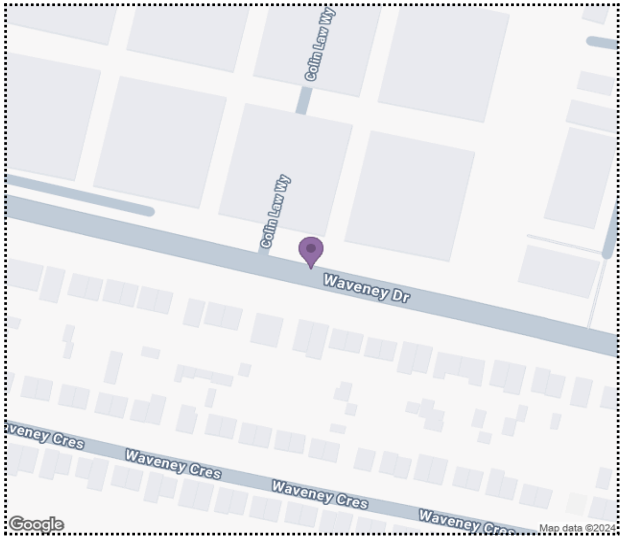
Validated Data

Crash Date:	Thursday, March 8, 2018	**Time of Crash:**	13:35:00	**Crash Reference:**	2018370279622
Highest Injury Severity:	Slight	**Road Number:**	U0	**Casualties:**	1
Highway Authority:	Suffolk			**Vehicles:**	2
Local Authority:	East Suffolk			**OS Grid Reference:**	653612 292444
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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

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Validated Data

Crash Date: Thursday, March 8, 2018 **Time of Crash:** 13:35:00 **Crash Reference:** 2018370279622

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Male	21 - 25	Vehicle is moving off	Front	Other	None	None
2	Car (excluding private hire)	14	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	Wall or fence

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

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

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

Appendix E – TRICS® Outputs

Calculation Reference: AUDIT-100314-240805-0811

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS
Category : A - CAR SHOW ROOMS
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	SO	SLOUGH	1 days
03	SOUTH WEST		
	SD	SWINDON	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	45 to 3772 (units: sqm)
Range Selected by User:	45 to 9800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 12/11/23

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

Selected survey days:

Monday	1 days
Wednesday	4 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	3

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

Selected Location Sub Categories:

Industrial Zone	2
Development Zone	1
Retail Zone	1
Built-Up Zone	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

Sui Generis	5 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

15,001 to 20,000	1 days
25,001 to 50,000	4 days

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

Population within 5 miles:

125,001 to 250,000	3 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	2 days

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

Travel Plan:

No	5 days

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

PTAL Rating:

No PTAL Present	5 days

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

LIST OF SITES relevant to selection parameters

1 LN-14-A-02 CAR SHOWROOM LINCOLNSHIRE
GT NORTHERN TERRACE
LINCOLN

Edge of Town Centre
Industrial Zone
Total Gross floor area: 45 sqm
Survey date: WEDNESDAY 04/10/17 Survey Type: MANUAL

2 SD-14-A-01 MERCEDES BENZ SWINDON
GREAT WESTERN WAY
SWINDON

Suburban Area (PPS6 Out of Centre)
Retail Zone
Total Gross floor area: 3250 sqm
Survey date: WEDNESDAY 21/09/16 Survey Type: MANUAL

3 SO-14-A-01 JAGUAR LAND ROVER SLOUGH
LEIGH ROAD
SLOUGH
SLOUGH TRADING ESTATE
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 3772 sqm
Survey date: MONDAY 09/07/18 Survey Type: MANUAL

4 TW-14-A-03 CAR SHOW ROOM TYNE & WEAR
SOUTHWICK ROAD
SUNDERLAND
MONKWEARMOUTH
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 282 sqm
Survey date: WEDNESDAY 05/04/17 Survey Type: MANUAL

5 WM-14-A-05 EVANS HALSHAW WEST MIDLANDS
HAGLEY ROAD
STOURBRIDGE

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2028 sqm
Survey date: WEDNESDAY 29/11/17 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 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	2274	0.748	4	2274	0.077	4	2274	0.825
08:00 - 09:00	5	1875	1.482	5	1875	0.480	5	1875	1.962
09:00 - 10:00	5	1875	0.789	5	1875	0.704	5	1875	1.493
10:00 - 11:00	5	1875	0.736	5	1875	0.555	5	1875	1.291
11:00 - 12:00	5	1875	0.512	5	1875	0.523	5	1875	1.035
12:00 - 13:00	5	1875	0.683	5	1875	0.693	5	1875	1.376
13:00 - 14:00	5	1875	0.725	5	1875	0.565	5	1875	1.290
14:00 - 15:00	5	1875	0.512	5	1875	0.576	5	1875	1.088
15:00 - 16:00	5	1875	0.459	5	1875	0.587	5	1875	1.046
16:00 - 17:00	5	1875	0.480	5	1875	0.864	5	1875	1.344
17:00 - 18:00	5	1875	0.309	5	1875	1.226	5	1875	1.535
18:00 - 19:00	5	1875	0.032	5	1875	0.693	5	1875	0.725
19:00 - 20:00	1	2028	0.000	1	2028	0.099	1	2028	0.099
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.467			7.642			15.109

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:	45 - 3772 (units: sqm)
Survey date date range:	01/01/16 - 12/11/23
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-100314-240712-0754

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : A - PRIMARY
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
03	SOUTH WEST		
	CW	CORNWALL	1 days
	GS	GLOUCESTERSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	NM	WEST NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
	WM	WEST MIDLANDS	1 days
09	NORTH		
	TV	TEES VALLEY	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	1500 to 4200 (units: sqm)
Range Selected by User:	450 to 4520 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 27/06/23

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
Wednesday	2 days
Thursday	2 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	3

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	9

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

F1(a)	9 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	3 days
10,001 to 15,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

50,001 to 75,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	5 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	8 days

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

PTAL Rating:

No PTAL Present	9 days

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

LIST OF SITES relevant to selection parameters

1 CA-04-A-02 PRIMARY SCHOOL CAMBRIDGESHIRE
ARBURY ROAD
CAMBRIDGE
ARBURY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 2480 sqm
Survey date: WEDNESDAY *21/06/23* *Survey Type: MANUAL*

2 CW-04-A-03 PRIMARY ACADEMY CORNWALL
TREVERBYN RISE
PENRYN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 3900 sqm
Survey date: THURSDAY *28/03/19* *Survey Type: MANUAL*

3 GS-04-A-01 PRIMARY SCHOOL GLOUCESTERSHIRE
ROBERT BURNS AVENUE
CHELTENHAM SPA
BENHALL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1650 sqm
Survey date: TUESDAY *02/05/23* *Survey Type: MANUAL*

4 HC-04-A-01 PRIMARY SCHOOL HAMPSHIRE
BLUEBELL WAY
WHITELEY

Edge of Town
Residential Zone
Total Gross floor area: 2970 sqm
Survey date: TUESDAY *27/06/23* *Survey Type: MANUAL*

5 NF-04-A-01 PRIMARY SCHOOL NORFOLK
CITY ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 4200 sqm
Survey date: WEDNESDAY *21/09/22* *Survey Type: MANUAL*

6 NM-04-A-02 PRIMARY SCHOOL WEST NORTHAMPTONSHIRE
BOOTH LANE NORTH
NORTHAMPTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 2635 sqm
Survey date: THURSDAY *24/03/16* *Survey Type: MANUAL*

7 TV-04-A-02 PRIMARY SCHOOL TEES VALLEY
WOLVISTON MILL LANE
BILLINGHAM

Edge of Town
Residential Zone
Total Gross floor area: 1500 sqm
Survey date: MONDAY *23/05/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 WK-04-A-01 C OF E JUNIOR SCHOOL WARWICKSHIRE
PLANTAGENET DRIVE
RUGBY

Edge of Town
Residential Zone
Total Gross floor area: 2046 sqm
Survey date: TUESDAY *15/11/22* *Survey Type: MANUAL*

9 WM-04-A-03 PRIMARY SCHOOL WEST MIDLANDS
PALERMO AVENUE
COVENTRY
CHEYLESMORE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1930 sqm
Survey date: MONDAY *17/10/22* *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 04 - EDUCATION/A - PRIMARY

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	9	2590	0.892	9	2590	0.459	9	2590	1.351
08:00 - 09:00	9	2590	3.475	9	2590	3.089	9	2590	6.564
09:00 - 10:00	9	2590	0.373	9	2590	0.326	9	2590	0.699
10:00 - 11:00	9	2590	0.163	9	2590	0.142	9	2590	0.305
11:00 - 12:00	9	2590	0.223	9	2590	0.227	9	2590	0.450
12:00 - 13:00	9	2590	0.249	9	2590	0.266	9	2590	0.515
13:00 - 14:00	9	2590	0.206	9	2590	0.219	9	2590	0.425
14:00 - 15:00	9	2590	0.386	9	2590	0.373	9	2590	0.759
15:00 - 16:00	9	2590	2.904	9	2590	2.973	9	2590	5.877
16:00 - 17:00	9	2590	0.613	9	2590	1.094	9	2590	1.707
17:00 - 18:00	9	2590	0.202	9	2590	0.433	9	2590	0.635
18:00 - 19:00	9	2590	0.082	9	2590	0.090	9	2590	0.172
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.768			9.691			19.459

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:	1500 - 4200 (units: sqm)
Survey date date range:	01/01/16 - 27/06/23
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-100314-240712-0708

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	2 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	1138 to 3550 (units: sqm)
Range Selected by User:	708 to 4000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 30/06/23

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

Selected survey days:

Tuesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2

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

Selected Location Sub Categories:

Residential Zone	1
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	3 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Travel Plan:

No	3 days

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

PTAL Rating:

No PTAL Present	3 days

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

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

LIST OF SITES relevant to selection parameters

1 SF-02-D-03 INDUSTRIAL ESTATE SUFFOLK
LANDSEER ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 3550 sqm
Survey date: THURSDAY *17/09/20* *Survey Type: MANUAL*

2 WM-02-D-03 INDUSTRIAL ESTATE WEST MIDLANDS
JUNCTION ROAD
STOURBRIDGE
AUDNAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1138 sqm
Survey date: TUESDAY *28/11/17* *Survey Type: MANUAL*

3 WM-02-D-04 INDUSTRIAL ESTATE WEST MIDLANDS
HORNCHURCH CLOSE
COVENTRY

Edge of Town Centre
No Sub Category
Total Gross floor area: 1320 sqm
Survey date: FRIDAY *18/11/22* *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 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	1320	0.152	1	1320	0.000	1	1320	0.152
06:00 - 07:00	1	1320	0.455	1	1320	0.000	1	1320	0.455
07:00 - 08:00	3	2003	0.749	3	2003	0.133	3	2003	0.882
08:00 - 09:00	3	2003	0.766	3	2003	0.399	3	2003	1.165
09:00 - 10:00	3	2003	0.566	3	2003	0.516	3	2003	1.082
10:00 - 11:00	3	2003	0.699	3	2003	0.583	3	2003	1.282
11:00 - 12:00	3	2003	0.649	3	2003	0.649	3	2003	1.298
12:00 - 13:00	3	2003	0.499	3	2003	0.682	3	2003	1.181
13:00 - 14:00	3	2003	0.816	3	2003	0.649	3	2003	1.465
14:00 - 15:00	3	2003	0.416	3	2003	0.533	3	2003	0.949
15:00 - 16:00	3	2003	0.533	3	2003	0.599	3	2003	1.132
16:00 - 17:00	3	2003	0.300	3	2003	0.866	3	2003	1.166
17:00 - 18:00	3	2003	0.266	3	2003	0.666	3	2003	0.932
18:00 - 19:00	3	2003	0.216	3	2003	0.350	3	2003	0.566
19:00 - 20:00	1	1320	0.076	1	1320	0.076	1	1320	0.152
20:00 - 21:00	1	1320	0.000	1	1320	0.076	1	1320	0.076
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.158			6.777			13.935

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:	1138 - 3550 (units: sqm)
Survey date date range:	01/01/16 - 30/06/23
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-100314-240712-0705

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 days
	WS	WEST SUSSEX	2 days
03	SOUTH WEST		
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
04	EAST ANGLIA		
	NF	NORFOLK	2 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
	LE	LEICESTERSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	2 days
	MS	MERSEYSIDE	3 days
09	NORTH		
	CU	CUMBERLAND	1 days
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	178 to 15000 (units: sqm)
Range Selected by User:	118 to 15000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 23/11/22

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

Selected survey days:

Monday	5 days
Tuesday	5 days
Wednesday	3 days
Thursday	2 days
Friday	4 days

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

Selected survey types:

Manual count	19 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	16
Suburban Area (PPS6 Out of Centre)	3

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	2
Development Zone	1
Residential Zone	4
Built-Up Zone	7
No Sub Category	4

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	12 days - Selected
Servicing vehicles Excluded	9 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	19 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	3 days
20,001 to 25,000	6 days
25,001 to 50,000	8 days

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

Population within 5 miles:

25,001 to 50,000	3 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	5 days
500,001 or More	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	13 days
1.1 to 1.5	6 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	18 days

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

PTAL Rating:

No PTAL Present	19 days

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

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

LIST OF SITES relevant to selection parameters

1 BC-02-A-08 OFFICES BOURNEMOUTH CHRISTCHURCH & POOLE
HOLDENHURST ROAD
BOURNEMOUTH

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2600 sqm
Survey date: WEDNESDAY 14/09/22 *Survey Type: MANUAL*

2 BH-02-A-05 OFFICES BRIGHTON & HOVE
ROMAN ROAD
HOVE

Edge of Town Centre
Residential Zone
Total Gross floor area: 280 sqm
Survey date: WEDNESDAY 04/07/18 *Survey Type: MANUAL*

3 CU-02-A-02 OFFICE CUMBERLAND
PORT ROAD
CARLISLE

Edge of Town Centre
Industrial Zone
Total Gross floor area: 925 sqm
Survey date: FRIDAY 24/06/16 *Survey Type: MANUAL*

4 DY-02-A-02 REAL ESTATE DEVELOPERS DERBY
PRIME PARKWAY
DERBY

Edge of Town Centre
No Sub Category
Total Gross floor area: 594 sqm
Survey date: THURSDAY 21/10/21 *Survey Type: MANUAL*

5 GM-02-A-09 LEASED OFFICES GREATER MANCHESTER
NEW MOUNT STREET
MANCHESTER

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2500 sqm
Survey date: MONDAY 26/09/16 *Survey Type: MANUAL*

6 GM-02-A-10 ACCOUNTANTS GREATER MANCHESTER
CHORLEY NEW ROAD
BOLTON
HEATON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 500 sqm
Survey date: MONDAY 19/04/21 *Survey Type: MANUAL*

7 LE-02-A-04 COUNCIL OFFICES LEICESTERSHIRE
BURTON STREET
MELTON MOWBRAY

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 3981 sqm
Survey date: WEDNESDAY 30/11/16 *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 MS-02-A-02 SCIENCE PARK OFFICES MERSEYSIDE
MOUNT PLEASANT
LIVERPOOL

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 11250 sqm
Survey date: TUESDAY 13/11/18 Survey Type: MANUAL

9 MS-02-A-03 HOMES DEVELOPER MERSEYSIDE
ALDERMAN ROAD
LIVERPOOL

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 1200 sqm
Survey date: TUESDAY 20/04/21 Survey Type: MANUAL

10 MS-02-A-04 OFFICES MERSEYSIDE
MANN ISLAND
LIVERPOOL
MANN ISLAND
Edge of Town Centre
Development Zone
Total Gross floor area: 15000 sqm
Survey date: TUESDAY 05/04/22 Survey Type: MANUAL

11 NF-02-A-02 FINANCIAL PLANNERS NORFOLK
NORTH QUAY
GREAT YARMOUTH

Edge of Town Centre
Commercial Zone
Total Gross floor area: 894 sqm
Survey date: MONDAY 11/09/17 Survey Type: MANUAL

12 NF-02-A-03 OFFICES NORFOLK
NORTH QUAY
GREAT YARMOUTH

Edge of Town Centre
Commercial Zone
Total Gross floor area: 5500 sqm
Survey date: TUESDAY 12/09/17 Survey Type: MANUAL

13 NY-02-A-01 SOLICITORS NORTH YORKSHIRE
NORTH PARK ROAD
HARROGATE

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 178 sqm
Survey date: THURSDAY 04/10/18 Survey Type: MANUAL

14 NY-02-A-03 DISTRICT COUNCIL OFFICES NORTH YORKSHIRE
STATION ROAD
RICHMOND

Edge of Town Centre
No Sub Category
Total Gross floor area: 1590 sqm
Survey date: FRIDAY 06/05/22 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15 TW-02-A-08 HOUSING ASSOCIATION OFFICE TYNE & WEAR
BENTON PARK ROAD
NEWCASTLE UPON TYNE
LONGBENTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 4800 sqm
Survey date: FRIDAY 19/10/18 Survey Type: MANUAL

16 WK-02-A-02 OFFICES WARWICKSHIRE
WHITEHALL ROAD
RUGBY

Edge of Town Centre
Residential Zone
Total Gross floor area: 540 sqm
Survey date: MONDAY 14/11/22 Survey Type: MANUAL

17 WO-02-A-02 OFFICE WORCESTERSHIRE
MOOR STREET
WORCESTER

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2000 sqm
Survey date: MONDAY 14/11/16 Survey Type: MANUAL

18 WS-02-A-05 SOCIAL HOUSING COMPANY WEST SUSSEX
NORTH STREET
WORTHING

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 830 sqm
Survey date: TUESDAY 17/05/22 Survey Type: MANUAL

19 WS-02-A-07 BUSINESS TECHNOLOGY WEST SUSSEX
HAM ROAD
SHOREHAM-BY-SEA

Edge of Town Centre
No Sub Category
Total Gross floor area: 2780 sqm
Survey date: FRIDAY 11/11/22 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 02 - EMPLOYMENT/A - OFFICE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	3209	0.265	18	3209	0.031	18	3209	0.296
08:00 - 09:00	19	3050	0.794	19	3050	0.140	19	3050	0.934
09:00 - 10:00	19	3050	0.414	19	3050	0.179	19	3050	0.593
10:00 - 11:00	19	3050	0.214	19	3050	0.155	19	3050	0.369
11:00 - 12:00	19	3050	0.135	19	3050	0.147	19	3050	0.282
12:00 - 13:00	19	3050	0.181	19	3050	0.243	19	3050	0.424
13:00 - 14:00	19	3050	0.254	19	3050	0.228	19	3050	0.482
14:00 - 15:00	19	3050	0.147	19	3050	0.174	19	3050	0.321
15:00 - 16:00	19	3050	0.114	19	3050	0.240	19	3050	0.354
16:00 - 17:00	19	3050	0.128	19	3050	0.359	19	3050	0.487
17:00 - 18:00	19	3050	0.095	19	3050	0.621	19	3050	0.716
18:00 - 19:00	18	3209	0.035	18	3209	0.184	18	3209	0.219
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.776			2.701			5.477

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:	178 - 15000 (units: sqm)
Survey date date range:	01/01/16 - 23/11/22
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-100314-240712-0724

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	KS	KIRKLEES	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	1507 to 13200 (units: sqm)
Range Selected by User:	200 to 20000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 04/10/23

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

Selected survey days:

Monday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1

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:

Commercial Zone	1
Built-Up Zone	1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

B8	2 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

Travel Plan:

No	2 days

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

PTAL Rating:

No PTAL Present	2 days

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

LIST OF SITES relevant to selection parameters

1 HC-02-F-02 LOGISTICS HAMPSHIRE
RUTHERFORD ROAD
BASINGSTOKE

Suburban Area (PPS6 Out of Centre)
Commercial Zone
Total Gross floor area: 13200 sqm
Survey date: THURSDAY 16/06/16 Survey Type: MANUAL

2 KS-02-F-01 ELECTRONICS DISTRIBUTION KIRKLEES
MORTIMER STREET
CLECKHEATON

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 1507 sqm
Survey date: MONDAY 19/09/16 Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	7354	0.177	2	7354	0.102	2	7354	0.279
08:00 - 09:00	2	7354	0.218	2	7354	0.095	2	7354	0.313
09:00 - 10:00	2	7354	0.163	2	7354	0.075	2	7354	0.238
10:00 - 11:00	2	7354	0.170	2	7354	0.129	2	7354	0.299
11:00 - 12:00	2	7354	0.136	2	7354	0.177	2	7354	0.313
12:00 - 13:00	2	7354	0.109	2	7354	0.116	2	7354	0.225
13:00 - 14:00	2	7354	0.143	2	7354	0.245	2	7354	0.388
14:00 - 15:00	2	7354	0.088	2	7354	0.170	2	7354	0.258
15:00 - 16:00	2	7354	0.054	2	7354	0.122	2	7354	0.176
16:00 - 17:00	2	7354	0.068	2	7354	0.075	2	7354	0.143
17:00 - 18:00	2	7354	0.082	2	7354	0.184	2	7354	0.266
18:00 - 19:00	1	13200	0.061	1	13200	0.068	1	13200	0.129
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.469			1.558			3.027

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:	1507 - 13200 (units: sqm)
Survey date date range:	01/01/16 - 04/10/23
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-100314-240726-0707

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : B - RESTAURANTS
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	DC	DORSET	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	2 days
	WM	WEST MIDLANDS	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	110 to 1136 (units: sqm)
Range Selected by User:	75 to 1200 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 23/06/23

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

Selected survey days:

Tuesday	2 days
Wednesday	1 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	8 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	6
Edge of Town Centre	2

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

Selected Location Sub Categories:

Development Zone	1
Built-Up Zone	1
High Street	6

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

E(b)	8 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

15,001 to 20,000	2 days
20,001 to 25,000	3 days
25,001 to 50,000	3 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	3 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	5 days
1.1 to 1.5	2 days

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

Travel Plan:

No	8 days

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

PTAL Rating:

No PTAL Present	8 days

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

LIST OF SITES relevant to selection parameters

1 CA-06-B-02 WILDWOOD CAMBRIDGESHIRE
BRIDGE STREET
CAMBRIDGE

Town Centre
High Street
Total Gross floor area: 370 sqm
Survey date: FRIDAY 23/06/23 Survey Type: MANUAL

2 DC-06-B-02 PREZZO DORSET
HIGH WEST STREET
DORCHESTER

Town Centre
High Street
Total Gross floor area: 525 sqm
Survey date: FRIDAY 16/09/16 Survey Type: MANUAL

3 DY-06-B-04 FRENCH RESTAURANT DERBY
FRIAR GATE
DERBY

Town Centre
High Street
Total Gross floor area: 180 sqm
Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL

4 LN-06-B-01 PREZZO LINCOLNSHIRE
BRAYFORD WHARF NORTH
LINCOLN
BRAYFORD WHARF
Edge of Town Centre
Development Zone
Total Gross floor area: 1136 sqm
Survey date: TUESDAY 10/10/17 Survey Type: MANUAL

5 NF-06-B-01 INDIAN RESTAURANT NORFOLK
KING STREET
GREAT YARMOUTH

Town Centre
High Street
Total Gross floor area: 160 sqm
Survey date: THURSDAY 14/09/17 Survey Type: MANUAL

6 SH-06-B-01 THE BEEFY BOYS SHROPSHIRE
HIGH STREET
SHREWSBURY

Town Centre
High Street
Total Gross floor area: 110 sqm
Survey date: THURSDAY 15/06/23 Survey Type: MANUAL

7 SH-06-B-02 ASK ITALIAN SHROPSHIRE
HIGH STREET
SHREWSBURY

Town Centre
High Street
Total Gross floor area: 402 sqm
Survey date: TUESDAY 20/06/23 Survey Type: MANUAL

8 WM-06-B-05 AKBARS WEST MIDLANDS
THE BUTTS
COVENTRY

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 600 sqm
Survey date: THURSDAY 17/11/16 Survey Type: MANUAL

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	2	343	0.146	2	343	0.000	2	343	0.146
11:00 - 12:00	7	412	0.624	7	412	0.069	7	412	0.693
12:00 - 13:00	7	412	1.630	7	412	0.243	7	412	1.873
13:00 - 14:00	7	412	1.873	7	412	1.110	7	412	2.983
14:00 - 15:00	7	412	0.728	7	412	1.422	7	412	2.150
15:00 - 16:00	7	412	0.382	7	412	0.659	7	412	1.041
16:00 - 17:00	8	435	0.258	8	435	0.230	8	435	0.488
17:00 - 18:00	8	435	1.177	8	435	0.546	8	435	1.723
18:00 - 19:00	8	435	2.268	8	435	1.349	8	435	3.617
19:00 - 20:00	8	435	2.153	8	435	1.809	8	435	3.962
20:00 - 21:00	8	435	0.546	8	435	1.837	8	435	2.383
21:00 - 22:00	8	435	0.287	8	435	1.206	8	435	1.493
22:00 - 23:00	6	495	0.135	6	495	1.178	6	495	1.313
23:00 - 24:00	3	754	0.044	3	754	0.265	3	754	0.309
Total Rates:			12.251			11.923			24.174

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:	110 - 1136 (units: sqm)
Survey date date range:	01/01/16 - 23/06/23
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-100314-240712-0703

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	2 days
	KC	KENT	2 days
03	SOUTH WEST		
	SD	SWINDON	1 days
04	EAST ANGLIA		
	NF	NORFOLK	2 days
	PB	PETERBOROUGH	1 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 days
09	NORTH		
	DH	DURHAM	1 days
	FU	WESTMORLAND & FURNESS	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 10 to 363 (units:)
Range Selected by User: 6 to 1000 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 27/03/24

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

Selected survey days:

Monday	2 days
Tuesday	6 days
Wednesday	3 days
Thursday	4 days
Friday	1 days

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

Selected survey types:

Manual count	16 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	12

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

Selected Location Sub Categories:

Residential Zone	16

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	13 days - Selected

Secondary Filtering selection:

Use Class:

C3	16 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	5 days
10,001 to 15,000	2 days
15,001 to 20,000	3 days
20,001 to 25,000	3 days
25,001 to 50,000	3 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	2 days
25,001 to 50,000	1 days
50,001 to 75,000	4 days
75,001 to 100,000	2 days
125,001 to 250,000	4 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
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	5 days
No	11 days

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

PTAL Rating:

No PTAL Present	16 days

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

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

LIST OF SITES relevant to selection parameters

1 AC-03-A-04 TOWN HOUSES CHESHIRE WEST & CHESTER
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

2 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

3 FU-03-A-02 DETACHED/TERRACED HOUSING WESTMORLAND & FURNESS
MACADAM WAY
PENRITH

Edge of Town Centre
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *21/06/16* *Survey Type: MANUAL*

4 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

5 HC-03-A-30 TERRACED HOUSES HAMPSHIRE
MEUDON AVENUE
FARNBOROUGH

Edge of Town Centre
Residential Zone
Total No of Dwellings: 31
Survey date: FRIDAY *14/10/22* *Survey Type: MANUAL*

6 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

7 KC-03-A-06 MIXED HOUSES & FLATS KENT
MARGATE ROAD
HERNE BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 363
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 NF-03-A-51 SEMI-DETACHED NORFOLK
CITY ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 34
Survey date: TUESDAY *13/09/22* *Survey Type: MANUAL*

9 NF-03-A-52 MIXED HOUSES NORFOLK
LYNNSPORT WAY
KING'S LYNN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 130
Survey date: TUESDAY *07/11/23* *Survey Type: MANUAL*

10 NY-03-A-12 TOWN HOUSES NORTH YORKSHIRE
RACECOURSE LANE
NORTHALLERTON

Edge of Town Centre
Residential Zone
Total No of Dwellings: 47
Survey date: TUESDAY *27/09/16* *Survey Type: MANUAL*

11 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

12 PB-03-A-04 DETACHED HOUSES PETERBOROUGH
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

13 SD-03-A-01 SEMI DETACHED SWINDON
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: THURSDAY *22/09/16* *Survey Type: MANUAL*

14 SF-03-A-09 MIXED HOUSES & FLATS SUFFOLK
FOXHALL ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 179
Survey date: THURSDAY *24/06/21* *Survey Type: MANUAL*

15 WK-03-A-03 DETACHED HOUSES WARWICKSHIRE
BRESE AVENUE
WARWICK
GUYS CLIFFE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 23
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 WM-03-A-05 TERRACED & DETACHED WEST MIDLANDS
COUNDON ROAD
COVENTRY

Edge of Town Centre
Residential Zone
Total No of Dwellings: 89
Survey date: MONDAY *21/11/16* *Survey Type: MANUAL*

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	16	75	0.073	16	75	0.286	16	75	0.359
08:00 - 09:00	16	75	0.119	16	75	0.389	16	75	0.508
09:00 - 10:00	16	75	0.154	16	75	0.164	16	75	0.318
10:00 - 11:00	16	75	0.127	16	75	0.168	16	75	0.295
11:00 - 12:00	16	75	0.141	16	75	0.124	16	75	0.265
12:00 - 13:00	16	75	0.149	16	75	0.158	16	75	0.307
13:00 - 14:00	16	75	0.171	16	75	0.159	16	75	0.330
14:00 - 15:00	16	75	0.150	16	75	0.195	16	75	0.345
15:00 - 16:00	16	75	0.262	16	75	0.191	16	75	0.453
16:00 - 17:00	16	75	0.308	16	75	0.159	16	75	0.467
17:00 - 18:00	16	75	0.362	16	75	0.189	16	75	0.551
18:00 - 19:00	16	75	0.275	16	75	0.168	16	75	0.443
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.291			2.350			4.641

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:	10 - 363 (units:)
Survey date date range:	01/01/16 - 27/03/24
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-100314-240726-0751

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : K - RETAIL PARK - EXCLUDING FOOD
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	GS	GLOUCESTERSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	9350 to 22300 (units: sqm)
Range Selected by User:	2575 to 90000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 24/06/23

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

Selected survey days:

Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	2

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

Selected Location Sub Categories:

Residential Zone	1
Retail Zone	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

E(a)	2 days

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

Population within 500m Range:
All Surveys Included
Population within 1 mile:

15,001 to 20,000	1 days
25,001 to 50,000	1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

125,001 to 250,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	2 days

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

Travel Plan:

No	2 days

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

PTAL Rating:

No PTAL Present	2 days

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

LIST OF SITES relevant to selection parameters

1	GM-01-K-16 BROADWAY OLDHAM HOLDEN FOLD Edge of Town Residential Zone	RETAIL PARK	GREATER MANCHESTER
	Total Gross floor area:	22300 sqm	
	Survey date: THURSDAY	*09/11/17*	*Survey Type: MANUAL*
2	GS-01-K-03 HATHERLEY LANE CHELTENHAM SPA	RETAIL PARK	GLOUCESTERSHIRE
	Edge of Town Retail Zone		
	Total Gross floor area:	9350 sqm	
	Survey date: WEDNESDAY	*03/05/23*	*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 01 - RETAIL/K - RETAIL PARK - EXCLUDING FOOD
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	9350	0.139	1	9350	0.064	1	9350	0.203
07:00 - 08:00	2	15825	0.512	2	15825	0.401	2	15825	0.913
08:00 - 09:00	2	15825	1.039	2	15825	0.742	2	15825	1.781
09:00 - 10:00	2	15825	2.079	2	15825	1.697	2	15825	3.776
10:00 - 11:00	2	15825	2.092	2	15825	1.858	2	15825	3.950
11:00 - 12:00	2	15825	2.581	2	15825	2.398	2	15825	4.979
12:00 - 13:00	2	15825	2.736	2	15825	2.575	2	15825	5.311
13:00 - 14:00	2	15825	2.635	2	15825	2.818	2	15825	5.453
14:00 - 15:00	2	15825	2.348	2	15825	2.474	2	15825	4.822
15:00 - 16:00	2	15825	2.073	2	15825	2.224	2	15825	4.297
16:00 - 17:00	2	15825	2.193	2	15825	2.193	2	15825	4.386
17:00 - 18:00	2	15825	2.395	2	15825	2.288	2	15825	4.683
18:00 - 19:00	2	15825	2.209	2	15825	2.148	2	15825	4.357
19:00 - 20:00	2	15825	1.517	2	15825	1.763	2	15825	3.280
20:00 - 21:00	2	15825	0.629	2	15825	1.024	2	15825	1.653
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			27.177			26.667			53.844

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:	9350 - 22300 (units: sqm)
Survey date date range:	01/01/16 - 24/06/23
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Appendix F – Trip Generation Assessment

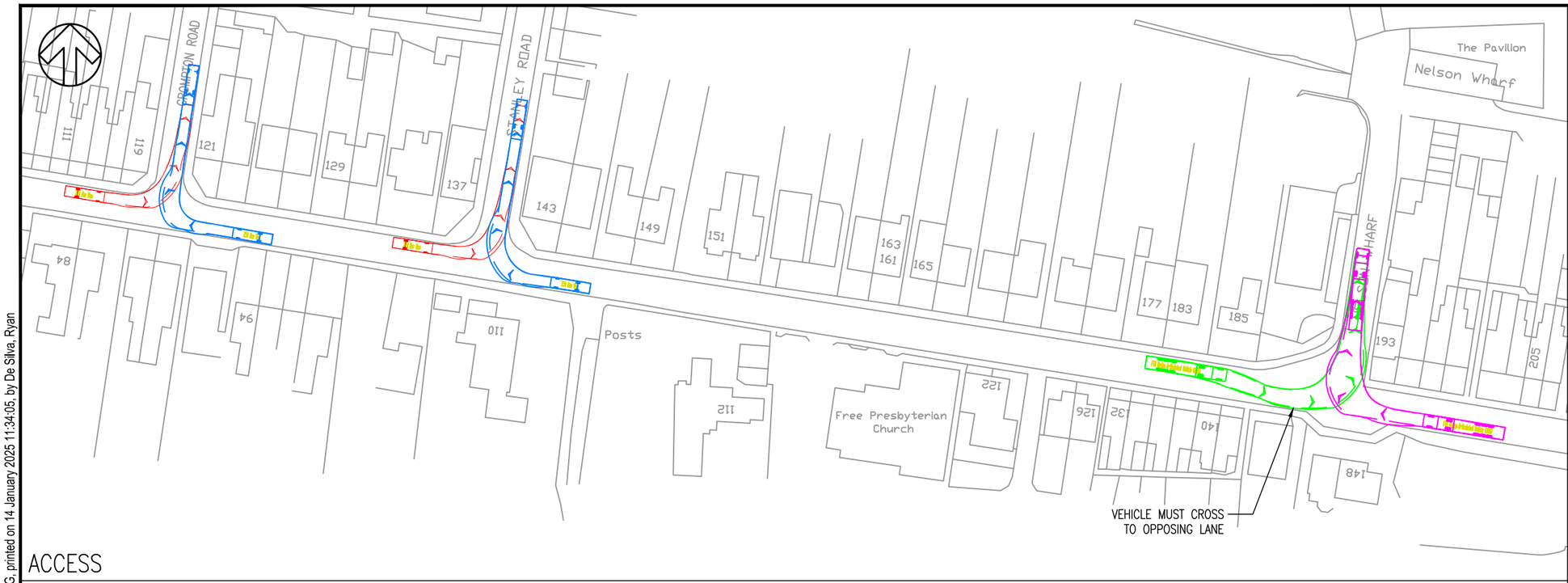
KIRKLEY WATERFRONT TRIP GENERATION ASSESSMENT

					Trip Rates (TRICS database)				Trip Generation								Trip Rates (TRICS database)				Trip Generation					
					AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour						AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
Number	Site Description	Existing / Current Land Use Quantum	Value	Existing / Current Land Use Category	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Proposed / Remaining Land Use Quan	Value	Proposed Land Use Category	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Notes	Notes
1	Brooke Peninsular and playing fields	6347sqm B2	6347	B2 General Industrial	0.766	0.399	0.266	0.666	64	33	22	56	850 dwellings	850	C3(a) Dwelling Houses	0.119	0.389	0.362	0.189	102	331	308	161	Have not included open air uses (i.e boat repair and boat storage) as part of existing land use quantum and wont be generating large traffic movements	Assessment based on proposed quantum based on previous applications
		2200sqm B8	2200	B8 Storage or distribution	0.218	0.095	0.082	0.184	5	2	2	4	1189sqm E(a)	1189	E(a) Retail sale of goods	1.039	0.742	2.395	2.288	13	9	29	28	We will make the assumption that the 1774sqm E use class will be E(a) and E(b). Have assumed a split of 67 / 33 between E(a) and E(b). So 1189sqm allocated to E(a) and 585sqm allocated to E(b) as shown.	
													585sqm E(b)	585	E(b) Restaurant	0.000	0.000	1.177	0.546	0	0	7	4	We will make the assumption that the 1774sqm E use class will be E(a) and E(b). Have assumed a split of 67 / 33 between E(a) and E(b). So 1189sqm allocated to E(a) and 585sqm allocated to E(b) as shown.	
		200sqm B1a	200	E(g)(i) Office	0.794	0.140	0.095	0.621	2	0	0	1	2500sqm school (14.805sqm area)	2500	F1(a) Provision of education	3.475	3.089	0.202	0.433	87	78	6	11	We will make an assumption on its size based on similar primary schools within the surrounding area	
		1308sqm E(b) restaurant	1308	E(b) restaurant	0.000	0.000	1.177	0.546	0	0	15	7	1308sqm E(b) restaurant	1308	1308sqm E(b) restaurant	0.000	0.000	1.177	0.546	0	0	16	8	This will be assigned to E(b) restaurant with its size assumed as per existing 1308sqm	
		6360sqm vacant (assumed currently not generating traffic)																		0	0	0	0	Vehicular access to Brooke Peninsular is via Heath Road	
2	Sanyo	0sqm (not generating traffic)											Sanyo East - 84 dwellings	84	C3(a) Dwelling Houses	0.119	0.389	0.362	0.189	10	33	31	16	We will make the assumption that access will be provided via School Road and Heath Road and will distribute the trips accordingly with a greater proportion using School Road.	Assessment based on proposed quantum based on previous applications (to be confirmed see comments opposite)
													Sanyo West - 168 dwellings (+50 dwellings from Cosalt Site as outlined below)	168	C3(a) Dwelling Houses	0.119	0.389	0.362	0.189	20	66	61	32	We will make the assumption that access will be provided via School Road (as access through Nelson Wharf will require third party land) and will distribute the trips accordingly.	
																								We will proportioned out the 252 dwellings out between Sanyo East (84 dwellings) and Sanyo West (168 dwellings) based on the 50 and 100 dwellings split, and with no football pitch.	
3	SCA Recycling / Scenic	2536sqm B2	2536	B2 General Industrial	0.766	0.399	0.266	0.666	19	10	7	17	70 dwellings	70	C3(a) Dwelling Houses	0.119	0.389	0.362	0.189	9	28	26	14	Vehicular access to the site is via Nelson Wharf	Assessment based on 2024 assumptions in alignment with PPS
4	Witham Paints	6 dwellings	6	C3(a) Dwelling Houses	0.119	0.389	0.362	0.189	1	2	2	1	6 dwellings	6	C3(a) Dwelling Houses	0.119	0.389	0.362	0.189	1	3	3	2	There are 6 dwellings existing / remaining plus another 9 proposed. So total of 15 dwellings.	Assessment based on 2024 assumptions in alignment with PPS
													9 dwellings	9	C3(a) Dwelling Houses	0.119	0.389	0.362	0.189	2	4	4	2	Vehicular access to the site is via Stanley Road	
5	NWES / Lowestoft Enterprise Park	2706sqm B2	2706	B2 General Industrial	0.766	0.399	0.266	0.666	21	11	7	18	2706sqm B2	2706	B2 General industrial	0.766	0.399	0.266	0.666	21	11	8	19	Vehicular access to site is via School Road	Assessment based on 2024 assumptions in alignment with PPS
6	Cosalt (now Survitec)	0sqm (not generating traffic)											50 dwellings to be part of Sanyo West Site as outlined above		C3(a) Dwelling Houses					0	0	0	0	We will make the assumption that access will be provided via School Road (as access through Nelson's Wharf will require third party land) and will distribute the trips accordingly. Will include 50 dwellings proposed in addition to Sanyo West site outlined above.	Assessment based on 2024 assumptions in alignment with PPS
7	APB Marina	219sqm E(b) restaurant	219	E(b) Restaurant	0.000	0.000	1.177	0.546	0	0	3	1	219sqm E(b) restaurant	219	E(b) Restaurant	0.000	0.000	1.177	0.546	0	0	3	2	Currently a restaurant so changed to E(b)	Assessment based on 2024 assumptions in alignment with PPS
		179sqm E(g)(ii) Office	179	E(g)(ii) Office	0.794	0.140	0.095	0.621	1	0	0	1	179sqm E(g)(ii) Office	179	E(g)(ii) Office	0.794	0.140	0.095	0.621	2	1	1	2	Vehicular access to the site is via School Road	
		629sqm B2	629	B2 General industrial	0.766	0.399	0.266	0.666	5	3	2	4	629sqm B2	629	B2 General industrial	0.766	0.399	0.266	0.666	5	3	2	5		
		Hardstanding assume 1.98ha																		0	0	0	0	Have not included hardstanding as part of existing land use quantum as wont be generating large traffic movements	
8	Heath Road	52 dwellings	52	C3(a) Dwelling Houses	0.119	0.389	0.362	0.189	6	20	19	10	52 dwellings	52	C3(a) Dwelling Houses	0.119	0.389	0.362	0.189	7	21	19	10		Assessment based on 2024 assumptions in alignment with PPS
9	School Road	9 dwellings	9	C3(a) Dwelling Houses	0.119	0.389	0.362	0.189	1	4	3	2	9 dwellings	9	C3(a) Dwelling Houses	0.119	0.389	0.362	0.189	2	4	4	2		Assessment based on 2024 assumptions in alignment with PPS
		936 sqm F1 education	936	F1(a) Provision of education	3.475	3.089	0.202	0.433	33	29	2	4	936 sqm F1 education	936	F1(a) Provision of education	3.475	3.089	0.202	0.433	33	29	2	5		
10	Nelson Wharf	272sqm vacant (assumed currently not generating traffic)											272sqm B2	272	B2 General industrial	0.766	0.399	0.266	0.666	3	2	1	2	We will make the assumption that the 272sqm vacant land will be B2 land use as it is likely to generate trips in the future.	Assessment based on 2024 assumptions in alignment with PPS
		1000sqm B2	1000	B2 General Industrial	0.766	0.399	0.266	0.666	8	4	3	7	1000sqm B2	1000	B2 General industrial	0.766	0.399	0.266	0.666	8	4	3	7		Assessment based on 2024 assumptions in alignment with PPS
11	Stanley Road	23 dwellings	23	C3(a) Dwelling Houses	0.119	0.389	0.362	0.189	3	9	8	4	23 dwellings	23	C3(a) Dwelling Houses	0.119	0.389	0.362	0.189	3	9	9	5	It is noted that Stanley Road will not act as an access to any of the and parcels that are proposed.	Assessment based on 2024 assumptions in alignment with PPS
12	Crompton Road	24 dwellings	24	C3(a) Dwelling Houses	0.119	0.389	0.362	0.189	3	9	9	5	24 dwellings	24	C3(a) Dwelling Houses	0.119	0.389	0.362	0.189	3	10	9	5		Assessment based on 2024 assumptions in alignment with PPS
13	Jeld Wen	13.94ha vacant (assumed currently not generating traffic)											500 Dwellings	500	C3(a) Dwelling Houses	0.119	0.389	0.362	0.189	60	195	181	95	Jen Wen site includes Former Jeld Wen Factory and Kirkley Waterfront area as shown in plan opposite.	Assessment based on 2024 assumptions in alignment with PPS
													10667sqm E(g)(i)	10667	E(g)(i) Office	0.794	0.140	0.095	0.621	85	15	11	67	We will make the assumption that the 3.2ha employment will be split between E(g)(i) / B2 / B8 land uses. Have converted hectares to square meters and assumed an equal split. So 10667sqm between E(g)(i) / B2 / B8 as shown.	
													10667sqm B2	10667	B2 General industrial	0.766	0.399	0.266	0.666	82	43	29	72	We will make the assumption that the 3.2ha employment will be split between E(g)(i) / B2 / B8 land uses. Have converted hectares to square meters and assumed an equal split. So 10667sqm between E(g)(i) / B2 / B8 as shown.	
													10667sqm B8	10667	B8 Storage or distribution	0.218	0.095	0.082	0.184	24	11	9	20	We will make the assumption that the 3.2ha employment will be split between E(g)(i) / B2 / B8 land uses. Have converted hectares to square meters and assumed an equal split. So 10667sqm between E(g)(i) / B2 / B8 as shown.	
																				0	0	0	0	Vehicular access to site is via Colin Law Way.	
14	Riverside Road	2864sqm Car Sales Sui Generis	2864	Car Sales Sui Generis	1.482	0.480	0.309	1.226	42	14	9	35	2864sqm Car Sales Sui Generis	2864	Car Sales Sui Generis	1.482	0.480	0.309	1.226	43	14	9	36	We have made the assumption that the 7160sqm Sui Generis is split based on 40% (Car Sales Sui Generis) and 60% (B2 General Industrial).	Assessment based on 2024 assumptions in alignment with PPS
		4296sqm B2	4296	B2 General Industrial	0.766	0.399	0.266	0.666	33	17	11	29	4296sqm B2	4296	B2 General Industrial	0.766	0.399	0.266	0.666	33	18	12	29	We have made the assumption that the 7160sqm Sui Generis is split based on 40% (Car Sales Sui Generis) and 60% (B2 General Industrial).	
		1.43ha vacant land (assumed currently not generating traffic)											1000sqm E(g)(i) Office	1000	E(g)(i) Office	0.794	0.140	0.095	0.621	8	2	1	7	We will make the assumption that the 0.2ha vacant land will be E(g)(i) Office land use as it is likely to generate trips in the future. Have converted hectares to square metres and assumed to be 1000sqm	
		9036sqm E(g)(i) Office	9036	E(g)(i) Office	0.794	0.140	0.095	0.621	72	13	9	56	9036sqm E(g)(i) Office	9036	E(g)(i) Office	0.794	0.140	0.095	0.621	72	13	9	57	Vehicular access to site is via Colin Law Way	
		230sqm F1(a)	230	F1(a) Provision of education	3.475	3.089	0.202	0.433	8	7	0	1	230sqm F1(a)	230	F1(a) Provision of education	3.475	3.089	0.202	0.433	8	8	1	1	Allocated as F1(a)	
		510sqm B8	510	B8 Storage or distribution	0.218	0.095	0.082	0.184	1	0	0	1	510sqm B8	510	B8 Storage or distribution	0.218	0.095	0.082	0.184	2	1	1	1		
													7150sqm B2	7150	B2 General industrial	0.766	0.399	0.266	0.666	55	29	20	48	We will make the assumption that the 1.43ha additional employment land will be split between B2 / B8 land uses. Have converted hectares to square meters and assumed a 50/50 split. So 7150sqm between B2 / B8 as shown.	
													7150sqm B8	7150	B8 Storage or distribution	0.218	0.095	0.082	0.184	16	7	6	14	We will make the assumption that the 1.43ha additional employment land will be split between B2 / B8 land uses. Have converted hectares to square meters and assumed a 50/50 split. So 7150sqm between B2 / B8 as shown.	

Please note that if land use from Column C has also been included in Column D (e.g. Heath Road has 52 dwellings in both columns) it has been assumed that it is remaining on the site following its redevelopment and as such included in the assessment undertaken

Please note it has been assumed that County Wildlife Site and Jeld Wen Playing Fields do not currently generate any trips and will not in the future

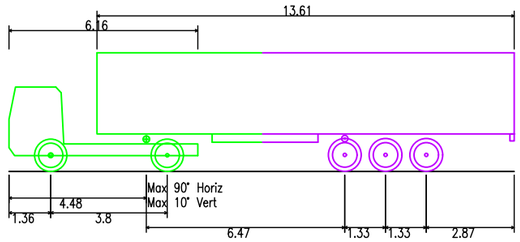
Appendix G – Swept Path Analysis



ACCESS

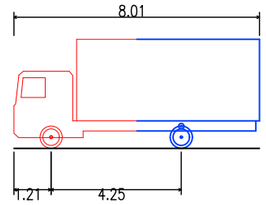
EGRESS

DO NOT SCALE



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m



7.5t Box Van

Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

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REV	DATE	BY	DESCRIPTION	CHK	APP
P01	14/01/2025	RDS	FIRST ISSUE	LK	LK

DRAWING STATUS: S2 - FOR INFORMATION

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CLIENT:

ARCHITECT:

PROJECT: KIRKLEY WATERFRONT

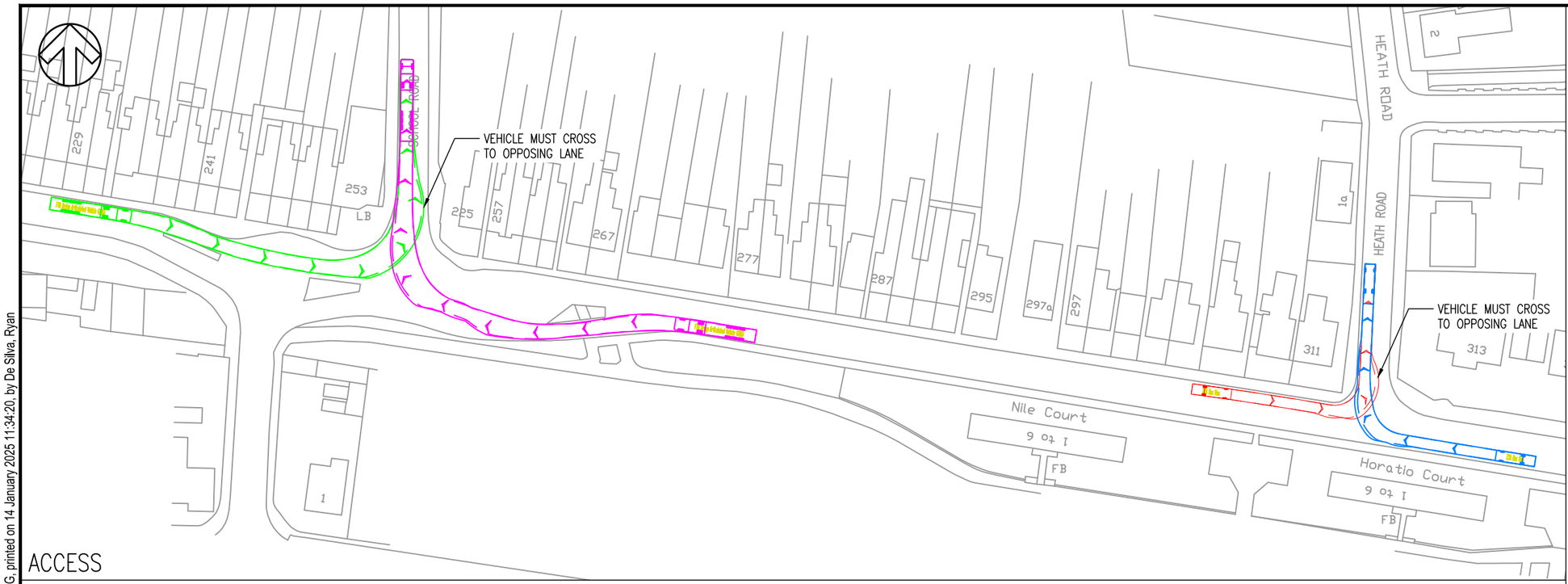
TITLE: VICTORIA ROAD JUNCTIONS CROMPTON ROAD, STANLEY ROAD, NELSON WHARF SWEPT PATH ANALYSIS 7.5t BOX VAN AND 16.5m ARTIC

SCALE @ A3:	CHECKED:		APPROVED:
1:1000	LK		LK
PROJECT No: 0029363	DESIGNED: RDS	DRAWN: RDS	DATE: January 25

DRAWING No: 0029363-WSP-ZZ-ZZ-SK-TP-0001

REV: P01

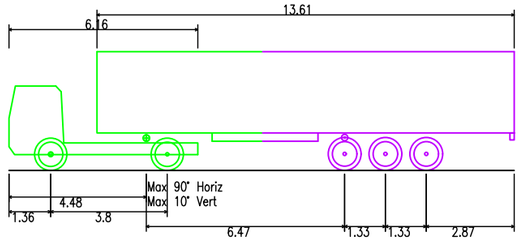
File name C:\USERS\UKRDS003\WSP O365\UK0029363.9048 - KIRKLEY WATERFRONT - DOCUMENTS\03 WIP\03 DRAWINGS\0029363-WSP-ZZ-ZZ-SK-TP-0001.DWG, printed on 14 January 2025 11:34:05, by De Silva, Ryan



ACCESS

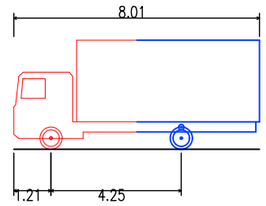
EGRESS

DO NOT SCALE



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m



7.5t Box Van

Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

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ARCHITECT:

PROJECT: KIRKLEY WATERFRONT

TITLE: VICTORIA ROAD JUNCTIONS
SCHOOL ROAD, HEATH ROAD
SWEPT PATH ANALYSIS
7.5t BOX VAN AND 16.5m ARTIC

SCALE @ A3:	CHECKED:		APPROVED:
1:1000	LK		LK
PROJECT No: 0029363	DESIGNED: RDS	DRAWN: RDS	DATE: January 25

DRAWING No: 0029363-WSP-ZZ-ZZ-SK-TP-0002

REV: P01

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ACCESS

DO NOT SCALE

Dennis Eagle Olympus 27W 8x4MS	
Overall Length	10.290m
Overall Width	2.530m
Overall Body Height	3.530m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.200m

EGRESS

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P01	14/01/2025	RDS	FIRST ISSUE	LK	LK

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CLIENT:

ARCHITECT:

PROJECT: KIRKLEY WATERFRONT

TITLE: VICTORIA ROAD JUNCTIONS CROMPTON ROAD, STANLEY ROAD, NELSON WHARF SWEPT PATH ANALYSIS REFUSE VEHICLE

SCALE @ A3:	CHECKED:		APPROVED:
1:1000	LK		LK
PROJECT No: 0029363	DESIGNED: RDS	DRAWN: RDS	DATE: January 25

DRAWING No: 0029363-WSP-ZZ-ZZ-SK-TP-0003

REV: P01

File name C:\USERS\UKRDS003\WSP O365\UK0029363.9048 - KIRKLEY WATERFRONT - DOCUMENTS\03 WIP\03 DRAWINGS\0029363-WSP-ZZ-ZZ-SK-TP-0003.DWG, printed on 14 January 2025 11:34:32, by De Silva, Ryan

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DO NOT SCALE

Dennis Eagle Olympus 27W 8x4MS	
Overall Length	10.290m
Overall Width	2.530m
Overall Body Height	3.530m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.200m

REV	DATE	BY	DESCRIPTION	CHK	APP
P01	14/01/2025	RDS	FIRST ISSUE	LK	LK

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ARCHITECT:

PROJECT: KIRKLEY WATERFRONT

TITLE: VICTORIA ROAD JUNCTIONS
SCHOOL ROAD, HEATH ROAD
SWEPT PATH ANALYSIS
REFUSE VEHICLE

SCALE @ A3:	CHECKED:	APPROVED:
1:1000	LK	LK

PROJECT No:	DESIGNED:	DRAWN:	DATE:
0029363	RDS	RDS	January 25

DRAWING No: 0029363-WSP-ZZ-ZZ-SK-TP-0004

REV: P01

File name C:\USERS\UKRDS003\WSP O365\UK0029363.9048 - KIRKLEY WATERFRONT - DOCUMENTS\03 WIP\03 DRAWINGS\0029363-WSP-ZZ-ZZ-SK-TP-0004.DWG, printed on 14 January 2025 11:34:42, by De Silva, Ryan

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REV	DATE	BY	DESCRIPTION	CHK	APP
P01	15/01/2025	RDS	FIRST ISSUE	LK	LK

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CLIENT:

ARCHITECT:

PROJECT: KIRKLEY WATERFRONT

TITLE: VICTORIA ROAD JUNCTIONS VISIBILITY SPLAYS

SCALE @ A3:	CHECKED:	APPROVED:
1:1000	LK	LK

PROJECT No:	DESIGNED:	DRAWN:	DATE:
0029363	RDS	RDS	January 25

DRAWING No: 0029363-WSP-ZZ-ZZ-SK-TP-0006

REV: P01